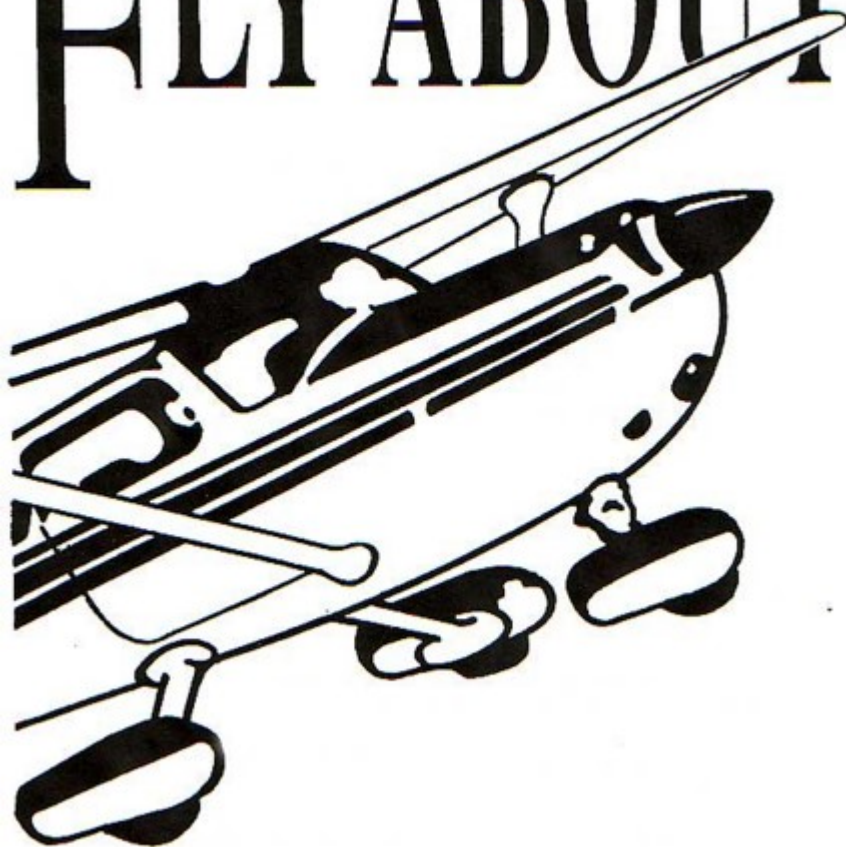


FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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PRESIDENTS REPORT

Welcome all to our June Fly About.

The Annual Dinner presentation night is next Saturday 24th June and numbers have been rolling in. We are set for a good night, a great time to catch up with friends and fellow aviators. Bar opens at 7.00pm and dinner at 7.30pm. The Annual General Meeting will be held on Friday 21st July at 7.30pm.

Best wishes to Ray Howell who has spent some weeks in hospital. Our best wishes go out to Ray who has spent a lot of time with the Northam Aero Club in various capacities as Vice President, Fly About Editor, Club Captain, Club Champion and Committee Member.

The Club Plane PGL is flying lots of hours which is good to hear.

A reminder to all that the equipment and fuel card must remain in PGL at all times.

The closing date for the Northam Aero Club Scholarship for fixed wing and ballooning training is 12th August 2017 so if there is any future pilots please apply. All details are available on our Facebook page or the club website. Contact me if you do not have access to a computer.

We have been receiving input to our 50 year NAC Celebrations so please keep them coming. It would appear that the date for this event will be later in 2018.

With this cooler weather coming in remember to use that carby heat control.

