

# FLY ABOUT



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)  
POST OFFICE BOX 247 NORTHAM WA 6401**

**Print Post Approval PPN: 639955/00013**

**Volume 40 Issue No. 6**

**JUNE 2009**



**PO BOX 247 NORTHAM WA 6401**

## **COMMITTEE CONTACTS**

<b>PRESIDENT</b>	<b>Claude Meunier</b>	<a href="mailto:claudemeunier@bigpond.com">claudemeunier@bigpond.com</a>	9622 5574 0417 816 168
<b>VICE PRESIDENT</b>	<b>Errol Croft</b>		0428 880 149
<b>SECRETARY</b>	<b>Gren Putland</b>	<a href="mailto:gren.putland@mainroads.wa.gov.au">gren.putland@mainroads.wa.gov.au</a>	0409 113 011
<b>TREASURER</b>	<b>Joy Flegeltaub</b>	<a href="mailto:joyfleg@wn.com.au">joyfleg@wn.com.au</a>	9622 2279
<b>BAR MANAGER, AIRCRAFT BOOKINGS, &amp; HOUSE &amp; GROUNDS</b>	<b>Matt Bignell</b>	<a href="mailto:big.matty@hotmail.com">big.matty@hotmail.com</a>	0428962001 9622 3001
<b>AIRSIDE</b>	<b>Steve Vette</b>	<a href="mailto:svette@bigpond.net.au">svette@bigpond.net.au</a>	9622 8659 0407 577 617
<b>AIRCRAFT</b>	<b>Denis Beresford</b>		96 225 222 0408 747 182
<b>SOCIAL</b>	<b>Les Ballantyne</b>	<a href="mailto:les@aquasport.com.au">les@aquasport.com.au</a>	9622 5303
<b>CLUB CAPTAIN</b>	<b>Simon Cooper</b>	<a href="mailto:simon.sj.cooper@centrelink.gov.au">simon.sj.cooper@centrelink.gov.au</a>	9417 7733 0429 202 597
<b>FLYING INSTRUCTORS</b>	<b>Phil Butherway Kevin Lathbury</b>		0427 967 363 0434 000 217
<b>GENERAL COMMITTEE</b>	<b>Sven Tetlow</b>	<a href="mailto:sven@avb.net.au">sven@avb.net.au</a>	0429 ☺66 519
<b>FLY ABOUT EDITOR</b>	<b>Lila</b>	<a href="mailto:elbees@bigpond.com">elbees@bigpond.com</a>	0408 951 740
<b>WEBSITE</b>		<a href="http://www.northamaeroclub.com">www.northamaeroclub.com</a>	08 9622 3248

## From the President



After several years, the negotiations with the Shire of Northam are finally coming to a happy ending. This is a “win-win” situation where all parties are satisfied with the outcome. By the end of June, the Master Lease between the Shire and the Club and the sub-leases will be surrendered. The Shire will then establish individual leases to each tenant. The Aero Club will be appointed Manager of the airfield with a budget and a managing fee. The Club will at last return to its original charter which is to promote flying and socialising.

I would like to thank the Offices of the Shire and the Councillors for bringing this to a satisfying conclusion. I also would like to thank the Committee Members who have participated in the negotiations and in particular our Secretary for his invaluable contribution to the success of those negotiations.

We have 2 rather busy months in June and July:

on Saturday, June 27, the Annual Presentation Dinner. Please RSVP without delay to help the catering.

on Friday, July 3, Nominations for Committee closes,

on Monday, July 13, Committee Meeting at 19.00,

on Friday, July 24, Annual General Meeting

and on Sunday, July 26 July Club Competition.

