

# 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



## **Mike Bairstow Anniversary:**

Mike left us on January 29th, last year. The Club lost a great member and most of us lost a great friend.

The Anniversary was a great way to remember him and to make sure June knows she still has a lot of friends and support.

## **Flying school:**

The school is going well with two full time students and several AFRs, BFRs and TIFs.

## **Busy Bee:**

We had another great busy bee on Saturday 31st. The grass around the lights was sprayed by Brian Brookes that Captain Croft had dragged once again into Northam.

## **Briefing room:**

The front glass has been replaced. The front wall of the Briefing Room has been replaced. Thanks to the team: Captain Croft, Matt and Steven.

There is still some work to be done on the inside ceiling.

## **The Challenge:**

Denis has refined the details of the “Challenge”. See article on this issue.

## **Fly-out:**

Our valiant Club Captain and his ‘Social’ accomplice are working on a “Fly-out toward Geraldton or Bremer Bay. Simon is looking for expressions of interest before forging ahead.

## **Feb Club Competition:**

Did not take place for some reason. Please see the replacement date on the Club Calendar.

## **PAL System:**

The Pal System was damaged by lightning and will need repair or replacement. For the time being and for an unknown time lights cannot be switched from aircraft but can still be switched by hand.

## **Leases and hangars:**

There seems to be some confusion and misunderstanding in the way the leases work as we have heard of several tenants selling their hangars or in want of selling their leases. It is all right to wish to sell a hangar but the buyer should first make sure he or she has a new lease to rest that hangar on.

In other words the first thing to do is to relinquish the present lease and for the buyer to secure a new one before making any deal.

**Fly About:**

Many thanks to all contributors for articles, etc...

Please do not get too upset if your beautiful article is not published immediately after you send it to our Editor. They will all be published... at some time or another. And please remember there is a preference for receiving 'electronic' stuff, either via e-mail, disc or memory stick as Lila does not believe in retyping articles that have already been typed once.

Thank you.

Happy summer bumpy flying,

Claude Meunier  
President

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## **Club Captain's Report**

February 22<sup>nd</sup> saw the running of the Northam Aero Club's monthly flying competition. It was a perfect day for a fly and four competitors were in attendance to test their skills.

Points were awarded for required radio calls and checks performed. Each competitor was also required to nominate a time in which they would complete the challenge. The competitor getting closest to their nominated time was awarded the maximum points; second, third and fourth receiving less, respectively.

Ray Howell flew first and brought his granddaughter, Eden Hermsen, along as a passenger. The route was to leave Northam and track directly to Toodyay where competitors were required to fly around the racecourse. Next waypoint was the swimming pool at Muresk Agricultural College near Spencers Brook; with competitors then making their way back to Northam.

Fortuitously, given his visitor/passenger, Ray Howell won the day by coming closest to his nominated time. Errol came second, myself third, and Shane fourth. It was a lovely, relaxing fly and everyone thoroughly enjoyed themselves.

The next competition will be held on Sunday 8<sup>th</sup> March at 9am. Hope to see you there!

Cheers,

Simon Cooper.

# The Feb 'Busy Bee'



A fantastic job.  
'Well done guys'



Thanks also to Brian Brookes  
for spraying the grasses  
around the lights.

# NORTHAM AERO CLUB PILOTS CHALLENGE

1. Do a cross country flight of more than two hours non stop. 10pts
2. Climb to a minimum of 8500 ft AMSL and maintain for a minimum of sixty minutes. 10pts
3. Make a flight through Perth CTR to Rottnest and return. 15pts
4. Make an outlanding at a safe unlicensed airstrip at least 100nm from Northam. 10pts
5. Fly coastal from Lancelin to Rockingham. 15pts
6. Fly OCTA to land at Jandakot and return through Perth CTR. 15pts

## RULES

1. Only one challenge can be claimed per flight.
2. Must be completed between presentation dinners. Final claims to be in one week prior to dinner.
3. Two pilots may share the flying and claim half points each.
4. A proforma must be submitted to claim a challenge. Claims are based on an honor system but may be supported by a witness.
5. Pilots may 'pick the brains' of experienced pilots during planning, but it is essentially a personal challenge.
6. Highest score wins. The judges decision is final.