Happy Flying,

Errol
0428 880 149



NAC FLYING COMP WINNERS 2016/2017

JULY 2016		AUGUST 2016	
First	Ashley Smith	Equal First	Ashley Smith
Second	Peter Hill		Peter Hill
Third	H.Pietersie		Dave McFarlane
Fourth	Ian Berry		H.Pietersie
			Trevor Sangston
		Equal Second	Geoff Winsor
			Ian Berry
			Bob Emery
			Bo Hannington
		Third	Milton Brooks.
SEPTEMBER 2016		OCTOBER 2016	
Equal First	Peter Hill	Equal First	Peter Hill
	Geoff Winsor		Ashley Smith
	Ian Berry		
	Ashley Smith.	Second	Trevor Sangston.
	Steve Bailey.		
Second	Trevor Sangston.	Third	Dave McFarlane.
Equal Third	Dave McFarlane		
	H.Pietersie.		
Fourth	Milton Brooks.		
NOVEMBER 2016		DECEMBER 2016	
Equal First	Dave McFarlane	Equal First	H.Pietersie
	Peter Hill.		Geoff Winsor.
Equal Second	H.Pietersie.	Equal Second	Peter Hill
	Ashley Smith		Ashley Smith
Equal Third	Trevor Sangston	Equal Third	Dave McFarlane
			Stewart Winsor.
		Fourth	Bob Emery
Fourth	Ian Berry	Equal Fifth	Ian Berry
			Trevor Sangston.





NAC FLYING COMP WINNERS 2016/2017

FEBRUARY 2017

First Ashley Smith.
 Equal Second Dave McFarlane
 H.Pietersie
 Equal Third Ian Berry
 Trevor Sangston.
 Fourth Russell Steicke
 Fifth Peter Hill
 Sixth Bob Emery.

MARCH 2017

First H.Pietersie.
 Second Peter Hill.
 Third Dave McFarlane.
 Fourth Ashley Smith.
 Fifth Ian Berry.

APRIL 2017

First Peter Hill.
 Equal Second Ashley Smith
 Dave McFarlane
 Third Howie Pietersie
 Fourth Geoff Winsor.

MAY 2017

Equal First Ian Berry
 Peter Hill.
 Equal Second H.Pietersie.
 Ashley Smith.
 Third Trevor Sangston
 Fourth Dave McFarlane.

JUNE 2017

First: Peter Hill.
 Equal Second: Trevor Sangston.
 Adam Price.
 Ashley Smith.
 Dave McFarlane.
 Third: Ian Berry.
 Fourth: H.Pietersie.

FINAL RESULTS 2016/2017 NAC COMP.

FIRST	VH- BFC	PETER HILL.
SECOND	VH- PGL	ASHLEY SMITH.
THIRD	VH- CEU	HOWIE PIETERSIE.



Club Captains report

Sunday 11 th June was our Monthly Flying Comp.

A contrary crosswind at ground level,
and 20 Knots downwind to make it interesting!

CIRCUITS x 3 ,with radio calls etc.

First circuit was Missed Approach/Go Around.

Second circuit was a Flapless Landing .

Third circuit was a Glide Approach from overhead threshold
or abeam threshold downwind as per individual preference.

All TEAM NAC pilots had full Comp Sheets 30 days prior as usual,
so ample time to read/print off /fly some practice circuits.

Reasonable flying conditions, 5 knots crosswind Rwy 32.

TEAM NAC all enjoyed a very busy session of Circuit Work.

Scores were again closely grouped together.

Pilots who fly NAC Monthly Comps give themselves every
opportunity to keep their flying skills current,well honed and profi-
cient,

so it is no surprise that all scores are pretty close by all Pilots..

Visitors had great seats and lots of entertainment as

TEAM NAC pilots put on a great demonstration of how
to nail Flapless and Glide Approach landings etc.

Results came down to a matter of metres on or off the keys
or a missed radio call to decide the finishing order.

A great morning tea spread from the ladies again.

Marg, Megan,Kate and Beth--THANK YOU!

Marg and Dave served up a very tasty evening meal at the bar too!

A lovely way to round off a great day.

JUDGES: Radio: Matt Bignell.

Runway: Shaun and Junior Member Mikayla.

Thank you,we all value your work greatly.

RESULTS:

First Place: Cessna 152 VH-BFC Peter Hill.