There are still confusion in the role of the Maintenance Release and the “Snag Sheet”. An entry in the MR has to be corrected and signed by a LAME. And each time the said LAME will charge for his time and this can get costly to the Club. That is why a “Snag Sheet” is to be used to report minor defects not affecting the safety of the aircraft. Writing defects on the log sheet or on the back of an envelope is not the way to do it as other pilots may never find it. I feel I have to mention this as very recently a bald patch with visible canvas was found on one of PGL tyres. This is a threat to safety as a hard and fast landing could have resulted in a tyre blow out generally followed by a ground loop. This could have meant a prop strike. The result: a new prop and an engine bulk strip. Lot more expensive than missing a few flying hours. So an entry should have been made in the MR and the aircraft sent for repair.

Such a bald patch on a tyre is generally the result of a landing with feet resting hard on the brakes. To avoid this, it is good on Final to say: Heels on the floor and to do that, one could briefly take one’s feet from the pedals and replace them low with the heels really on the floor making sure the front of the feet are not activating the brakes.

The Casa AvSafety Seminar had the same success it had last year. Hot questions were thrown at Mark and Steve. The increased numbers were showing the growing interest for this kind of get together. The BBQ that followed was also a success. Many thanks to the Bar and Social members and of course, last but not least to the cooks. The meat and the salads were excellent.

I was glad Mark Richardson mentioned the proper way to make radio calls at non-controlled airfields. The message has 3 parts:

The **Address**: who are we talking to or broadcasting to. That is “Northam traffic”, replacing the old “All stations Northam”. That is very important when several airfields have the same frequency. If we hear Bunbury or Geraldton, we know the traffic is far away and of no concern to us.

the **Text** of the message: telling who we are, where we are and our intentions, the **Closing** part: here we repeat the place where we are operating. But we only say “Northam”, not “Northam traffic”. Indeed, the words “Northam traffic” being the beginning of a message, anyone starting to listen when we say that will expect a message to follow.

Anyway, the most important part of such radio communication is the name of the place: Is the traffic in our vicinity or is it hundred of miles away? Also the aim of talking is to pass some information about us to others, so we should do it in a way that can be understood, by speaking clearly and slowly. This is not a contest to know who can mumble so many words in the shortest time...

We all wish Angus a prompt and happy recovery. While he is still in hospital, I am sure he would welcome visitors.

Happy flying  
Claude Meunier  
0417 816 168

---

## **NORTHAM FLIERS ENTER AIR RACE TO HELP FLYING DOCTOR**



Frank Kotai and Tony Rees have entered the 2009 Outback Air Race to help raise funds for the Royal Flying Doctor Service. They will fly their Mooney M20J in the event.

The race will start in Broome on August 26 and finish in Airlie Beach, Queensland, on September 5. Along the way the 23 aircraft and 56 crew registered for the event will call at Emma Gorge, Katherine, Tennant Creek, Sweers Island (a tiny speck in the Gulf of Carpentaria), Cooktown (discovered by Captain Cook in 1770) and Undara (home of the unique volcanic lava tunnels).

Their entry has been generously supported by pharmaceutical company Aspen Pharmacare, which has donated \$1500 to sponsor the Kotai/Rees entry. Company spokesman Andrew Strutt said: “My management in Sydney were delighted to recognise the vital contribution of the Flying Doctor to life in remote Australia by making this donation.”

Dr Kotai, who is a Designated Aviation Medical Examiner as well as a Hills general practitioner, said Aspen's sponsorship had been a great help to the team's fundraising efforts.

"Every entrant has to raise a minimum of \$1500 for the RFDS as a condition of entry," he said, "but we all try to do better than that because the service is always in need of extra aircraft and equipment to save outback lives. Aspen's generous donation ensures that we'll easily exceed our target."

Aspen manufactures and distributes pharmaceutical products ranging from heart and blood pressure medications to analgesics and antibiotics.

Since the first Outback Air Race in 1996, entrants have raised more than \$1million for the Flying Doctor. This year's line-up includes crews from WA, Victoria, NSW and Queensland, and two entries from New Zealand.

If you'd like to support the Northam entry, please send a cheque (all donations over \$2 are tax-deductible) made payable to the Royal Flying Doctor Service to Outback Air Race, Glen Forrest Medical Centre, 4 Hardey Road, Glen Forrest 6071.



