

FLY ABOUT



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

Print Post Approval PPN: 639955/00013

Volume 41 Issue No. 03

March 2010



COMMITTEE CONTACTS

PRESIDENT	Simon Cooper simon.sj.cooper@centrelink.gov.au	0429 202 597
IPP	Claude Meunier claudemeunier@bigpond.com	08 9622 5574 0417 816 168
VICE PRESIDENT	Errol Croft dowref@bigpond.net.au	0428 880 149
SECRETARY	Les Ballantyne les@aquasport.com.au	08 9622 5303
TREASURER	Joy Flegeltaub joyfleg@wn.com.au	08 9622 2279
CLUB CAPTAIN	Errol Croft dowref@bigpond.net.au	0428 880 149
<ul style="list-style-type: none"> • AIRCRAFT BOOKINGS • AIRFIELD OFFICER • BAR MANAGER • HOUSE & GROUNDS 	Matt Bignell big.matty@hotmail.com	0428 962 001 08 9622 3001
<ul style="list-style-type: none"> • AIRCRAFT • FLIGHT TRAINING • AIRSIDE & SAFETY 	Denis Beresford	08 96225 222 0408 747 182
FLYING INSTRUCTORS	Phil Butherway Kevin Lathbury	0427 967 363 0434 000 217
SOCIAL	Nigel Posselt oracleblue@iinet.net.au	0429 206 806 08 9621 2953
BALLOONING LIASON	Ryan Bristow-Stagg bristow82@bigpond.com	0404 081 786
FLY ABOUT EDITOR	Debra Donovan debra_donovan_uk@yahoo.com	0429 207 502
WEBSITE	www.northamaeroclub.com club room	08 9622 3248

From the President March 2010

I reported in the last issue regarding my impending attempt to add a constant speed propeller and retractable undercarriage endorsement to my licence. Well, you'll be glad to know Crofty and I successfully passed this challenge, made possible thanks to the expert instruction of our Grade 1, Phil Butherway. It was a thoroughly enjoyable day, and perhaps something others might consider? We utilised VH-DZK, (a Cessna 172RG), owned by Jandakot Flight Centre, who were kind enough to arrange access for us at the time we needed it. JFC's aircraft are a great option if our own club aircraft is already booked.

Committee Meeting – Damien O'Reilly attended as a guest speaker and provided some more up-to-date information regarding his Flying for the Disabled venture. As I mentioned in last month's edition, he is looking to establish operations at Northam with a brand new, ASK-21 motorised glider. Your committee is very interested and supportive re this proposal.

Further discussions are occurring re some proposed upgrades to our Clubrooms. Some of the matters under consideration include; replacement of the grotty carpet, new tables (or refurb of the existing ones), re-painting the exterior, new lounge, new pool table etc. We really need to get serious about making the Club an attractive place to gather and socialise. A Sub Committee has been formed and we welcome any other suggestions the membership may have. Enquiries to myself, Matt, Nigel or Ryan please.

Ballooning season has officially started for 2010. I look forward to once again hearing the burner blasts and checking out the action as these graceful craft make their way over town!

To those of you travelling at this time of year, please take extra care on the roads.

Happy Easter!

Simon Cooper
Northam Aero Club
0429 202 597

Club Captains Report

The day of the Flying Comp for March held on the 14th proved to be quite warm with the wind favouring Rwy 14. The comp consisted of three circuits: firstly a normal circuit, but on base the throttle would jam, allowing no power input only reduced power. The second circuit consisted of no power, no flaps and the jammed throttle. The third circuit was a complete engine failure.

The emergency situations were very well flown by all 5 competing pilots. Our fearless leader Simon did however have trouble making the strip on the glide approach, but scored very well in the air to take third place. I judged Paul Pedrotti, and then Paul judged the rest of the Pilots. Thanks Paul. Paul found the judging to be very rewarding as he saw the other pilots flying procedures. We may consider having different judges in future Comps. I have found I've learnt so much thanks to Phil Butherway and his judging.

