

FLY ABOUT



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

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FROM THE PRESIDENT OCTOBER 2009

Committee Meeting – Denis has arranged for some advertisements in the Hills Gazette to hopefully increase the number of flight-training students. He is also pursuing quotes on another VHF radio and possible GPS unit for our club plane. More information soon.

Claude has arranged the purchase, via the Shire, for some new gable markers for the strip. These will be CAR compliant and will replace the potentially unsafe ones that we currently have.

Matt advised someone has run their vehicle into the main gate and he is looking for anyone who may have more information relating to this. Please contact Matt if you may have something to share! It has also been noted that one of Northam Aero Club's headsets for the plane has gone missing. Please check your bags for a possible extraneous headset!

The mowing of the long grass at the field has nearly been completed by Mr Wooding. We have also approached the Shire re getting a grader to grade the western side of the strip to comply with firebreak regulations.

The flight record log is not currently being completed by all pilots hiring PGL. Could everyone please ensure this is completed as it provides a valuable safety net re search and rescue.

An issue has been raised re RPPL pilot(s) conducting flight, in command, outside CASA regulations vis a vis cross-country flight. Could all RPPL pilots please ensure they do not operate our club aircraft outside CASA regs as it may void any potential insurance claim. There also arises the possibility of anonymous whistleblowers sending in a report which, depending on the outcome of any investigation, may result in said pilot(s) losing their flying privileges.

Jandakot Flight Centre – the committee resolved that Dave Rose will continue negotiation with JFC re possible cross-hire of their higher performance aircraft at Northam. This negotiation may result in NAC members being able to pursue endorsements such as constant speed prop and retractable undercarriage in JFC's Cutlass, (obviating the need to travel to Jandakot).

Airside operations – Claude advised that after many years of dedicated service to the Club, that he wishes to pursue more of an advisory/support role. Denis has kindly agreed to take on the portfolio of Airside Operations. Matt has also kindly agreed to take on the role of Airfield Officer, whose responsibilities include reporting of all things relevant to airfield ops to the President, (for liaison with the Shire).

Upcoming Events – committee person, and all-round socialite Nigel Posselt, is planning a social event for all club members on 31st October. More information in this edition of Flyabout.

Club Competition – was held on the 11th of this month. Errol and I were joint winners on a time trial event where competitors had to nominate a time in which they would complete the task. Whilst our instructor was not able to attend, the Faithful Four still had fun giving it their best shot. More details in Errol's report.

Ballooning – Ryan reported at committee on the recent ballooning get together. Everyone had a great time and we look forward to the ballooning contingent putting on a great show at Nigel's event.

That's all folks,

Cheers,

Simon Cooper
Northam Aero Club
0429 202 597

CLUB CAPTAINS REPORT OCTOBER 2009

This months Flying Comp held on 11th October was “Around the Pylons”. Each pilot had to nominate times & the closest to their time gained maximum points. There was also judging points in the air. With a good cross wind on the day, this made for good cross wind landings.

Simon won the Air Judging points. Ian Berry won closest to his nominated time, but when the Air and Times were added together I managed to come in equal first with Simon, Ian second and Ray third.

It was once again an enjoyable comp. Thanks to Les for the Barbie. Numbers are increasing, so we had more people than flights.

Next Comp is as usual the 2nd Sunday which is Sunday 8th November.

Remember: Fly a Friend – it is working.

*Cheers,
Errol*

‘Rainbow Lady’ & ‘Jamais’.

The streamers were there, I believe not only as decoration but as a breeze indicator during flight. Please correct me if I’m wrong.



HOT AIR BALLOON REPORT

September's hot air balloon get together was another great success with a total of 8 balloons flying over Northam.

Our objective for the morning was a diagonal double marker drop over a cross laid out in the 'Noggo' paddock, with the winner being the closest to the centre on the cross. Andrew Clements took out the win again. Well done to you.

It was great to see Margie Putland out and about in 'Milestones'. (One of our earlier balloons.) After the barbeque breakfast, another three 'old girls' were dragged out of retirement – 'Jamais', 'Rainbow Lady' and 'Quits' were able to be inflated. 'Rainbow Lady' was the first balloon to be based in Northam. It was purchased and flown many times by Gren Putland and Adrian Clements.

As the end of the ballooning season is approaching rapidly, the weather is warming up, making for some more exciting flying. The 21st of November is the unofficial end of the balloon season in Northam. This date is 'Montgolfier' Day, the day man first took to the sky in a hot air balloon and as it co-incides with the oncoming hotter weather which is not very pleasant for ballooning, has been adopted over the years as the reckonised end of the season in Northam.

The WABAC AGM will be coming up in the next few months. More details will be provided at a later date, so watch this space.

See you in the air or at the bar,

Ryan Bristow-Stagg

Mob : 0404081786

'Jamais' & 'Quits'.

It came up a little breezy as you can see. 'Quits' was not too happy to be out of the bag !!



To All Aero Club Members,

For those members that do not know me, my name is Nigel Posselt and I am your committee member for Social events.

I would like to let all members know that being involved in the Aero Club in this role is an honor for me as I feel I have the opportunity to carry on in my grandfather's footsteps (The late Ron Posselt) who was a lifetime member and great contributor to the club.