*ABOVE PIC: Aspen representative Andrew Strutt (centre), Dr Frank Kotai (right) and Tony Rees with their Mooney at Northam Airport.*

## C.A.S.A. SAFETY EVENING 10<sup>TH</sup> JUNE 2009

Some 50 people attended the safety seminar which was held at 1800hrs.at the Northam Aero Club on the 10<sup>th</sup> June 2009.

Mark Richardson and Steve Nota our C.A.S.A. Advisors conducted the seminar which was held in two parts.

The first part which was presented by Mark covered the 'Operations at Non-Towered Aerodromes' and outlined the need to keep a good look out, the use of the radio and operations with aircraft of different performances in the circuit area, airmanship, joining the circuit and much more and was well received by all the pilots present.

The second part was presented by Steve and covered 'Responsibilities we have as pilots in command' which included the Maintenance Releases, Pre-flight inspections, Fuel, Weight and Balance, Documents to be carried in flight, Instruments required for flight and a great deal more.

The general message was SAFETY AND PROFESSIONALISM in our operations.

There then followed a question session with the main topic being the privileges of our licences, this created a lot of discussion and for the benefit of those pilots who were not there and as a reminder for those that were a précis of the questions and answers has been attached at the end of this report.

The evening was rounded off with a B.B.Q. kindly supplied by C.A.S.A. and prepared by our own in house Chef and social secretary Les Ballantyne.

All in all the evening presented everyone with the opportunity to learn new procedures and brush up on some old ones and was enjoyed by both presenters and audience alike.

The Northam Aero Club and all those pilots who attended would like to thank C.A.S.A and in particular Mark and Steve for a very informative and interesting evening and remember that if you have any questions regarding the evenings topics or any other questions regarding flight safety or procedures I am sure that either Mark or Steve at C.A.S.A. would be pleased to hear from you.

### 10<sup>TH</sup> JUNE 2009 C.A.S.A. SEMINAR QUESTIONS & ANSWERS

#### QUESTION 1

Is it true that a restricted licence holder or a holder of a G.F.P.T. licence may carry passengers as pilot in command provided that the flight is conducted solely within the flying training area of the air field of departure and is the flying training area defined as an area specified in the operators training manual (in the case of Northam airfield and as shown on the wall chart in the briefing room an area running approximately east from Northam airfield to Meckering and then south west to York, from York following the river back to Northam airfield) **or is it** an area of 26 nautical miles in radius from the centre of the air field as some pilots believe?

#### ANSWER 1

**Yes** - a restricted licence holder or a holder of a G.F.P.T. licence may carry passengers as pilot in command provided that the flight is conducted solely within the flying training area of the airfield of departure, the training area being defined as the area specified in the operators training manual and is not an area of 26 nautical miles in radius from the centre of the airfield.

## **QUESTION 2**

Is it correct that a pilot who holds a restricted licence or a G.F.P.T. can act as pilot in command of a flight outside of the training area provided that the right hand seat is occupied by a P.P.L licence holder?

### **ANSWER 2**

**No** - the only time that this may happen is if the right hand seat is occupied by a qualified instructor, or the aircraft is being flown for the purpose of solo cross-country training along a route specified by the instructor.

## **QUESTION 3**

Is it correct that a pilot who holds a restricted licence or a G.F.P.T. can act as pilot in command of a flight outside of the training area provided that the route taken is a straight line between the departure airfields training area and the training area associated with the destination airfield?

### **ANSWER 3**

**No** - the holder of a restricted licence or a G.F.P.T. may only fly a straight line between the airfield of departure and the training area associated with that airfield and no other.

## **QUESTION 4**

Can a pilot who holds a restricted licence or a G.F.P.T carry out and sign the daily inspection in the maintenance release?