I managed to gain 1st place with Paul 2nd and Simon 3rd. Once again thanks Les for the barbie and to those who joined in the day whether for the comp or the barbie. We've contacted Kalgoorlie and there will be a Fly-In to Kal, so we will keep you in the loop. Next Comp April 11th.

Remember Fly a friend.

*Cheers,
Errol*

BY TURBO TRINIDAD ACROSS AUSTRALIA

Tony Rees recalls his delivery flight from the East Coast, up to FL185, in a real, live rocket – the Socata TB21

“How would you like to co-pilot my new Trinidad back from the United States?”

Would I!? It was one of those phone calls that makes you want to pinch yourself. It came from club member Kevin Thomas, who had just bought a turbocharged TB21 to replace the TB20 he uses in his business surveying aerodromes across Australia.

Kevin had hired a ferry company based in Kempsey, NSW, to fly the Trinidad home from Manassas, Virginia, crossing America from east to west before launching off across the Pacific. Unfortunately the delivery, scheduled for October '09, dragged on and on and I was unable to accompany the ferry pilot on this epic journey.

However, Kevin was too busy to pick the aircraft up in Kempsey, so he asked me to fly it to Kalgoorlie, where he was based for a few days checking out airfields in the area.

I was happy to oblige, and rocked up to Kempsey in January after some careful study of the Pilots' Operating Handbook to take delivery of VH-JJT. The aircraft, which had done less than 700 hours and was manufactured in 2002, looked and smelled brand new.

I had flown Kevin's TB20 on several occasions, but I wasn't ready for the thrust of the 250-horsepower turbocharged six-cylinder Lycoming in the TB21. While the turbo version doesn't actually deliver any more power at sea level, it *feels* gutsier. And, of course, it keeps delivering that power all the way up to 25,000 ft. The turbocharger (more accurately a turbo normaliser) was easy to use, with no input needed from the pilot until 17,000 ft, after which you have to keep eye on manifold pressure and mixture. Nothing dramatic.

After a late-morning start, most of my first leg, to Dubbo, was spent getting used to this fast and powerful machine. The route took me over the Great Dividing Range, with spot heights up to just under 5000 ft. The climb rate was awesome, with 1500 fpm no problem. I had to stay below 6500 ft because of military operations in restricted airspace - a task I found took a great deal of concentration until I'd worked out how to engage the autopilot's altitude hold! The weather was perfect except for the wind, which was westerly all the way across.



The altimeter shows JJT at FL185 east of Forrest on the Nullarbor Plain

The Trinidad was quick, settling down to a TAS of well over 160 knots at 75 per cent power. Dubbo, a welcome sight on the western plains of NSW after the tiger country of the Great Divide, came up in a shade over an hour and a half. After fuel I headed for Broken Hill, climbing at 1000 fpm to FL145, where I figured the higher TAS would compensate for the forecast headwind. Well, I don't know whether that quite worked, but it was great sitting up there showing a TAS of better than 170 knots, breathing oxygen (JJT has a built-in system) and listening to the busy commuter traffic going about its business.

Time at altitude gave me a chance to further investigate the aeroplane's amazing (for me) avionics. The Bendix-King horizontal situation indicator (HSI), GPS and autopilot provided a

level of sophistication I hadn't experienced before. The combination allows you to dial in a desired rate of climb to a selected altitude. The aircraft then levels itself off and, if you press NAV, follows the GPS, which is coupled to the autopilot. You can also tell it to follow a heading, or track via a VOR radial. In addition, this baby has a remote magnetic indicator (RMI), which gives a continuous indication of your actual magnetic heading. This means you never have to reset the directional gyro with reference to the compass. It's the sort of gear you expect in modern, high-end aeroplanes, and it's really addictive.

There's not a lot to grab your attention on the two-and-a-half-hour leg from Dubbo to Broken Hill, so by the time I was ready to start my descent I had worked out how to dial up a vertical speed to bring me down to overfly height directly over the airfield. I felt like I was flying a small airliner.



Tony gets a lungful of oxygen at FL185.