Equal Second:	Cessna 172	VH-PGL	Trevor Sangston .
	Maule 235	VH-FSG	Adam Price.
	Cessna172	VH-PGL	Ashley Smith.
	Cessna172	VH-PGL	Dave McFarlane.
Third:	Cessna172	VH-PGL	Ian Berry.
Fourth:	PA28-235	VH-CEU	Howie Pietersie.

Adam Price in his magnificent Maule taildragger showed us all how it is done on the grass beside the Runway, we hope to see lots more of Adam and his young Co-Pilot!

This was the final Comp for 2016 /2017 season.

Sincere congratulations to all Competitors for the Year!

This Flying Comp Season July 2016 to June 2017 has seen 15 different Pilots, 10 different aircraft, join TEAM NAC in friendly competition at Northam Airfield.

Many thanks to all Pilots and Crew,we look forward to another successful season in the coming 12 months.

THANK YOU to Team NAC Judges at these Comps, your work is much valued and appreciated.

To the Ladies of the Kitchen--THANK YOU -- Always the most delicious morning teas...

NEXT NAC FLYING COMP :

SUNDAY 9th JULY. 2017. 9 a.m. start Northam Airfield.

" AVON VALLEY AIRFIELD RECON"----- (Any Port in a Storm)

A tour of the various airstrips around Northam,(6) just to refresh our memories for any alternate landing requirements etc.

Full details have been issued to all TEAM NAC Pilots,so we all have the next 4 weeks to read/understand/even FLY a practice run or two...

All Members welcome, refreshments provided, and seats available in Club Aircraft for Members who would like to fly with TEAM NAC.

Hope to see you Sunday 9th July 9 am at Northam Airfield.

Until then,

Thank You and Stay Safe. Peter Hill.

N A C Annual Awards Night

Saturday 24th June 2017

Bar Open at 7pm for pre-dinner drinks
Three course dinner starts at 7.30pm
Cost \$45 per head

RSVP

Errol 0429 880 149 or Heather 0428 738 808
Or email

secretary@northamaeroclub.com



Nomination Form

Nomination is hereby made for the position of:

*President *Vice President *Secretary
*Treasurer

*3 x Committee Persons (2 year)
*1 x Committee Person (1 year)

Nominee _____

Signature _____

Position _____

Proposer: _____

Seconder: _____

***To be in the hands of the Secretary by Friday 29th June 2017**

(PO Box 247 Northam WA 6401)

ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting

NORTHAM AERO CLUB

Friday 21st July 2017

NAC Club Rooms

7.30pm

AGENDA ITEMS

Election of Office Bearers

(Please bring a small plate of food for fellowship at
the conclusion of the meeting)

Northam Aero Club \$1,000 Aviation Scholarship

The aviation training scholarship offered by Northam Aero Club is designed to encourage students who have an interest in obtaining a Private Pilot Licence or entering the aviation industry by providing assistance for students to reach the Recreation Pilot Licence level at Northam Airfield.

The aims of the scholarship program are to:

- Introduce people to the sport of recreational aviation;
- Develop responsible and safe flying attitudes;
- Offer a basis of aviation knowledge for advancement and careers in recreational, military or general commercial aviation;
- Assist people to complete their flying training at minimal cost; and
- Encourage people to become active long-term members of the recreational aviation community.

The scholarship is for flight training provided by Northam Aero Club to the value of \$1,000. The scholarship is offered on a dollar for dollar basis, for every dollar of training spent by the student, the Northam Aero Club will match the amount up to \$1,000. Students would be responsible for purchasing their own books and study material as well the costs of aviation medical.

To be eligible to apply for the scholarship, applicants need to be at least sixteen years old. Applicants will need to complete a form explaining why they would like to receive the scholarship and undertake a thirty minute trial introductory flight at their own cost. Students under the age of 18 will need to have a parent or guardian sign the application form. The successful candidate will also be required to become a financial member of the Northam Aero Club.

The winner of the scholarship will be decided by a panel appointed by the Northam Aero Club Committee that will assess the application and review the feedback from the Flight Instructor who conducted the trial introductory flight. Applicants with some previous flying experience may apply. The winning students will be required to use the flight training within twelve months of accepting the scholarship.

