

FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
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FROM THE PRESIDENT

As we all know, if you do not want something being done, give it to a committee. That is probably the case of the earthwork for the Airfield. The earthwork could not been done in March as the ground was too dry. Winter came and went. The two councils were dissolved to make room for the new Shire. We are now waiting for the elections to have a new council and by then the ground will probably be too dry again....
But let's stop wiggling and let's keep the spirit of hope...

Airport Committee:

The Airport Committee had several meetings. As the new Shire is awaiting the result of the elections, those meetings were chaired by Mr. Max Williams. A temporary date for the take over of the infrastructure on the Airport was set for March 1, 2008. It is understood the Club will then be appointed Manager of the airfield for the day to day running and the new Shire will take responsibility for the infrastructure, earthworks when needed, rent and rates.

The first priority will be to create the back taxiway, enabling hangars on the second row to be built and used. To do this the power line will have to be buried before any earthwork can be started. We hope all the delays we are encountering will allow this work to be done while the earth is still wet.

A new flying school for Northam:

As you all must have heard by now, there is a chance a new flying school is thinking of coming to Northam. That will be an Instructor school. We know very little at this stage and we shall keep you posted as details come available.

A brilliant social night.

Congratulations and warm thanks to our social Coordinator, Les Ballantyne for a great spicy night. The food was excellent, with a variety of degrees of "spice" to suit everybody's taste. And a few "old-newcomers" not seen for ages graced the evening of their presence. Thank you Les.

Flying Competition:

This month competition was won by Errol Croft. I am sure both the Club Captain and the Winner will tell us all about it.

Helmut's hangar:

The Committee has decided to retain the hangar as a valuable asset and to rent it at a reasonable and profitable price. Same again, expressions of interest are invited.

The next Committee Meeting will be held on November 12, 2007 at 7.00 PM in the Club rooms.

Claude Meunier
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Club Captain's Report

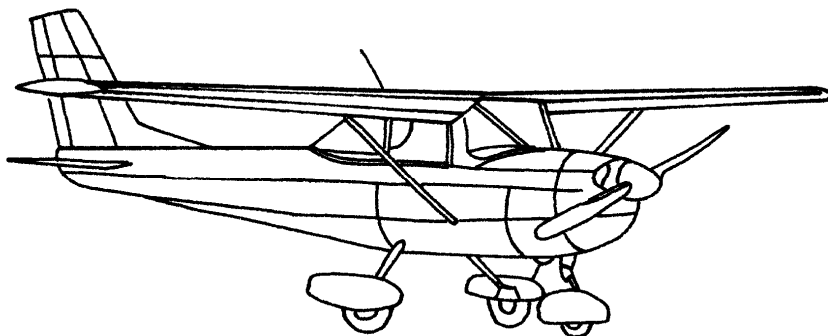
The club competition for October was held on Sunday 14th as planned and involved a mini-navigation exercise in the local area. The course involved taking off from 32 and tracking direct to overfly Toodyay racecourse at 2500 feet, thence on to overfly Muresk at 3500 feet, before tracking back to the airfield. At the conclusion of the pre-flight briefing, each competitor was required to guesstimate a time in which they would complete the course. So whilst it was a timed flight, there was no pressure to try and be the competitor with the shortest time, rather the points were awarded to those who could most accurately estimate the time required. The pilot who came in closest to their estimated time received 50 points, second closest received 40 points and so on. The clock started from the moment PGL's wheels left the ground, (yes, the first time they left the ground anyway! ; -)), and stopped when they touched again on returning to the strip.

Extra points were awarded for each of the required radio calls. Those that adhered to the designated VFR cruising levels also picked up extra points, as did those who maintained a cruise IAS of between 100 and 120 knots.

The winner was Errol Croft who very accurately estimated a time of 29 minutes, with myself in second place and Ian Berry and Ray Howell coming in for equal third. Well done to all!

The next competition is scheduled for Sunday 11th November, and I encourage all who are able to come along.

Simon Cooper.



Taliban fences

Probably the biggest con of the 21st century, except perhaps bottled water and the myth of computer efficiency, is the implementation of the airport security fences and associated ASIC cards. Having flown 90 hours cross country and landed at 27 airstrips over the last 6 months I feel a few more comments are required on this topic.