### CLUB PILOTS CHALLENGE CLAIM FORM

NAME

ARN

CHALLENGE

DATE COMPLETED

REMARKS

I CERTIFY THIS CLAIM TO BE CORRECT

SIGNED

WITNESS (OPTIONAL)

SIGNED

## " AIRCRAFT CLEANING KIT "

If you have been in the hanger recently you may have noticed a yellow bucket with some instructions attached. This is the aircraft cleaning kit and is a new innovation to assist us to keep our aircraft clean and looking good for the next pilot.

This has been put in place in response to club members requests for some type of cleaning equipment to be made available, so please take advantage of this and use it after every flight to prevent fly build up on the airframe.

"A copy of the instructions is included below for your information."

# **AIRCRAFT CLEANING KIT**

## **INSTRUCTIONS FOR USE AFTER EACH FLIGHT**

- 1) FILL BUCKET WITH CLEAN WATER
- 2) WASH CLEANING CLOTH PROVIDED UNDER TAP UNTIL CLEAN
- 3) USING PLENTY OF WATER WASH WINDSCREEN TO REMOVE FLIES
- 4) WASH DOWN LEADING EDGES OF WINGS, TAILPLANE AND FIN
- 5) WASH DOWN LEADING EDGES OF WHEEL SPATS
- 6) WASH DOWN FRONT OF ENGINE COWLING

THE ABOVE TAKES ABOUT 10 MINUTES TO COMPLETE AND NOT ONLY KEEPS OUR AIRCRAFT CLEAN AND LOOKING SMART BUT ALSO IMPROVES THE AERODYNAMICS

# *NORTHAM AERO CLUB - CLUB CALENDAR 2009*

	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>
<b>1</b>	New Year's Day	<b>Bar - SIMON</b>	<b>Bar - JOY</b> Manjimp Fly-In			
<b>2</b>			Manjimp Fly-In			
<b>3</b>	<b>Bar Closed</b>					ROYAL'S Night Comp 2
<b>4</b>	<b>Bar Closed</b>					
<b>5</b>				"Sunday Flyers" Bunbury Aero Club Big Breakfast Fly In		
<b>6</b>					ROYAL'S Night Comp 1.	
<b>7</b>		ROYAL's Fly for Fun Day 3 <b>Bar - SVEN</b>	<b>Bar - STEVE</b>			
<b>8</b>		<b>Bar - SVEN</b>	<b>Bar - STEVE</b>			
<b>9</b>					ROYAL's Fly for Fun Day 4	
<b>10</b>	<b>Bar - STEVE</b>			Good Friday Rotto Bun Run	Mother's Day	
<b>11</b>	<b>Bar - STEVE</b> YMUL Comp					
<b>12</b>				Easter Sunday		
<b>13</b>				Easter Monday		
<b>14</b>		NAC COMP 4pm <b>Bar - MATT</b>	<b>Bar - LES</b>			
<b>15</b>		<b>Bar - MATT</b>	<b>Bar - LES</b>			
<b>16</b>		NAC Meeting 7pm				
<b>17</b>	<b>Bar - LES</b>		St Patrick's Day			
<b>18</b>	<b>Bar - LES</b>					
<b>19</b>						
<b>20</b>						
<b>21</b>		<b>Bar - CROFTY</b>	<b>Bar - SVEN</b>			
<b>22</b>		<b>Bar - CROFTY</b>	<b>Bar - SVEN</b>			
<b>23</b>						
<b>24</b>	<b>Bar - GREN</b> Augusta Fly-In					
<b>25</b>	<b>Bar - GREN</b> Augusta Fly-In			YPJT Competition		
<b>26</b>	Augusta Fly-In AUSTRALIA DAY					
<b>27</b>						YPJT Competition
<b>28</b>		<b>Bar - JOY</b> Manjimp Fly-In	<b>Bar - CROFTY</b> ROYAL'S Pres.Dinner			
<b>29</b>	Mike Bairstow's Memorial		<b>Bar - CROFTY</b>			
<b>30</b>					YPJT Competition	
<b>31</b>	<b>Bar - SIMON</b>					