All enquiries should be directed to the President of the Northam Aero Club at PO Box 247 Northam WA 6460 or email to secretary@northamaeroclub.com

Closing Off Date for Applications is 11th August 2017.

Application for Northam Aero Club Aviation Scholarship

Surname

First names

Address

Telephone Home Mobile

Email

Date of Birth Gender

School or Institution attended

School contact

Have you undertaken any previous flight training? Yes No

If Yes, where was this undertaken and with which organisation?

.....

How many flying hours have you logged?

Please attach a handwritten statement of two hundred words explaining why you would like to win this scholarship and how you would benefit.

I understand that by applying for this scholarship I will accept the decision of the panel of judges and that I will have twelve months to use the training. I understand that I will be responsible for undertaking an aviation medical at my own cost and that I will be responsible for purchasing my own text books and study material.

.....

Signed

Date

Parent or guardian

Closing Off Date for Applications is 11th August 2017

The Lachjess Monster comes to Northam

Adam Price – Hangar 39

VH-FSG a 1978 Maule M5-235C “The Lachjess Monster” is the latest aircraft arrival at Northam and it resides happily within Hangar 39.

Previous to the Lachjess Monster we had the Lady Karin a beautiful 1959 Cessna 150 taildragger that some members may remember, that aircraft lived contentedly in Hangar 10 for approximately 4 years from 2010. The Lady Karin although a great aircraft just didn't meet our needs as a family and with the requirement for SIDS getting close the decision was made to sell the Cessna and start building a four place Bear-



The Lady Karin inside of Hangar 10

Well three years down the road of building and the wings are nearly complete and there is still a long way to go, but we all missed the flying particularly the Lach in Lachjess, so the search was on for a new family aircraft. We had a number of criteria, the most important being it had to have 4 seats and it had to be a taildragger. This led to some detailed research on available aircraft types and the Maule kept coming up as a likely contender.

Whilst visiting the USA in January we (me, the Lady Karin and the Lachjess Monsters) managed to take a short 300 mile detour and visit the Maule factory in Moultrie Georgia. The guys there were more than happy to show us around the facility and as a result of what we saw the Maule was now firmly number one on our wish list. So the search began, I had a friend watching all the aircraft sales sites in Australia as was I waiting for a suitable aircraft to come up and finally it did. A quick unplanned trip to Hahndorf outside of Adelaide to inspect the aircraft saw us commit to buy the Maule.

Well now we had an aircraft but I didn't have a current license (too much building not enough flying). I needed a Part 61 transition and a flight review. A quick call to Chris an instructor friend who I found in London on holidays and we had a date booked to fly the aircraft home and get all the new Part 61 licensing and flight review requirements out of the way at the same time.

Given the hectic travelling requirements I have with my job I had only a limited window of opportunity to conduct the ferry flight so tickets were purchased on Qantas for a flight to Adelaide and we could then only pray that the weather gods were on our side

The previous owner delivered the aircraft to Aldinga a beautiful little aerodrome to the south of Adelaide. He had a 300 metre airstrip on his property that could only be described as a ski jump. Chris and I aren't the Eddie the Eagle types so we elected not to pick the plane up from there. We arrived at Aldinga around 1300 on the 12th May and by 1500 we were on our way. I hadn't flown a Maule prior to this and Chris hadn't been near one for some time. Between us we both had a couple of thousand hour's of tailwheel experience and we had both thoroughly read the flight manual so that part wasn't daunting, all we needed to do was get our heads around any Mauleism's that we weren't aware of.



At Aldinga we swapped the previous owner a bank cheque for the keys

At the time of purchase the transponder wasn't approved for flight within controlled airspace which meant that Port Pirie our first destination was now about 60nm further away as we couldn't track direct. We ended up tracking from Aldinga to the east of Adelaide, then north to Stonefield gliding club to avoid Edinburgh military airspace then north west to Port Pirie, total flight time 1.7 hours. The flight was uneventful apart from a large flock of pelicans we saw at close range, now we all we had to do was land this aeroplane!