Once in 27 landings my ASIC card was required and inspected. This was at a well known tourist destination. approx. 700nm from the nearest capital city - a city well out of range of my potentially bomb laden Airtourer. Perhaps I could have been after their monolithic tourist attraction and doing them out of business? though it would be a sure bet which would come off worse for wear. -

At \$55 a landing this was also the most expensive landing outside the city. Mind you, there is a 15% discount if you pay on arrival and you are given the gate code as a reward in order to retrieve your own property. The little man collecting the ASIC numbers was very excited to get three from one aircraft... probably getting close to his quota so that he could knock off for the day!

At an aerodrome in WA, if you depart before 8.30 am, you and your luggage must go through a security screen. After 8.30am, provided you have the gate code, you can depart without hassle.

How did we get the code? From a helpful chap who opened the gate to let us out on arrival with a cheerful "Oh, by the way, the code is... you'll need that tomorrow and don't come before 8.30am."

At one airport we found that the electronic keypads were affected by electrical storms. We were able to get out using the keypad but the keypad back end had fused. I put my hands through the gate and worked the keypad by feel (braille) on the inside of the gate, with success.

Our mobiles were out of range and there was no phone on the inside of the fence but if you wanted the refueller you had to phone. Hence, a fence climb was required (and not as difficult as I expected) to get to the phone in the unlocked terminal. Mind you, at two other airports a walk of 50mtrs took you around the fence anyway.

On the edge of the Simpson Desert is a little town with a famous pub. Once upon a time, from the pub, you had an unobstructed view of your aircraft and the desert beyond. Now there is an ugly but extensive fence obstructing your view. The advantage? Your aircraft is relatively more safe on the one weekend of the year that thousands of visitors flock into the town. However, no one in their right mind is going to fly their light aircraft full of explosives into the desert... so why the fence?

Another good gate asks you to think of a number between 1200 and 50,000, key it in and then use that number to get back in. This is OK unless someone else uses your number to get in. . . .which, unbelievable though it seems on the laws of probability, happened to me.

Control locks. You don't need to use one if your aircraft is in line of sight during the day... and the inspectors of such things go off duty at 4.00pm Monday to Friday! Good news, eh?

Gate codes. A friendly local will almost always let you through or give you the code. If not, look at the back of the gate or under the little leather flap or check the graffiti and scratches on the authorization notice on the inside of the gate.

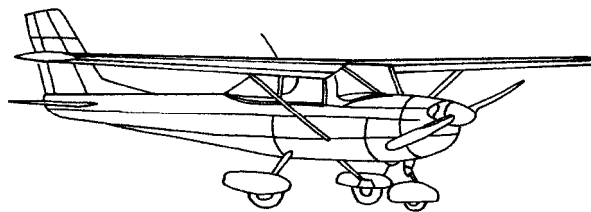
ASIC cards. When I went to pick up my card, a fellow pilot of Asian extraction picked up his card as well. Above his name on the card was the undeniable photo of a bearded Caucasian.

If there is an advantage to all this, I suggest that your plane is marginally safer from petty theft and stolen fuel, you keep fit negotiating fences and develop great problem solving skills. However the likelihood of a repeat 9/11 is negligible and fences around airstrips, ASIC cards and control locks will not stop a terrorist with a desire to be rewarded with a heaven full of virgins from spending years qualifying as a pilot via approved and legitimate pathways.

The entire exercise has been a complete waste of taxpayers money and a shortsighted legal and politically driven knee jerk reaction.

Sue Clarke

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Security, gates and Asic cards...

Reading Sue Clark very interesting article brought back memories that I want to share with you.

It is true that to go back to your aircraft at some airports you must enter a code number; anything between 10,000 and 40,000 followed by the hash key...Even a pilot could remember that...you do not have to scribe it on the back of your hand. At some other airports you may find a local who cannot give you the code for fear of reprisals but he can give you the CTAF frequency or the Postcode of the nearest town. Not that these numbers have anything to do with the secret code for the gate but they will open it temporarily for you to get back to your aircraft. You must also promise to forget them immediately after use.

Regarding the Asic card with your photo on the front, I was confronted recently at an airport close to a large rock formation (that I shall not name for security reasons) by a zealous employee (name withheld) that barked at me because the wind had flipped my card showing only the reverse side of the card and not my beautiful mug shot.

