

FLY ABOUT



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

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PO BOX 247 NORTHAM WA 6401

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From the President November 2009

Committee Meeting – a decision has been formally made for VH-PGL to be equipped with a second VHF radio. This will serve to increase situational awareness for pilots, particularly when transiting frequencies (e.g. Perth Radar to Northam CTAF).

The Shire has agreed to NAC's request for our runway markings to be repainted. We will also shortly be arranging for our secondary windsock to be replaced, as it is nearing the end of its serviceable life. NAC has asked the Shire to reseal the taxiway at the '32' end of the runway.

The Social portfolio holder, Nigel Posselt, reported a disappointing turnout by Northam Aero Club members to the function arranged for 31st October. It would be appreciated if all members could please put their minds to the sorts of get-togethers they would like to see in future. Whilst we have our impending Christmas party next month, it would be great to see some fresh ideas to carry us through into next year. I'm certain Nigel would appreciate the contact - oracleblue@iinet.net.au

We will shortly be arranging for the repainting of our hangar and 'Memorial Hut'. Matt will organise a busy-bee in the near future to address this, and other issues. Please help out if you can, it's only through voluntary effort that our club continues to be a success.

A blackboard has now been installed by Denis in PGL's hangar. Hirers of the aircraft are requested to please erase any old entries and note on this board details of their proposed flight. There are headings at the top of the board to assist with completion.

Whilst the ballooning season is due to finish shortly, Ryan advises moves are afoot to align the ballooning comp days with the NAC GA comp days. This is a fantastic result and can only serve to strengthen the bonds within our club.

Agreement has been reached with Jandakot Flight Centre re cross-hire of their aircraft via our standard NAC booking procedures, (contact is Matt Bignell). This opens up many opportunities for members, including the ability to add constant-speed prop and retractable under-carriage endorsements to their licences. JFC also have a C-172 and C-150 available for hire on weekends, with details regarding insurance excess and applicable hire rates to be published shortly. This represents a move forward for the club, particularly in allowing greater access for pilots to aeroplanes when our club plane is already booked out or being serviced.

The hire rate for our club aircraft (C-172 with long-range tanks, dual radio etc.) remains one of the cheapest in Australia, thereby ensuring Poppy will continue to be as popular with our pilots as ever. PGL will remain the aircraft of first preference for all NAC members and students. Given the main source of regular income for NAC is flying, it behoves us to ensure we maximise any and all opportunities to expand flight training at Northam. Our future depends on attracting and supporting aviators in our region.

Northam Airfield offers significant strategic advantage in the following areas – uncluttered airspace allows for a safer flying experience, with more time devoted to actually flying as opposed to lining up behind others at a GAAP aerodrome (Jandakot), cheaper hangarage for aircraft, relative proximity to the Perth metropolitan area, no landing fees and excellent maintenance facilities (NAS).

JFC have clearly articulated their presence in Northam is aimed at training overseas students aiming for ATPL. NAC will continue its focus on attracting ab-initio and recreational pilots, on the training side, whilst encouraging a social atmosphere amongst all aviators and their supporters; be they RAA, Ballooning or GA.

The agreement will be reviewed in June 2010 to ensure maximum benefit is being achieved for NAC and its members.

The Shire has been alerted to some unapproved works being carried out at the airfield. Could all hangar owners please ensure they make formal application for any connection of power and/or water via the Shire's appointed Manager – Northam Aero Club. This will prevent unnecessary heartache down the track, particularly once the work begins on the upgrade to tri-phase power.

Fly About Editor – please join with me in thanking Lila for being the editor of our magazine for the past year (and previous years of course!). Having had a crack at this role in the past myself, I can well attest to the frustrations that, at times, go with the job! But let me assure you, there is a huge sense of pride and achievement that comes with bringing all the contributions together, and knowing you're keeping 130 members 'in the loop'.

Lila has decided to pass on the torch, and so it gives me great pleasure to introduce our new editor, Debra Donovan. Debra has been an enthusiastic supporter of past Aero Club endeavours, and we look forward to her future contribution in this most valuable role.

XMAS Party – will be held at 12pm on Sunday 13th December at the NAC clubrooms. I would like to take this opportunity to personally invite all members and their families to this wonderful event!