Port Pire has a beautiful grass airstrip and luckily the 5kts of wind present favoured this runway. With Chris watching me like a hawk we touched down smoothly and uneventfully in a three point attitude somewhere around 55kts and immediately back tracked to fly some low level circuits to get a feel for the handling in the circuit area.

After conducting several touch and goes each, both into wind and crosswind, we came to the conclusion that we were on top of the Mauleism's (for today) and it was time to park it up and head to town to try the local lager. A quick refuel where we met the airport manager Steve who gave us a parking spot in the old WW2 Bellman hangar for the night and he then kindly drove us into town. Anyone travelling through this area should consider stopping in Port Pirie, its still got its old school aviation friendliness with Steve leading by example.



Tucked away in Port Pirie WW2 style

0540 the following morning saw us being picked up by a taxi and being delivered to the airport. We were airborne right on first light and set course for Ceduna 227nm away, initially we climbed to 4500 with an initial rate of climb well over 1500 feet per minute to cross the 18nm of open water between Port Pirie and Whyalla, once clear of the water we came back down 2500 where we had a groundspeed of 125kts and a smooth ride.



Sunrise abeam Whyalla

With the sun at our backs we made this leg in just under 2 hours and managed to confirm that Maule's fuel transfer system was working as designed. The fuel system has two main tanks of 80 litre capacity and two auxiliary tanks of 40 litre capacity. The system requires you to pump from the aux to the mains using electric pumps. We ascertained by filling the aux tanks at Ceduna then operating the pumps that the system transfers fuel at a rate of 1.3 litres per minute, handy to know that it will take 30 minutes to transfer the fuel from each side. The fuel system is more complex than a 172 but less so than a 747. Even so if you aren't paying attention and keeping an accurate fuel log you could quickly find yourself in a position where you are uncertain of the amount of fuel on board or which tank it might be in.

We were airborne out of Ceduna at around 0900 setting course for Forrest 297nm away. We cruised at 500ft AGL where we had a ground speed of 130kts, the ride was a little choppy but worth it for the tailwind. Having been a crop duster in a previous life, the sight of enormous paddocks west of Ceduna looked like an Ag pilots dream. Not too far out of Ceduna we hit the head of the bight and the cliffs which were spectacular to see. Further west again we saw what looked like giant rabbit warrens, these turned out to be wombat burrows, it seems that west of Ceduna there is no shortage of wombats and they certainly aren't endangered. We climbed up to 2500 to have some morning tea, sat there for a while in relative safety and comfort and then went back down again to enjoy the tailwind.



Nullarbor Cliffs

We got ourselves stretched, fuelled and sorted and off we went, 344nm to Kalgoorlie. We overtook a train within 5 minutes of leaving Forrest and that was the last we saw of anyone for more than 300nm. We stayed low again to take advantage of the tailwind and we had about 10 or 11 knots on the tail giving us a ground speed of 126kts and a fuel burn of 53 litres per hour. The Nullarbor may be flat but there aren't that many places where you could conduct a successful forced landing given the number and size of the rocks out there. Even with 29 inch tyres we were wondering what sort of damage those rocks would produce. Rivers were running as we got closer to Kalgoorlie from rain the previous week and it was an interesting sight to see.

Landing at Kalgoorlie was a non event and we were coming to terms with this airplane and its Mauleisms. We refuelled and although we had ample time to make it back to Northam before dark we decided to park up in the Goldfields Air Service hangar for the night (it helps to have friends around the country who own hangars). ASIC the hangar cat kept a watchful eye on our plane for the night and attempted to stow away the following morning, probably looking for a holiday with Shadow the Northam hangar cat.