The article also reminds me of an occasion at a mining airport in WA with a large pit (which also shall not be named for security reasons) where, with my co-pilot we had the stupid idea of going inside the terminal to attend some natural needs. We could not return to our aircraft parked in front of the gates and had to call the security officers who put us through the full process of X-ray and the rest.

With all this in mind, it has been decided that the Northam Airfield will not fail in its security role and will not compromise the Nation security and the fight against terrorists. Therefore we are going to implement similar security measures. All persons using the airfield will have to wear a card with a photo. In order not to reproduce the problem I did encounter at the above (but not named) airport, the reverse of the card will also have a photo of the back of the head of the pilot.

These cards will have to be renewed every year for security reasons. A fee of \$100.00 (one hundred dollars) will have to be paid to me personally by sending a bank cheque to my postal address PO Box number Grass Valley (full address suppressed for security reasons). As soon as we can implement it, there will be gates at the airport. The secret code numbers to open them will be published in the "Fly About".

Going back to Sue White's article, I think it is very wrong to criticize the efforts of civil servants, who, despite the fact that they know very little about security at airports are spending our tax money with great gusto for the benefit of fencing companies and other so-called security devices.

I was recently in the US, which we all know have been subjected to acts of terrorism, I was driving an unmarked car on the tarmac of very large airports like Santa Monica, Monterey, Van Nuys, without Asic cards or the like, without fences, without gates... Poor people they have so much to learn from us....

Note these numbers for future use: The CTAF at YNTM is 124.2 and the Postcode is 6401...

Let's keep it safe...

CM.

PUSH THAT NOSE DOWN !

The worst thing that can happen to a pilot is an engine failure immediately after take-off. Low speed, high angle of climb, high angle of attack, lots of rudder to counter the torque. And all of a sudden, the noise in front stops... During our training we have been subjected to a lots of "engine failures" when a sadistic instructor would pull the throttle back without warning. And each time, after seeing that the student has more or less push the nose down, he would have restored the power and said: "Good boy, let's keep going".

The situation is totally different when it is for "real", the aircraft is heavy, full of fuel and passengers, the nose is very high, the speed is low, there is a lots of rudder and then ...it happens. No time to say "Sh..., it won't happen to me" or to blame the maintenance of the aircraft. One must push on the yoke, and push very hard and push it very quickly. There is no time to do anything else. The rule of thumb is to see "two third of ground and one third of sky" in the windscreen. That means the nose must point toward the ground and this must be done aggressively. No time to look at the airspeed as the ASI has so much lag it is useless in that situation.

So, the actions are: push hard on the yoke, neutralise the rudder.

It is then time to think what one is going to hit: a clump of gum trees, a hay shed, a flock of Herefords. It is much better and safer to hit those cows in a controlled way than to hit the ground, inverted in a vertical spiral dive or in a spin. It has been worked out that the average C172 would take less than 12 seconds from the moment the engine stops to be in an incipient spin. So there is no time to waste.

Pushing the nose so it is on the horizon is not enough to prevent the stall; it must be well below the horizon. And the large amount of rudder used to counter the torque due to the full power used for the climb must be neutralised or the stall will turn into a spin. The more time is wasted in "thinking" (or swearing), the more the nose must be pointed down to the ground. Before controlled speed is achieved any turning of the aircraft will increase the load factor and therefore increase the chance of stalling. And of course we all know not to turn back to the runway before reaching a "certain height". What is that height? May be at least 400 feet... may be more. We are fortunate in Northam to have some sort of space in front of each runway, either the paddock at Glenronda before the highway or after it if height permits or the race course in the other direction...

To test and train for it, the suggestion is to climb to a safe altitude and to try a simulated engine failure, not from the cruise attitude but from a steep climbing attitude with "no sky" in the windscreen. One will see how much the nose must be pushed down, how much height is lost and how the speed will wash away and how much rudder must be removed in order to keep the wings level.

There is also the need for some "preparation" or awareness that an engine failure on take-off can happen. It is the custom when flying twins, where an engine failure would be worst than in a single due to the dissymmetry, to refresh one's memory of the actions to take in case of an engine failure. The same is a valid option when flying singles. "If the engine fails what shall I do ? : Push the nose down and centralised the rudder".

Let us just hope it will never happen to any of us, but let's be prepared for it.