Thank you,

Simon Cooper
Northam Aero Club
0429 202 597

Club Captain's Report November 2009

The November Comp held on 8th November had fine weather with very little wind. The Comp consisted of 3 Circuits, with the first being a precision circuit followed by a Flapless and finishing with Power Off.

Runway 14 was used, with judging taking into account pilot skills with radio calls, maintaining height in circuit and landing on the centre line. The Comp was won by a newcomer in Paul Pedretti from Kalgoorlie Aero Club. 2nd Placing went to Ian Berry. Well Done Guys!

Once again, thanks to Phil Butherway who gave his time and pointers to improve our flying. To the talented Ian Berry for showing his skill in cooking the Barbie in place of Les as he had a prior commitment with house renovations.

As previously mentioned Paul Pedretti is associated with Kalgoorlie Aero Club, so we are already trying to organise a Fly In to Kal, so if anyone is interested let's get numbers and a weekend that suits so we can fly up there and have some fun. I believe it is getting very, very, very close to the Putlands showing up for a fly. Until our December Comp on 2nd Sunday in that month, Remember, **Fly a Friend!!!**

Cheers,

Errol

HOT AIR BALLOON REPORT

October's balloon get together unfortunately had to be cancelled due to unfavourable weather conditions, so there is not much to report there.

Hopefully November the 21st, which is our last club day for the year, will be flyable.

Gren Putland has told us that if it's good flying weather he is going to show those who turn up how they used to inflate Hot-Air Balloons before inflation fans were thought of. It was called a cremation charley.

Apart from that it has been good to see the commercials out flying a fair bit in October, although their flight path has put them over my work and I must say its hard keeping my mind on work while there are balloons flying over.

On a different note I have had positive feed back from fellow balloonists on coinciding the balloon club comp days with the aero club comp days.

That will kick off next year as the balloon season is almost over.

That's all for now, see you in the air or at the bar.

Ryan Bristow-Stagg
Mob 0404081786
E-mail bristow82@bigpond.com

Northam Aero Club

HIRE RATES FOR C172 AIRCRAFT

As from the 1/12/2009

→ Dual Hire ----- \$240 hour

→ Private Hire ----- \$190 hour

→ TIFs ----- \$ 80 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.

...Let's put this into perspective for the laymen

ETS is another tax. It's equal to putting up the GST to 12.5%, which would be unacceptable and produce an outcry. Read the following analogy and you will realize the insignificance of carbon dioxide as a weather controller. Pass on to all in your address book including politicians and maybe they will listen to their constituents, rather than vested interests which stand to gain by the ETS. Here is a practical way to understand Mr Rudd's Carbon Pollution Reduction Scheme.

Imagine one vertical kilometre of atmosphere and we want to get rid of the carbon pollution in it created by human activity. Let's go for a walk along it. The first 770 metres are Nitrogen. The next 210 metres are Oxygen. That's 980 metres of the one kilometre. 20 metres to go. The next 10 metres are water vapour. 10 metres left. 9 metres are Argon. Just one more metre. A few gases make up the first bit of that last metre.

The last 38 centimetres of the kilometre – that's carbon dioxide. A bit over one foot. 97% of that is produced by Mother Nature. It's natural.

Out of our journey of one kilometre, there are just 12 millimetres left. Just over a centimetre – about half an inch. That's the amount of carbon dioxide that global human activity puts into the atmosphere. And of those 12 millimetres Australia puts in .18 of a millimetre. Less than the thickness of a hair. Out of a kilometre!

As a hair is to a kilometre, so is Australia's contribution to what Mr Rudd calls Carbon Pollution. Imagine Brisbane's new Gateway Bridge ready to be opened by Mr Rudd. It's been polished, painted and scrubbed by an army of workers till its 1 kilometre length is surgically clean. Except that Mr Rudd says we have a huge problem, the bridge is polluted, there's a human hair on the roadway. We'd laugh ourselves silly.

There are plenty of real pollution problems to worry about. But it's hard to imagine that Australia's contribution to carbon dioxide in the world's atmosphere is one of the more pressing ones. And I

can't believe that a new tax on everything is the only way to blow that pesky hair away!

Let's try to look somewhere else, for instance at the ever increasing global population. Seven billions plus!! And let's keep our own population constant!!!

Claude Meunier

Vale – Helmut Girak

We are sad to inform the membership of the passing of former member Helmut Girak. Helmut was a member of the Northam Aero Club from the 80's to the 90's, before going to Indonesia to help build an aircraft.