Early morning departure preparations in Kalgoorlie



ASIC the Kalgoorlie hangar cat

A great dinner with Kalgoorlie aviation friends and then it was early to bed for a daylight departure. There was rain forecast for Perth starting around 1400. A couple of knots on the tail out of Kalgoorlie was most welcome and we flew the 251nm in just over 2 hours. Chris pulled a couple of unannounced failures on me during this leg, which was almost expected as we hadn't really played around with the glide and forced landing characteristics as yet.

We landed in Northam just after 0900 after being advised by Matt on the radio not to hit "his guy" who was standing on the flight strip, we had a crowd out to see our arrival thanks to the club competition. All up we had flown over 1300nm in just over 11 hours and we enjoyed every second.



First landing in Northam

The Lachjess Monsters were ready on arrival for the first ride having convinced their grandparents that it was absolutely necessary for them to be present when we landed, unfortunately Lady Karin was on a course in Brisbane so she had to wait another week before she could see what we had worked so hard for.



Myself and the Lachjess Monsters shortly after our arrival outside of Hangar 39

The Maule will cruise at 116kts and burns 55 litres per hour as a block figure. It makes a lot of noise, but does it climb! at max weight 1000 feet per minute is standard, with only one or two people climb is in excess of 1500 feet per minute. Landings are short **very** short. It has vortex generators and elevator gap seals as well as good times to run on the engine and prop.

Removing the 29 inch tyres may give us a bit more speed but not as much ramp appeal, so they will stay until they are worn out. Overall it's an easy taildragger to fly, the cockpit ergonomics leave a bit to be desired but it was built 39 years ago before too much thought was given to those aspects.

We used Ozrunways all the way across with backup paper charts. I have to say the amount of information available within that software package is just amazing, which makes gaining and maintaining situational awareness so much easier.

Why the Lachjess Monster? Its named after our sons Lachlan and Jesse and their at times monster traits.



The Lachjess Monster after its christening in Hangar 39

We try to be at the aeroclub most Saturday nights, come on up to Hangar 39 say hello and have a look around.

UPDATE

01 April 2017



ONLY 14 WEEKS TO GO

The National Ballooning Championships 2017 will take place between 2 and 9 September 2017 in Northam. The event is just around the corner and the Planning Committee is busy making preparations for the event.

Business and Activity Opportunity

There will be an increased number of people in Northam during this event. This will provide the perfect opportunity to run an activity or to open your business as people will be looking for things to do, places to eat and things to see during their visit to Northam.

Contact the Shire of Northam's Community Development Officer, Michelle Blackhurst by email cdo@northam.wa.gov.au or telephone 9622 6100 so that we can assist you to market your activity to the community.

Pilot Registrations

Registrations for Balloon Pilots to attend are now open and the Committee has started to receive registrations from Pilots who will be attending.

Volunteers

Would you like to be amongst all the action and join us for a week of fun and do something you'll never forget? The Committee is searching for volunteers for the following tasks:

- Drivers with a 4WD who are able to tow a trailer with the balloon and basket and drive the pilot and crew to the launch field and retrieve the balloon once it has landed.
- Balloon Crew. You would be helping set up

the balloon for launch and packing the balloon away once landed. This is a very physical task so you would be required to do some heavy lifting.

Training will be provided for all tasks.

This is a great opportunity to get up close and personal where the action is and spend the week chasing balloons. Please only apply if you are available from 5am-9am and then 3pm-6pm, from the 2/9/2017 - 9/9/2017.

Merchandise

Limited edition Ballooning badges are now available for \$5 (plus postage if required). These can be purchased from the Northam Visitor Centre or you can place an order for a badge via email bbacclements@bigpond.com.

Sponsorship Opportunity

The Planning Committee are offering a limited number of sponsorship opportunities. If you are interested in finding out more, please contact us via email northamballooning@gmail.com.