Happy flying and fair winds

CM

WARBIRDS FLY IN TO GRASS VALLEY

Grass Valley played host to a collection of Mustangs, a Corsair and a Hawker Sea Fury at the recent AirFest.

Claude Meunier was nowhere to be seen as volunteers from surrounding communities assembled the ingredients necessary for a fun day out at the local airfield. That's because this Grass Valley is in Nevada County, California. It's a lot bigger than the local version, too, with a population of 12,000 and a 4350ft runway.

According to *Pacific News*, to whom we are indebted for this news item, there's not much parking space for the display aircraft, so participation is by invitation only. A good cross-section of World War Two types dominate the display area, with a spattering of interesting modern types and a couple of jet warbirds filling in the nooks and crannies.

Warbird owners like to come to this event because it is a little exclusive and they get treated very well by the organisers and sponsors. The airport (like Claude's) is a little tricky to get into, with swirling summer breezes usually providing a crosswind, so it is a matter of pride to grease a landing.

The Grass Valley AirFest display program consists of multiple flybys, which end up being very near the crowd line. The free earplugs were worth considering even for the Mustangs, Sea Fury, Corsair and CDF Cal Fire planes. The sound is wonderful, to be sure, but the feel of their power vibrating through your body is simply intoxicating.

The California Department of Forestry maintains a permanent air attack base at Grass Valley to fight the many forest and brush fires that break out every fire season. Two Grumman S-2T Trackers and a North American OV-10A Bronco are the usual tenants.

Saturday got started with a CDF water drop, and continued at a leisurely pace with RC models demonstrated by a local club. Real CDF missions stopped the displays a couple of times. Local resident and aviation legend General Chuck Yeager made an unscheduled appearance and spoke of his record-breaking career spanning more than five decades.

The flying continued with a parade of warbird types, engines barking and propeller tips going supersonic, their music echoing in the Sierra foothills. The 5,000 or so attendees got their five dollars' worth, without question. Proceeds go to youth scholarships.

Tony Rees

Circuits & Bumps October 2007

New sign on new hangar (hanger...), mahd shpelling kompetiyion shtill going on... Steptowe one, Steve nil... what next???

To slow down, just pull the mixture...

Club Captain please note the airstrip you were looking for is at: S31° 34 E116°46...

Simon's first Competition, very successful. Congrats to Robyn... That was last month...

Ex-Helmut's hangar for lease... expressions of interest invited...

Griff wins his TIF after flag comp.....

If $F=2C$ then...

Some very fortunate Club Members on a grand tour of the Super Pit...

Old Cessna finds a home in a Good Samaritan's hangar...(hanger...)..

Will that hospitality extends to the old Aerostar?...

Not much progress on Jaz's hangar but a beautiful crop of Salvation Jane or is it Paterson's Curse?...

News of a new flying school for Northam... pipe dreams or road to success?...

Great spicy night. Thank you Les... A few new-old faces there...great to see them...

Has anyone heard of Flame??? Who is Flame by the way?...

Congrats to Errol for winning the monthly Comp....

Club Captain reports on a very ...interesting.... Competition...

There are bumpy landings and bumpy take offs too....

Why do they put rings on aircraft tail? a skid would be better...

QUIZ

Q1: The Rotax engine is becoming increasingly popular with Light Sport Aircraft. How did Rotax get its name?

Q2: Everyone knows that an US Air Force aircraft carrying the US President uses the call sign of "Air Force One". What is the call sign of an aircraft carrying the Pope?

Q3: Elvis Presley was one of the first entertainers to own a "business jet". What type of aircraft did he own?

Q4: A temperature of minus 40°C is the same as minus 40°F . At what other temperature is the number of degrees F exactly twice the number of degrees C?

Q5: During cruise flight a pilot is approaching a flock of birds at his/her altitude. The safest procedure (to avoid the birds...) is to:

- a. Climb.
- b. Descend.
- c. Maintain altitude.
- d. Turn left (southern hemisphere).

Club Calendar

Committee Meeting - 12'th November @ 1900

Bar Roster

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

OCTOBER

27'th & 28'th Crofty

NOVEMBER

3'th & 4'th Joy
10'th & 11'th Claude
17'th & 18'th Steve
24'th & 25'th Sven

DECEMBER

1'st & 2'nd Les
8'th & 9'th Matt
15'th & 16'th Gren

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

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