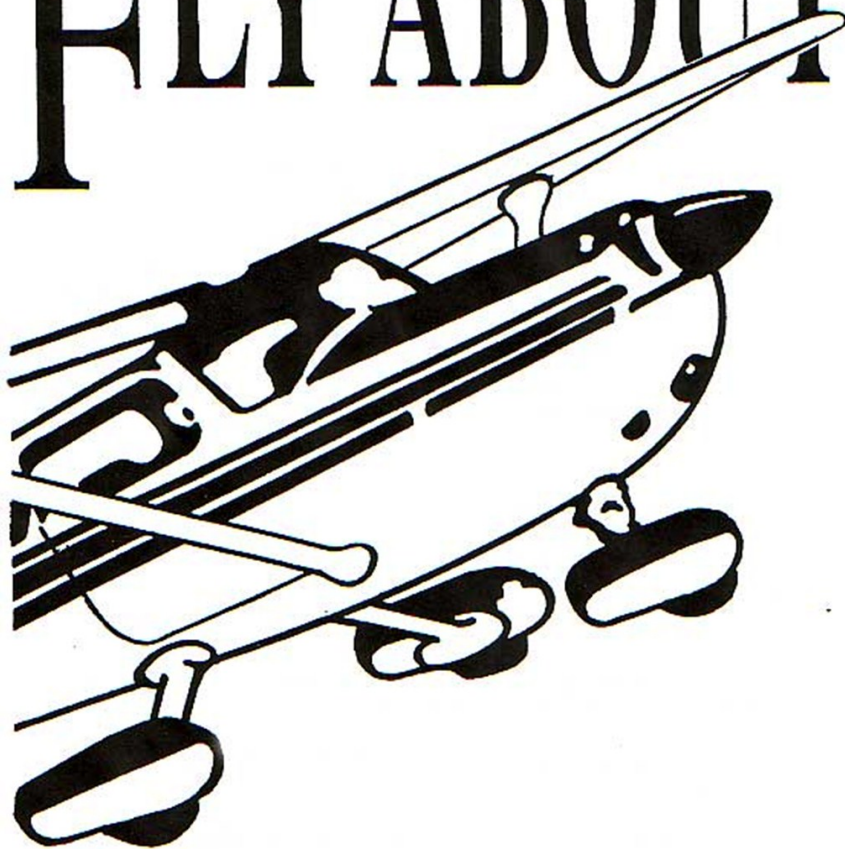


# FLY ABOUT



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## Club Captains Report

The forecast was for 42 degrees but we were very lucky it turned out to be a mild 24 degrees and 7 pilots turned out for the competition.

The competition was a straight in approach with the regulation inbound call - 5 mile, 3 mile and a 1 mile radio calls required.

The judge using a GPS would record the exact distances and each pilot closest to the required distances would receive the maximum points decreasing to the furthest. Landings were also judged with 5 points for a centreline perfect landing. Most pilots received 3 to 4 points for their landings. Many thanks to Preston Smith and Bruce Rowley for judging.

To my surprise I managed first place, Peter Hill second, Bruce Rowley third, Ian Berry fourth, Ashley Smith fifth, Ray Howell sixth and Bob Emery seventh.

Thanks again to Les for cooking the barbeque.

Happy Flying all until next time.

Cheers Errol

---

## Local Guests Visit for Club Competition

**A** young lady saw an ad on our website for the flying competition and came up to have a fly with the Members.

Pictured right is Sarah Colombera and friends enjoying the hospitality on Sunday 10th Feb.



## **Club Presidents Report**

Another month has gone how they fly by.

This month the roof is being replaced and the alfresco patio area is being erected, Matt has a working bee happening this Sunday 17/03/13 unfortunately I will be away to see this happening but is in capable hands.

There is the Club Open Day 14<sup>th</sup> April please put this in your diary, it would be good to get a full turnout for this event.

On a sad note another one of our life members has passed away, Des Smith, who with his brother Max was instrumental in giving us the land to fly from, and was the beginnings in the formation of the NAC going back in the sixties, he will sadly missed.

There is a fly out to Busselton next Sunday 17/03/13 for further details contact Club Captain Errol Croft. 0428880149

Happy Flying till next month.

President, Les Ballantyne

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## **NEXT CLUB COMPETITION**

**10<sup>th</sup> March 2013**

\*\*\* \*\*

## **NEXT CLUB MEETING**

The next Northam Aero Club Committee Meeting will be held at the club rooms on Monday the 11th March 2013 at 7:00pm (19:00),

## VALE

Mr. Desmond Smith

1928 - 2013

It is with deep regret we announce the passing of Mr. Desmond Smith.

Des Smith was an active member of the Northam Aero Club since it's inception and is recognised as a Life Member.



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Des Smith sadly passed away on 18<sup>th</sup> Jan '13 and a service in his honour was held at St John's Church in Northam, before his final resting place at the Northam Cemetery. A long list of Northam Aero Club members were there to pay their last respects and to represent the entire membership of the Club.