### **ANSWER 4**

**Yes** - the holder of a restricted licence may carry out and sign the daily inspection maintenance release

**No** - the holder of a G.F.P.T. may not.

## **QUESTION 5**

Is it correct that if a pilot holds a restricted licence or a G.F.P.T. licence all that is required to convert it to a full P.P.L is for the pilot to undertake an A.F.R with an instructor?

### **ANSWER 5**

**No** - a pilot wishing to convert a restricted licence or G.F.P.T. licence to a P.P.L should discuss the requirements with his flying instructor who will advise of any additional training that will be required.

## **QUESTION 6**

What are the requirements for a pilot wishing to fly as pilot in command from the right hand seat?

### **ANSWER 6**

The pilot in question is advised to check all company regulations, the A.O.C. for that company and any other relevant operators documents pertaining to flight from the right hand seat and undertake the necessary training with an instructor to demonstrate the pilots proficiency to fly the aircraft from the right hand seat.

## **QUESTION 7**

In a club competition what role does the air judge play?

### **ANSWER 7**

In a club competition the pilot of the aircraft is pilot in command and as such is fully responsible for the operation of the aircraft, the air judge is only a passenger in the aircraft to judge the pilots performance in the competition.

The above questions and answers are in précis form only and it is the responsibility of each pilot to inform him or herself of the full scope of the latest regulations governing their flight procedures.

DAVE ROSE

## CLUB CAPTAINS REPORT – JUNE COMPETITION

Sunday June 14th was the last day for club competitions for the 2008/2009 flying season, and what a beautiful day it turned out to be with blue skies and very little wind.

The competition required the five pilots who participated to make a taxi call and then take off from runway 14 for a flight, firstly, to the Grass Valley wheat bins and then onto the Grass Valley International Airport (Claude's Place). On arrival at Claude's strip the pilot was required to set up a landing on the strip only to find an imaginary obstacle on the strip and so, put on power for a climb out. Claude was on the ground wondering why none of us landed despite a normal approach.

It was then onto the church north of Northam for a straight in approach. (after all it was Sunday). All the necessary radio calls and checks had to be made to gain top marks in the air and also the pilot had to nominate a time for the flight. The pilot getting closest to his nominated time gaining further points.

The winner on the day was Errol Croft with Simon Cooper in second place and Ray Howell third.

In addition to the pilots, four passengers were taken up

>>>> « « « « « « « « « <<<<

### --- NAS Resignition ---

Dear President Claude

I read with concern a line in the March *Fly About* re my resignation from the Northam Aero Club and wish that my decision to no longer be a member does not go undocumented.

I joined the Northam Aero Club in 1976 and remained an active member until I moved from Northam to live in Perth in 1993. During that time I held positions of President, Secretary, Committee Member, Vice President and Club Captain as well as being Club Champion for a number of years and promoter of NAC as pilot, navigator and crew member of several winning WA Air Race teams. I continued my membership of the NAC until 2009 to keep in touch with the club that was a huge part of my flying, social and family life.

Arriving in Northam in 1975 as 25 year old, married, holding a PPL and living on Doctors Hill, I was in view of all aircraft movements; a dream!

Before my first NAC meeting early in 1976 I was coerced into being the secretary. When I was elected President, at a time that NAC was a group of pilots with a common interest, I made my resolve that as President, I would work towards the club owning an aircraft. VH UGP was the first asset for the Club.

I still remember the day when Geoff Tetlow came around to inform me of UGP's accident. Not deterred I went on to lead the committee into the purchase of VH CMP. And wow! What fun we had in Charlie.

Since leaving Northam, I have contributed to the aviation industry in many other avenues. I hold a current private pilot's license and am a flying member of the Royal Aero Club of WA, and the WA branch of the Women Pilots' Association.

In 1995 I was elected the National President of the Australian Women Pilots' Association. This was an all-consuming time of my life for a period of two years, dedicated to a contribution to aviation and especially to the cause of women in the aviation industry. I am currently on the selection committee of several National Awards including the Nancy Bird Award and the Lady Casey Scholarship, a prestigious national scholarship, as well as being on the selection panel for two State scholarships.