July	August	September	October	November	December	
ROYAL'S Night Comp 3						1
						2
						3
						4
						5
						6
						7
	ROYAL's Fly for Fun Day 5					8
						9
			ROYAL's Fly for Fun Day 6			10
						11
						12
						13
						14
						15
						16
						17
						18
					YPJT Competition	19
						20
						21
	ROYAL'S 80th Wings Dinner					22
						23
						24
					Christmas Day	25
		YPJT Competition				26
						27
						28
	YPJT Competition					29
						30
YPJT Competition			YPJT Competition			31

## TIME OF USEFUL CONSCIOUSNESS

Over the many years that I have been associated with the aviation industry I have heard countless tales of pilots pushing the boundaries for countless reasons and varied ways. One area is pilots flying at high altitudes without the use of supplemental oxygen.

As we all know oxygen is a very precious gas, Our engines need it to operate and so do humans. But throughout the general aviation industry the subject of higher altitude effects on the human body appears to be a gray area, unless you are a military pilot, chances are you have not covered this subject in depth during your flying career.

Without getting into the subject in depth, and without having access to the mountain of material needed to study the subject, there is one critical piece of information needed before attempting higher altitude flight. It must be noted that each individual has different symptoms indicating the onset of hypoxia or the lack of oxygen in the blood. We also have different abilities to withstand the lowering level of oxygen in our blood for varied lengths of time and our ability changes from day to day depending on our health, amount of rest, physical activities and the luck of the gods.

During their military training, each student pilot undergoes a series of hyperbaric chamber training exercises and learns the effects of hypoxia and their individual symptoms. The whole point of this training is to teach them to identify the symptoms and take corrective action to prevent them from losing situational awareness and becoming unconscious. This training is repeated throughout the military pilots career for good reason.

We all remember the Beech King Air that departed Perth, destined for a goldfields mine with mine workers on board that suffered slow pressurization failure ( investigators believe the cabin never pressurised ) and flew north west, on autopilot, steadily climbing until the aircraft exhausted its fuel and crashed in the Northern territory killing everyone on board. The investigation determined that the pilot became disoriented and perhaps unconscious well before the aircraft reached 18000 feet.

There are numerous types of supplemental oxygen systems available and each has its advantages. A pilot must know the operation of this system better than he knows the operation of his aircraft and the maintenance of these systems must be to a higher standard than the aircraft also. (Remember the Qantas 747) Your passengers may have a lower tolerance than you to hypoxia and you must keep this in mind. Passenger training and briefing is important.

The most important point a pilot must understand is what is known as Time of Useful Consciousness or TUC. The following is an extract from training material that may help to explain better than I can.

Time of useful consciousness (TUC) is defined as the amount of time an individual is able to perform flying duties efficiently in an environment of inadequate oxygen supply.

It is the period of time from the interruption of the oxygen supply or exposure to an oxygen-poor environment to the time when useful function is lost, and the individual is no longer capable of taking proper corrective and protective action. It is not the time to total unconsciousness.

The TUC has also been called Effective Performance Time (EPT). At the higher altitudes, the TUC becomes very short; considering this danger, the emphasis is on prevention rather than cure.

Although the times in the table below are often called average TUCs, an average failure is meaningless to a person who has a shorter TUC. The table below reflects various altitudes with the corresponding average TUC. These times have been established from observations over a period of years and are for an individual at rest. Any exercise will reduce the time considerably. For example, usually upon exposure to hypoxia at FL 250, an average individual has a TUC of 3 to 5 minutes. The same individual, after performing 10 deep knee bends, will have a TUC in the range of 1 to 1.5 minutes.

