

FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
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FROM THE PRESIDENT
September 2007

Another year, another AGM, musical chairs... This time, ex-president, Viv Chappel was invited to act as Returning Officer, a task, he performed in great class... Viv had been a pillar of the Club for many years. With his father Stan, he was running a maintenance organisation in what is now my hangar at the northern end of the hangar row. And for many years the maintenance of the club's aircraft was shared by the two organisations in place, the other one being Clairview which became Northam Air Services some 12 years ago. Viv now lives in Perth with his wife Leslie and they run Jandakot Instruments.

Have been elected, all unopposed:
Claude Meunier as President, (not again!!)
Errol Croft, Vice-President
Grenville Putland, Secretary,
Joy Flegeltaub, Treasurer,
Les Ballantyne, Social,
Simon Cooper, Club Captain,
Matt Bignell,, Bar manager, House and grounds,
Steve Vette, Aircraft, Airside,
Sven Tetlow. FlyAbout Editor,

I would like to thank the retiring Committee and especially the retiring President Tony Rees for their achievements during the year and I would like to extend a very warm welcome to our two new Members, Cptain Croft and Cptain Tetlow. I hope the new comers will bring fresh ideas that some of our dinosaurs (self included) are lacking...

Simon Cooper volunteered for the position of Club Captain, replacing Ray Howell who held it for some 7 years. Thank you Ray for all those great and entertaining competitions! Simon will have a real task to match them. Ray, when you win the club's trophy this year, no one can say: "Rigged!". Simon ran his first very successful Competition with 6 pilots participating and it was won by Robyn Stewart. Congratulations.

Sven Tetlow has volunteered to replace Simon, editing our magazine FlyAbout. Thank you Simon for the work you did. I am sure both new members will bring a breath of freshness in our activities and in the magazine.

You must all have read Ian Berry's article in the last magazine. Ian gained tons of experience in flying in extreme conditions, including mustering. We welcome this kind of article where experienced pilots can share their knowledge. Thank you Ian. I hope Ian's article will encourage other members to put pen to paper and write of their experience and adventures and I am sure the Editor will welcome any material.

As we all know, the Club has reach a turning point in its history. Through the years, we became a real estate agent, a commercial business, etc., all well, out of the charter of a flying club and out of our expertise.

After years of negotiations, the situation was finally recognised by the local councils and a new status is in progress where the Club will be appointed Manager of the Airfield but where the infrastructure and commercial operations will be run by the Council. Unfortunately for us this come at the time the two Councils are being amalgamated as the new Shire of Northam. This does not help and is creating very frustrating delays. Mind you, some hangar builders who were in a dire hurry to get a lease have not started to build or to finish their hangars... But with patience and determination, we shall succeed in the end. That will be one of the major tasks this new committee will have to face in the coming months.

Our social scene has been rather light in substance do to circumstances but we are hoping we can have in the coming months some social events, get together and the like. A "curry night" is in the pipeline for Saturday, October 13th (to be confirmed) and perhaps after the winter is over we can have another fly-away, like the very successful one we had at Kirkalooka-hota-koola last year (or wherever that was!). Several suggestions were made, including a flight to Manjimup.

There was so much media coverage that all of us must have heard or read of Steve Fossett's disappearance during a short flight in Nevada. Steve used the Northam Airfield as a departure for his two attempts to fly around the World in a balloon, the second being very successful as he flew more than the 360° of a flight around the World. Despite the feeling of some of us, we must admire the man and his achievements in the air and on the seas. Let us hope he will be found unhurt but as the days go by, chances of survival are getting thin. Our sympathy goes to his wife Peggy.

Negotiations for the sale of CMP are still going on. The Committee has decided to sell ex-Helmut's hangar (Appendix "G"). Expression of interest are invited. I am sure we are going to get good responses.

The next Committee Meeting will take place on Monday, October 15th at 19.00 (7 PM). Back to the old time table.

It is needed for time to time, for an organisation like ours, to "do something" out of the ordinary, out of the routine. We are in the need of "something" to focus our spirits and minds and this will be another task for this year Committee. Without this attitude, life becomes dull and interest fades away and we all feel old...

Wishing you all, fair winds and safe landings...