I have attended most National Women Pilots Annual Conferences since 1994, the most recent in May 2009 in Port Lincoln, SA. At this meeting Robyn Stewart and I brought trophies back to WA for our performance in the National Flying competition. (We have not lost our competitive edge). Together we co-piloted CMP and more recently PGL to local conferences and adventurous flights across the Nullarbor to Conferences in Canberra and Wangaratta.

You will remember Claude, that when I was President I spent a lot of time persuading you to become a committee member. I remember you telling me that you did not think that you would have the communication skills to contribute at a Committee meeting. I finally won and look at the contribution that you have made since my "bullying" days. Congratulations for your continued endeavors to oversee the continuation of a country aviation icon.

I continued my membership of the Northam Aero Club to keep in touch with the club so dear to my flying heart. As time has passed, I read *Fly About* and realise that I am not a contributor to the club. Membership is made up of those with interests in common and being active is really important. When my last renewal was received, I considered what I could contribute.

To your *Fly About* comment "So long, Susan..." I assume that you wish me success in my current aviation endeavors and hope to see me visit NAC in the not too distant future.

Northam Aero Club holds a great place in my heart and I hope that the Club continues to be a formidable advocate of aviation in Australia where much flying is done and friendships are made.

Susan Ward

## NOMINATION FORM

Positions Vacant: President, Vice President, Secretary, Treasurer,  
3 Committee Persons (2 years)

Nomination is hereby made for the position of:

\_\_\_\_\_

Nominee: \_\_\_\_\_

Signature: \_\_\_\_\_

Proposer: \_\_\_\_\_

Secunder: \_\_\_\_\_

\* To be in the hands of the Hon. Secretary by Friday 3 July 2009  
(PO Box 247 Northam WA 6401)

## NOMINATION FORM

Positions Vacant: President, Vice President, Secretary, Treasurer,  
3 Committee Persons (2 years)

Nomination is hereby made for the position of:

\_\_\_\_\_

Nominee: \_\_\_\_\_

Signature: \_\_\_\_\_

Proposer: \_\_\_\_\_

Secunder: \_\_\_\_\_

\* To be in the hands of the Hon. Secretary by Friday 3 July 2009  
(PO Box 247 Northam WA 6401)

## **ANNUAL GENERAL MEETING**

Notice is hereby given to the members that the

Annual General Meeting  
of the  
**NORTHAM AERO CLUB**  
will be held on

Friday 24th July 2009

at the NAC Club Rooms

at 7.30pm

### **AGENDA ITEMS**

- Election of Office Bearers & three Committee persons

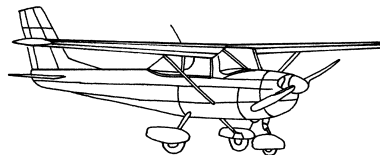
**[Please bring a small plate of food for fellowship at the conclusion of the meeting]**

**NAC welcomes new members:**

**Ashley Smith, Tony Soteriou,**

**Ryan Bristow-Stagg**

**& yes, our editor Lila has officially joined the Ranks**



**We hope you will enjoy the flying and social activities at the Club**

### **Northam Aero Club Pilot Challenge**

Any pilots who want to participate in this new competition will need to get their entries in one week before the Annual Dinner.

Entries on the proforma in Flyabout to Denis Beresford .

48 Burgyne St Northam 6401.

[0408747182]

Please remember that this year you can go back though your log book for any flights that fit the challenge after last years Annual Dinner [28 June 2008] [Rule 2]

I have done five of the six challenges but as the judge I am not eligible to win, so pitch in and have a go.