Broken Hill is an interesting place. Past its heyday, "Silver City" nonetheless invokes reminders of its wealthy past, when the local authority assumed the status of a sovereign state. I walked down streets named after minerals to meet some locals in one of the many pubs. They were happy to talk about the boom days over a beer or two, and speculate on the future of this tiny piece of far-western NSW which has virtually declared itself part of South Australia.

Next day I made an early start to take advantage of perfect flying conditions before the thermals started. Winds were still forecast to be on the nose, and I decided to cruise at FL165 for the 400 nm flight to my first refuelling stop, Ceduna. Adelaide slipped by to the south, Spencer's Gulf visible all the way to the Southern Ocean from this lofty height. After a long, gentle descent at 300 fpm (thanks to the autopilot) to avoid over-cooling the engine, I held to the east to allow an RFDS PC12 on an emergency mission to land ahead of me.

After a quick stop for fuel and nature I took off to head across the Nullarbor Plain for Forrest, on the trans-Australia railway line. On this leg I elected to cruise at FL185, the highest VFR cruising level in Australia. Switching on the oxygen at 10,000 ft I climbed at 1000 fpm, this time on autopilot, all the way to the top, where JJT obligingly levelled out, leaving the pilot to adjust power, revs and mixture for cruise at 175 knots TAS.

As I neared Head of Bight cloud started building up ahead. Not a lot, but enough to make me detour to the south. I didn't want to get anywhere near towering cumulus with an outside air temperature of minus 15 deg C - that would be an open invitation to airframe icing. The aircraft performed beautifully at this high level, with the oxygen system supplying all that was required. It was as smooth as silk up there, in contrast to the rock-'n'-roll conditions lower down.

Forrest provided the usual warm (both thermally and personally) welcome, a cup of tea and a biscuit. And, of course, fuel. During this break I walked through the old hangar where, in 1976, as a competitor in the Benson & Hedges Perth-to-Sydney Air Race, I sat on the concrete floor with the guest of honour, Douglas Bader, and had a long chat over a shared lobster and a bottle of wine. Ah, memories . . .

From Forrest I climbed to FL165 for the Kalgoorlie leg. The wind was getting stronger and at one stage I was down to a groundspeed of 111 knots - a shade depressing in an aeroplane as slick as the TB21. However, I consoled myself with the thought that my old Auster, which I flew across the Nullarbor three times,

would have been down to 20 knots groundspeed with the same headwind!

The amazing Bendix-King autopilot guided me down to the straight-in approach to runway 11 at Kalgoorlie and I handed the aeroplane over to Kevin, who was off next day to check out more airfields, with great regret.

However, I got a consolation prize: I flew his other, normally-aspirated Trinidad, JTB, back to Northam in the morning. Not as quick, but just as nice to fly. It's for sale, by the way. If you'd like to test-fly this French thoroughbred (no, not Claude) please call me on 0412 645508 for an inspection.



JJT at Patjarr, north of Warburton.



Kevin and Tony prepare to depart Giles for Curtin Springs with Brian and Dave, from the Giles Met station, to have a beer.

Northam Aero Club

HIRE RATES FOR C172 AIRCRAFT

As from the 1/12/2009

- Dual Hire ----- \$240 hour
- Private Hire ----- \$190 hour
- TIFs ----- \$ 100 each

- Instructor only
 - *Pilot provides own aircraft ---- \$80 hour

- Landing Fees & AirServices Charges:
 - *Where applicable - These are to be paid by the Pilot or Student Pilot

- Hire of Life Jackets ---- \$10 per jacket



We know you will understand that the above increases are due to rising costs in fuel and the maintenance necessary to keep our aircraft in the good standard expected of the Northam Aero Club.

REFUELING PGL

Some confusion seems to exist about when to refuel and how much to put in. How much fuel is needed, coupled with weight and balance requirements is the responsibility of the pilot in command. Planning should ideally start well before the trip; contacting previous pilots to leave less than full tanks or fully refuel should normally be a part of this planning.