As I have seen the parties, competitions, events and BBQ's the club has enjoyed in the past, both in conjunction with the fantastic ballooning moments as some of you have experienced, I'd like to take this opportunity to begin a new era of the club.

Myself, my wife Christina and our committee member team would like to take this opportunity to invite all members of the Northam Aero, Northam Ballooning and Northam Ultralight clubs to join in a celebration of all the clubs history and future, in a party at my family's property on the 31st of October (Halloween).

The Property is located in Northam and is just over the road from the north-western end of the Northam airfield (In the Circuit area).

This will be a "Strictly Adults Only" function.

Property gates will open at 4:00pm and it is BYO food and drinks, sleeping equipment etc. There will be a door prize and tickets will be available on entry. \$10 donation per car. Part proceeds will go to the Royal Flying Doctors Service.

Your entertainment will be 2 rock bands that will be playing the good 'ol classics to recent tunes and BBQ facilities will be supplied.

Hot air balloon rides will be available in the afternoon (weather permitting).

If you intend flying to the Northam Airfield to attend this event, transportation can be arranged from the airstrip to the property.

If you would like to stay in Northam there are a vast array of great accommodation facilities Northam has to offer available to you.

Check out the clubs website for details:

<http://www.northamaeroclub.com/links.htm>

I encourage all to attend if possible to get to know your fellow club members and to celebrate in great club spirit. It may not be a "Springbank" party but it's all we have left of the Posselt dynasty and so I am making the most of it while I still can for the club.

So time to patch up the 'ol Piper and dust of the swag and get your butts to a great evening.

Hope to see you all there and if you want to dress up for Halloween be my guest. There will be a prize for the best costume.

To get directions go to <http://maps.google.com.au/>

Punch in the address below in the search bar

126 Goomalling Rd
Northam WA 6401

If there are any other inquiries please email me or contact my mobile

Regards,

Nigel Posselt
0429206806
nigel.posselt@inet.net.au

Northam Aero Club

HIRE RATES FOR C172 AIRCRAFT

As from the 4/10/2008

- Dual Hire ----- \$235 hour
- Private Hire ----- \$185 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

Northam traffic and the galahs...

In the good ol'days, when we had a department of Civil Aviation, when telephones had a little crank on the side and when pilots switched the Morse key for a carbon microphone.... we then were told to start our radio calls with the words:

All stations Northam... or All stations whoop whoop,
and then tell one and all, what we were doing.

But then, with the great Australian invention of repeating all transmissions (that is hearing pilots doing circuits in Esperance while we fly in Geraldton...), the most important part of the transmission, that is the name of the place where we operate, disappeared in a flow of useless yapping.

Like : Zulu Uniform Tango, retractable Cessna 172 with 3 POB, stereo audio, white with red stripes, Swan Gold in the Esky,...etc...

The only really relevant bit of info was the location (location, location as they say...!), and that only bit we are interested in was most of time blurred out and unreadable. Was that aircraft landing at the same airfield or was it 300 miles away?

Our Department in their unfathomable wisdom came with a solution. Since the "location" is the most important part of our messages, why not say it twice. So, the new fashion is now to start with:

Traffic Northam... or Traffic Whoop whoop.

This is the address of our message, this is who we want to talk to. We want to talk to the traffic at Northam ...or at Whoop whoop. And at the end of the transmission, we are to repeat the name of the Airfield/ALA. Great.

Too easy. Unfortunately, how do you teach galahs? You can still hear pilots finishing their transmission with the words "Northam traffic". It does not make sense to end a message with the address, that should only be at the beginning...

As Mark Richardson told us at the last CASA Seminar, the words “Northam traffic” is the beginning of a transmission, ‘the address’. not the end of it. And if someone starting to listen halfway through a transmission, hears these words he/she would expect something to follow. And the transmission should, as he explained, **end** by using **just the name of the Airfield/ALA**. Too simple and making a lot of sense.

Monitoring our own frequency lately, I was amazed by the number of pilots, instructors included, not using the proper avionesese phraseology...and probably having no idea of the reason behind the whole thing. So, let’s leave it to the galahs...
Never mind, forget the galahs, happy traffic...

ALSO FOR YOUR INFORMATION:

The flight record log is not currently being completed by all pilots hiring VH-PGL. Could everyone please ensure this is completed as it provides a valuable safety net if search and rescue are required

AND one of the head sets from the club plane is missing. It is the new set and is engraved with the letters NAC. Please return the same to the aircraft if it has inadvertantly walked away amongst *your* gear.

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

8th November at 9am

NEXT CLUB MEETING

16th November at 7pm

BAR ROSTER

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

October		
3rd - 4th	-	Steve
10th - 11th	-	Les
17th - 18th	-	Matt
24th - 25th	-	Joy
31st	-	Claude

November		
1st	-	Claude
7th-8th	-	Simon
14th - 15th	-	Nigel
21st - 22nd	-	Crofty
28th-29th	-	Ryan

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

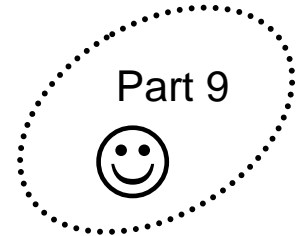
DON'T YOU WISH YOU'D SAID THAT?

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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