## NORTHAM AERO CLUB PILOTS CHALLENGE

- |  |       |
|--|-------|
| 1. Do a cross country flight of more than two hours non stop.                      | 10pts |
| 2. Climb to a minimum of 8500 ft AMSL and maintain for a minimum of sixty minutes. | 10pts |
| 3. Make a flight through Perth CTR to Rottnest and return.                         | 15pts |
| 4. Make an outlanding at a safe unlicensed airstrip at least 100nm from Northam.   | 10pts |
| 5. Fly coastal from Lancelin to Rockingham.  | 15pts |
| 6. Fly OCTA to land at Jandakot and return through Perth CTR.                      | 15pts |

### RULES

1. Only one challenge can be claimed per flight.
2. Must be completed between presentation dinners. Final claims to be in one week prior to dinner.
3. Two pilots may share the flying and claim half points each.
4. A proforma must be submitted to claim a challenge. Claims are based on an honor system but may be supported by a witness.
5. Pilots may 'pick the brains ' of experienced pilots during planning, but it is essentially a personal challenge.
6. Highest score wins. The judges decision is final.

### CLUB PILOTS CHALLENGE CLAIM FORM

NAME	ARN
CHALLENGE	
DATE COMPLETED	
REMARKS	
I CERTIFY THIS CLAIM TO BE CORRECT	
	SIGNED
WITNESS (OPTIONAL)	
	SIGNED

All Claim forms to Denis Beresford 48 Burgoyne Street Northam



## NEXT CLUB MEETING

13th July at 7pm

## NEXT CLUB COMPETITION

26th July at 9am

## BAR ROSTER

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

### June

6th - 7th	-	Simon
13th - 14th	-	Crofty
20th - 21st	-	Joy
27th - 28th	-	Claude

### July

4th - 5th	-	Steve
11th - 12th	-	Gren
18th - 19th	-	Les
25th - 26th	-	Sven

### August

1st - 2nd	-	Crofty
8th - 9th	-	Matt
15th - 16th	-	Simon
22nd - 23rd	-	Joy
29th - 30th	-	Claude

*Well! Sometimes one just has to do it!!!*

Please make arrangements to swap with someone if you are not available on your rostered day(s)

FOR INFORMATION  
CONTACT THE AERO CLUB  
08 9622 3248  
08 9622 5574  
0417 816 168  
PO BOX 247  
NORTHAM WA 6401

## DON'T YOU WISH YOU'D SAID THAT?

Thanks go to TONY REES for these *truisms* and *clichés* from cyberspace.

There are four ways to fly: the right way, the wrong way, the company way and the captain's way. Only one counts.

I want to die like my grandfather did, peacefully in his sleep. Not screaming in terror like his passengers.

An aeroplane may disappoint a good pilot, but it won't surprise him.

Winds aloft reports are of incomparable value – to historians.

Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold The Tower of London.

The difference between flight attendants and jet engines is that the engine usually quits whining when it gets to the gate.

The friendliest stewardesses are those on the trip home.

The most nerve-wracking of airline duties: the flight engineer's job on a proving run flown by two chief pilots.

Good judgment comes from experience and experience comes from bad judgment.

Being an airline pilot would be great if you didn't have to go on all those trips.

Aviation is not so much a profession as it is a disease.

The nicer an aeroplane looks, the better it flies.

You can always depend on twin-engined aircraft. When the first engine quits the second will surely fly you to the scene of an accident.

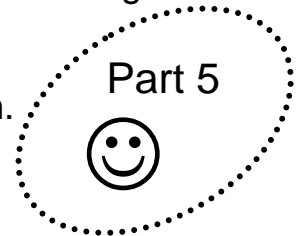
Having a twin-engined aircraft doubles your chances of engine failure.

CAUTION: Aviation may be hazardous to your wealth.

If it ain't broke, don't fix it; if it ain't fixed, don't fly it.

If it's ugly, it's British; if it's weird, it's French; and if it's ugly and weird, it's Russian.

The worst day of flying still beats the best day of real work.



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (Inc.)  
PO Box 247 NORTHAM WESTERN AUSTRALIA 6401**

**SURFACE MAIL  
POSTAGE PAID  
AUSTRALIA**

**' FLYABOUT '**

PRINT POST APPROVED PPN: 639955/00013