However we all know that this is not always possible. Therefore the following is recommended. PGL has long range tanks, with about 234L of useable fuel; this can be too much for some loads. To balance the inconveniences of a pilot arriving for a flight to find the tanks empty and the bowser closed, against the tanks being too full for the weight restrictions; pilots should refuel where possible but only fill to 150L useable.

Any questions or suggestions to 0408747182.

Happy flying

Denis
Beresford

NORTHAM AERO CLUB PILOTS CHALLENGE 2009/10

Entries on the proforma in Flyabout to Denis Beresford.
48 Burgyne St Northam 6401.
0408747182

RULES

1. Only one challenge can be claimed per flight
2. Must be completed between Club Presentation dinners.
Final claims to be in one week prior to dinner.
3. A proforma must be submitted to claim a challenge. Claims are based on an honor system but may be supported by a witness
4. Pilots may 'pick the brains' of experienced pilots during planning, but it is essentially a personal challenge.
5. Highest score wins, 'the judges decision is final'
6. A flight is defined as a take off to a landing, therefore a return leg may be considered to be another flight for challenge purposes.

- | | |
|---|--------|
| 1. Make a flight to Jandacott, with a full stop landing. | 10 pts |
| 2. Make a cross country flight, of two hours or more, non stop | 15 pts |
| 3. Climb to a minimum of 8500 ft and maintain for at least 1 hour | 10 pts |
| 4. Make a legal flight into Class C controlled airspace. | 15 pts |
| 5. Gain any new endorsement or rating | 20 pts |
| 6. Pass a right hand seat check flight with one of our insructors | 15 pts |
| 7. Make an outlanding at a safe unlicenced airstrip at least 100 nm from Northam. | 10 pts |
| 8. Fly coastal Lancelin to Rockingham | 15 pts |
| 9. Fly to Rottnest. Or do the return leg | 15 pts |

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CLUB PILOTS CHALLENGE CLAIM FORM

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

Errol's Club Calendar 2010

	January	February	March	April	May
1					Bar - LESLIE
2	Bar - CLOSED				NAC COMP 9am Bar - LESLIE
3	Bar - CLOSED			Bar - CROFTY	
4				Bar - CROFTY	
5					
6		Bar - CROFTY	Bar - CLAUDE		
7		Bar - CROFTY	Bar - CLAUDE		
8					Bar - MATT
9	Bar - NIGEL				Bar - MATT
10	Bar - NIGEL			Bar - RYAN	NAC Meeting 7pm
11				NAC COMP 9am Bar - RYAN	
12				NAC Meeting 7pm	
13		Bar - RYAN	Bar - MATT		
14		NAC COMP 9am Bar - RYAN	NAC COMP 9am Bar - MATT		
15		NAC Meeting 7pm	NAC Meeting 7pm		Bar - CLAUDE
16	Bar - JOY				Bar - CLAUDE
17	Bar - JOY			Bar - NIGEL	
18				Bar - NIGEL	
19					
20		Bar - STEVE	Bar - JOY		
21		Bar - STEVE	Bar - JOY		
22					Bar - JOY
23	Bar - CLAUDE				Bar - JOY
24	Bar - CLAUDE			Bar - STEVE	
25				Bar - STEVE	
26					
27		Bar - LESLIE	Bar - SIMON		
28		Bar - LESLIE	Bar - SIMON		
29					Bar - NIGEL
30	Bar - SIMON				Bar - NIGEL
31	Bar - SIMON				

NEXT CLUB COMPETITION

11th April at 9am

NEXT CLUB MEETING

12th April at 7pm

BAR ROSTER

Opening hours
Saturday 5pm – 7pm
Sunday 5pm – 7pm

April		
3th - 4th	-	Errol
10th - 11th	-	Ryan
17th - 18st	-	Nigel
24th - 25th	-	Steve

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 MORE INFORMATION
THE AERO CLUB CONTACTS ARE;

08 9622 3248
0429 202 597

PO BOX 247
NORTHAM WA 6401

**Come out for a BBQ on
Competiton day-**

Morning of April 11 around 10 am



All welcome!

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

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