Altitude in Flight level	Time of Useful Consciousness	Altitude in meters	Altitude in feet
FL 150	30 min or more	4,572 m	15,000
FL 180	20 to 30 min	5,486 m	18,000
FL 220	10 Min	6,706 m	22,000
FL 250	3 to 5 min	7,620 m	25,000
FL 280	2.5 to 3 min	8,534 m	28,000
FL 300	1 to 2 min	9,144 m	30,000
FL 350	0.5 to 1 min	10,668 m	35,000
FL 400	15 to 20 sec	12,192 m	40,000
FL 430	9 to 12 sec	13,106 m	43,000
FL 500 and above	9 to 12 sec	15,240 m	50,000

So before you may be tempted to overfly that bad weather, extend your range, get that extra speed, just see how high the old girl can climb or go for the world altitude record for an ultralight, spend some time and study this subject a little deeper. It may save your life.

Ed Note: Thanks must go to Pete Oliver for this article.



Mike left us on January 29, last year. The Club lost a great member and most of us lost a great friend.



June would like to say thankyou to everyone who came along on Thursday evening, 29th January, to help celebrate her Mike's life.

and then there was the 'Ant!'

## NEXT CLUB COMPETITION

Saturday 7th March at 4pm

## NEXT CLUB MEETING

Monday 9th March at 7pm

## BAR ROSTER

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

### ATTEN :

"Sunday Flyers"  
Bunbury Aero Club  
Big Breakfast Fly In  
5th April

### February

28th – JOY

### March

1st – Joy

7th – 8th – Steve

14th – 15th – Les

21st – 22nd – Sven

28th – 29th – Crofty

### April

4th – 5th – Matt

11th – 12th – Gren

18th – 19th – Simon

25th – 26th – Joy

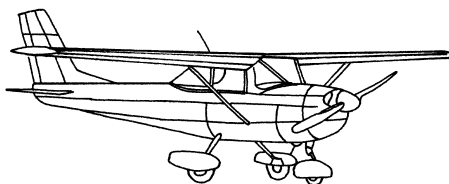
*Well! Sometimes one just has to do it!!!*

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

FOR INFORMATION  
CONTACT THE AERO CLUB  
08 9622 3248  
08 9622 5574  
0417 816 168  
PO BOX 247  
NORTHAM WA 6401

**NAC welcomes new member:**

**Griff Putland**



**We hope you will continue to  
enjoy the flying and social  
activities at our Club**

*Claude's*  
**Curcuits and Bumps**

Squaring the circle, perpetual motion, infinite power, magic recipes, witchcraft....

Great night celebrating Mike's Anniversary..... Great food,... good company..... You would have enjoyed it mate....

Wrong phone numbers? ...whose phone numbers?.....

Busy busy bee: .....grass sprayed around lights and...

BF Room claddin done..... ...Who zapped the PAL unit by standing in the doorway.... during the storm.....

UFO seen in and out of YTNM.....another yellow submarine for YNTM.....Hangars changing hands, who's

next?.....New prices at the bar.... You got be joking!!!

Les sez,

If any members would like to receive the odd social or club flyer via email, please forward your address to him at [les@aquasport.com.au](mailto:les@aquasport.com.au)

## DON'T YOU WISH YOU'D SAID THAT?

Thanks go to TONY REES for these *truisms* and *clichés* from cyberspace.

Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.

Rule one: No matter what else happens, fly the aeroplane.

Flying is hours of boredom, punctuated by moments of stark terror.

Fly it until the last piece stops moving.

It's better to be down here wishing you were up there than up there wishing you were down here.

An aeroplane will probably fly a little bit over MTOW, but it sure won't fly without fuel.

Believe your instruments.

Think ahead of your aeroplane.

I'd rather be lucky than good.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out in a sweat.

If we are what we eat, then some pilots should eat more chicken.

*Regarding engine power:* Lots is good, more is better, and too much is just enough.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.

A checkride ought to be like a skirt, short enough to be interesting but still long enough to cover everything.

There are some flight instructors to whom the student is important, and there are some instructors to whom the instructor is important. Pick carefully.

Speed is life, altitude is life insurance.

No one has ever collided with the sky.

Lack of planning on your part does not constitute an emergency on mine.

Part 1



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