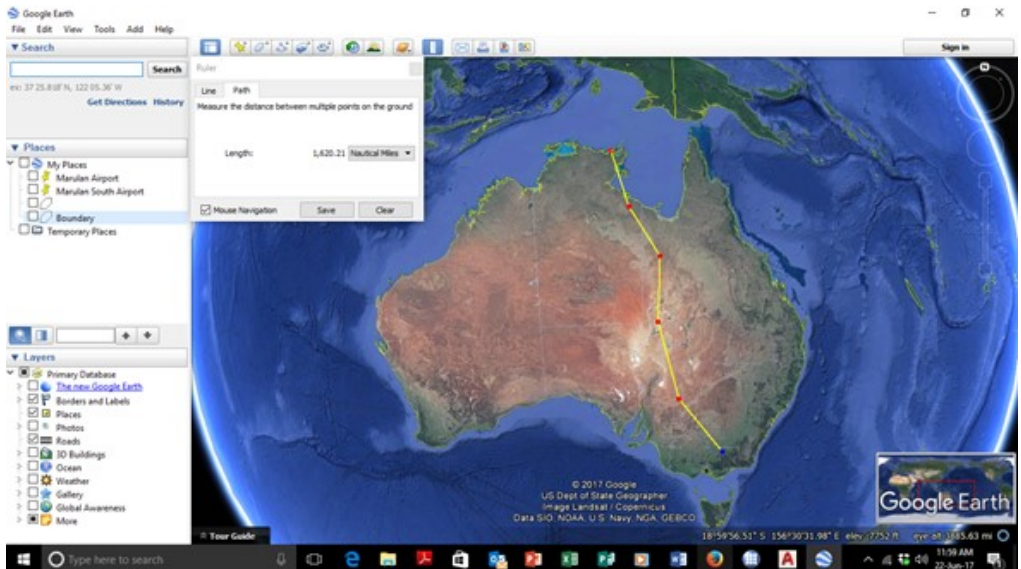


Ed's Update

Well at last some positive action on the rescue from Elcho Island of our little Cherokee, VH-RTL.

I have removed the engine from GWD and have loaded it onto the barge bound for Elcho, it should arrive out there Sunday and be installed on Monday.

Once she is installed and test flown, the trip back to Victoria will take place. I have planned to fly from Galiwinku to Robinson River Station, top up with fuel then on to Mount Isa and Birdsville for an overnight stop. Next day will be two long legs, the first being Broken Hill and the next being Wangaratta. All Up 1637 nm and 600 litres of fuel.



WANTED

Pictures, Stories, Tales,
Adventures, Gossip.

In fact anything at all.

If you have a story to tell
please send it to me and
share it with your fellow club
members.

I am always on the lookout
for items to share.

martinj1@iinet.net.au



BAR ROSTER 2016—2017

FEBRUARY		
4th-5th	-	Crofty
11th-12th	-	Dave
18th-19th	-	Peter
25th-26th	-	Howie

MAY		
6th-7th	-	Crofty
13th-14th	-	Dave
20th-21st	-	Peter
27th-28th	-	Howie

MARCH		
4th-5th	-	Matt
11th-12th	-	Dave
18th-19th	-	Mike
25th-26th	-	Crofty

JUNE		
3rd-4th	-	Matt
10th-11th	-	Dave
17th-18th	-	Mike
24th-25th	-	Crofty

APRIL		
1st-2nd	-	Peter
8th-9th	-	Dave
15th-16th	-	Howie
22nd-23rd	-	Matt
29th-30th		Mike

JULY		
1st-2nd	-	Peter
8th-9th	-	Dave
15th-16th	-	Howie
22nd-23rd	-	Matt
29th-30th		Mick

Bar Hours

IF UNABLE TO DO YOUR ROSTERED DAYS PLEASE
MAKE ARRANGEMENTS TO SWAP WITH SOMEONE

THE NORTHAM AERO CLUB (Inc.)
PO Box 247 NORTHAM
WESTERN AUSTRALIA 6401

SURFACE MAIL
POSTAGE PAID
AUSTRALIA

TO:

"FLY ABOUT"
PRINT POST APPROVED PPN: 100018823

NEXT CLUB COMPETITION

9am Sunday 9th July 2017

The Northam Aero Club Committee
meeting will be held at the club rooms on
Sunday 9th July 2017 at 1:00pm