Claude Meunier
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Club Captain's Report

The club competition for September was my first as club captain, and what an enjoyable morning it was. I'm pleased to say that six competitors turned out in all – Ray Howell, Errol Croft, Ian Berry, Robyn Stewart, Shane Croft, and myself. The task set for all was a slightly adapted version of the No 25 (City of Perth) Squadron competition, which is based on the navigational flights by said squadron during World War 2. The flights were made from Pearce (Northam) to Burekin (Meunier's farm) to Corrigin (Dempster's farm) and back to Pearce (Northam). In our version, this was a timed flight from the field, overfly Dempster's, track to Claude's and overfly his house, then back to the field, overflying the windsock at the 32 end of the runway.

Points were awarded in order from fastest time, with a 30 point penalty for any competitor who allowed the RPM needle to 'red-line'. Additional points were awarded on the quality of the landing. To provide for something a little out of the ordinary, once each competitor turned base, the RPM was set at 1400 to simulate a stuck throttle. A stuck throttle is the second most common form of control malfunction (loss of elevator control being the most). This power setting was fixed all the way down to short finals, requiring pilots to exercise judgement as to when to deploy flaps. For safety reasons, once over the bypass, pilots were then allowed to add or reduce power as required.

Robyn Stewart won the competition with the fastest time, I came second and Ray came third. One of the competitors would have featured much higher on the results list, had he not left the 10 degrees of flap that he took off with on, until halfway to Dempsters ; -)

The next competition is scheduled for Sunday 14'th October, and I encourage all who are able to come along. It's damn good fun!

Simon Cooper.

SEPTEMBER '07 COMPETITION WINNER SAYS

With hardly any flying practice since my knee op, it was with some surprise that Simon announced I'd won the competition for this month with the fastest time of 8:17:06.

There were six pilots who flew in the "25th Squadron Flight" which couldn't have been held on a better day. The weather was perfect. I was third to fly, and with Simon in the right hand seat, we took off on RW14 and climbed to 500 feet. At this point the stop watch was started and I turned onto 090° whilst on climb to the required height of 2000' indicated on course to Dempsters. With the cloud a little low, Simon told me I could fly at a slightly lower altitude, and thus I leveled off at 1,800' indicated. Dempster's hangar shone out in the sun, and I was soon rounding the house and going onto the required 310° which would take me to Claude's. We flew over Claude's homestead and went onto a heading of 240° for our flight back to the strip where the stopwatch was stopped as we passed over the windsock. Fire-walling PGL was not an option during the flight, with penalties of 30 points if the needle touched the red line, thus I was very conscious of keeping my power setting one notch below the red line for the entire 'timed' section of the flight. As a little twist, Simon briefed us that the throttle would stick on 1400 rpm at the end of 'downwind' on our return to land. Although very high on final for RW14, Poppy descended beautifully with the application of flaps and we landed safely, as did all competitors.

Congratulations to second and third place-getters and to all the participating pilots, not to mention a big thank you to Simon Cooper for a very enjoyable competition. My day was made!

Robyn Stewart



Viv & Leslie Chappel

CIRCUITS AND BUMPS
September 2007

Great to see Viv and wife Leslie back to the Club...
Lots of great memories, were there more larrikins in those days or are we all getting too old...
Do not let the truth spoils a good story...
New Committee, musical chairs...new comers to kick the dinosaurs out...
Chilli night, curry night, nasi goren night, when ???
Simon rings the bar bell to celebrate daughter's birth.... and within minutes the Clemo gang appears as on clue...
Welcome to new Committee Members, Sven Tetlow and Captain Croft....
A new Editor, a new Club Captain... good things in the making...

Bar Roster

September		
1st-2nd	-	Joy
8th-9th	-	Claude
15th-16th	-	Steve
22nd-23rd	-	Sven
29th-30th	-	Les

October		
6th-7th	-	Gren
13th-14th	-	Matt
20th-21st	-	Simon
27th-28th	-	Crofty

Next Committee Meeting 15th October @ 1900

EXPRESSION OF INTEREST ARE INVITED

Appendix "G" (Helmut 's Hanger)

Written applications to PO Box 247

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