Helmut was born in Austria; he started in Northam with a mechanic shop and Volkswagen shop in Forest Street and later moved to a sewing machine shop in Fitzgerald Street.

Helmut built a Jodel D-11 and then built a Glassair VH-HRG whilst he was in Northam. He was a larger than life member who took great pleasure in being active in club events.

Helmut was a Committee Member and held various positions including treasurer.

The Club would like to pass condolences to the family, Gertrude, Claus and Helmut Jr.



Come out to the NAC Christmas
lunch party!

December 13th at noon.

BBQ Lunch served.

Salads, steaks, sausages and more.

\$10 a person

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 2009

	August	September	October	November	December
1	Bar - CROFTY			Bar - CLAUDE	
2	Bar - CROFTY				
3			Bar - STEVE		
4			Bar - STEVE		
5		Bar - NIGEL			Bar - STEVE
6		Bar - NIGEL			Bar - STEVE
7				Bar - SIMON	
8	Bar - LES			NAC COMP 9am Bar - SIMON	
9	Bar - LES				
10			Bar - LES		
11			Bar - LES		
12		Bar - SIMON			Bar - LES
13		NAC COMP 9am Bar - SIMON			Bar - LES
14		NAC Meeting 7pm		Bar - NIGEL	
15	Bar - SIMON			Bar - NIGEL	
16	Bar - SIMON			NAC Meeting 7pm	
17			Bar - MATT		
18			Bar - MATT		
19		Bar - CROFTY			Bar - MATT YPJT Competition
20		Bar - CROFTY			Bar - MATT
21				Montgolfier Day Bar - CROFTY	
22	Bar - JOY ROYAL'S 80th Wings Dinner			Bar - CROFTY	
23	Bar - JOY				
24			Bar - JOY		
25			Bar - JOY		CHRISTMAS DAY
26		YPJT Competition Bar - RYAN			CLOSED
27		Bar - RYAN			CLOSED
28				Bar - RYAN	
29	Bar - CLAUDE YPJT Competition			Bar - RYAN	
30	Bar - CLAUDE				
31			Bar - CLAUDE Nigel's Bash		

NEXT CLUB COMPETITION

13th December at 9am

NEXT CLUB MEETING

14th December at 7pm

BAR ROSTER

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

November		
7th-8th	-	Simon
14th - 15th	-	Nigel
21st - 22nd	-	Crofty
28th-29th	-	Ryan

December		
5th-6th	-	Steve
12th-13th	-	Les
19th-20th	-	Matt
26th-27th	-	CLOSED

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

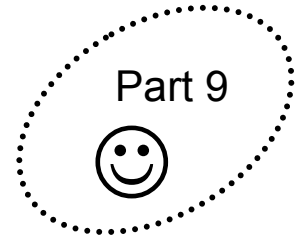
DON'T YOU WISH YOU'D SAID THAT?

More *truisms* and *clichés* from cyberspace. Thanks to TONY REES' research.

There I was, fog was so thick I couldn't see the instruments. Only way I knew I was inverted was my flying medals were in my eyes. But I knew I was really in trouble when the tower called me and told me to climb and maintain field elevation.

The RF-4E Phantom – living proof that if you put enough engine on something . . . even a brick could fly.

Don't forget to keep the blue side up.



When you're sitting in the rubber raft looking up where your aeroplane used to be, it's too late to check the flight plan

A fool and his money are soon flying more aeroplane than he can handle.

Aviation has created many millionaires, primarily from the ranks of multi-millionaires.

Some pilots will make an emergency out of a bad magneto check. Others, upon losing a wing, will ask for a lower altitude.

What's the difference between a first officer and a duck? The duck can fly.

Definition of a complex aeroplane: landing a taildragger on pavement with a 20-knot quartering crosswind.

When a forecaster talks about yesterday's weather, he's a historian; when he talks about tomorrow's, he's reading tea leaves.

Flying the aeroplane is more important than radioing your plight to a person on the ground incapable of understanding it.

A thunderstorm is nature's way of saying "Up yours."

Learning a little about flying is like leading a tiger by the tail — the end does not justify his means.

In the aviation business, you can't something for nothing. But if you aren't careful, you'll get nothing for something.

The last thing every pilot does before leaving the aircraft after making a gear-up landing is to put the gear selection lever in the 'down' position.

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' FLYABOUT '

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