Members will see Des' picture at the northern end of the clubrooms, where he takes his place among the Life Members of the Club. Brothers Des and Max Smith owned land along the Southern Brook Road as part of their farming enterprise. In 1968 The Northam Aero Club had just been formed, and the members were frantically looking for a possible airfield for the Club and to service the area. Des and Max happily made their paddock parallel to the Southern Brook Road on the northern side, available to the infant Club. A club room come briefing office was installed along with a tank for use as a rest room. (The briefing room is now alongside the present Clubrooms). Apart from providing the land without cost, the Smith brothers assisted with the preparation of the airstrip. Providing the area for an airstrip meant an interruption to the agricultural use of the land for several years. In recognition the Smith Brothers were made the first Life members of the Club. The Club eventually resolved to move to the present location and serviced a loan for 50% of the purchase cost of the land.

Apart from the airstrip association with Des, he was a most well known and loved member of the Northam and Grass Valley community. A keen gardener, musician, sportsman, always ready to help anyone. He will be sadly missed by Club and the Community. I'm sure that we will spare a thought for him when next we drink to 'absent friends'.



WITHERS STREET, NORTHAM

## FREE ENTRY

OPEN DAY

SUNDAY APRIL 14<sup>th</sup> 2013

Junior Hawks

Aircraft on Display

Glider Flights

Skydive Express

Tiger Moth

Free Entry

Balloon Adventures

Cool Drinks

Model Aircraft

Hamburgers

Flying Schools

Ice Creams



## On a Wing & a Chair

*On a Wing & a Chair* is a not-for-profit organisation that aims to raise the public's expectation of what people with disabilities can achieve. It advocates for the inclusion of people with disabilities in our communities, and provides inspiration for people with or without disabilities to achieve their own challenging goals. To advance its mission, in April/May 2013 Dave Jacka will become the first person in the world with quadriplegia to fly solo around Australia. The *On a Wing & a Chair* Round Australia Flight will showcase the innovation and determination of an individual with a disability.

The flight will involve Dave flying to over 30 rural towns and cities around the coastline of Australia. He will raise awareness of the projects mission through interviews with local, regional, metropolitan and national media.

The public will be able to follow the progress of the flight via the *On a Wing & a Chair* website [www.onawingandachair.org.au](http://www.onawingandachair.org.au) with a real-time tracker of his current position. Dave will post daily updates of his experiences and the challenges he faces through his blog, You Tube, Facebook and Twitter links.





# **Bud Light Spirit of Freedom Capsule**

## **First Solo Flight Around the World by Balloon**

(reprinted from the Smithsonian Institute web site, [www.http://airandspace.si.edu](http://airandspace.si.edu))

Steve Fossett, an adventurous, Chicago-based aviator, launched the Bud Light Spirit of Freedom balloon from Northam, Australia, on June 19, 2002. Fourteen days and 19 hours later, on July 4, he landed in Queensland, Australia, to become the first person to make a solo flight around the world in a balloon. During the trip he travelled 32,963 kilometres (20,385 miles), reached speeds of up to 322 kilometres (204 miles) per hour, and flew as high as 10,580 meters (34,700 feet).

The Bud Light Spirit of Freedom balloon was a combination helium and hot-air design called a Roziere, in honour of Pilâtre de Rozier, who made the first manned balloon flight in 1783. It was designed by Donald Cameron of Cameron Balloons Ltd. of Bristol, England. Thirty-eight tanks of propane and ethane fuel hanging beside the capsule fed the burners on top, which heated the air which in turn warmed the helium to increase lift. Fossett steered the balloon by ascending or descending to find a wind blowing in the right direction. The balloon was fitted with the Comstock Autopilot, which automatically fired the burners to maintain a constant altitude and to allow Fossett to sleep.

Tim Cole, Project Manager for the flight, designed and built the gondola, an unpressurized cube constructed of a lightweight composite of Kevlar and carbon, with a plastic bubble hatch on top. Lithium batteries powered the electronic equipment. A custom designed heater kept the temperature inside the capsule at 4-21 C (40-70 F).

The satellite-based Global Positioning System provided the precise location of the balloon during the flight. Communication between Fossett and Mission Control at Washington University in St. Louis was by means of the Inmarsat C satellite system, with a satellite telephone as a backup. Fossett also had radios for communicating with air traffic controllers and with other aircraft. The gondola was equipped with an Emergency Position Indicating Rescue Beacon (EPIRB) to assist search and rescue efforts.



Living in a space the size of a closet for over two weeks was not easy. For much of the flight Fossett cruised at over 8,000 meters (26,240 feet) and breathed oxygen from a liquid oxygen system. The gondola was equipped with a bench and a sleeping bag. Fossett averaged three hours of sleep a day, usually in the form of cat naps lasting 45 minutes or less. He ate military rations called MREs ("meals ready to eat"). The MRE's were heated with chemical heat packs, which were activated by adding water.

The flight was Fossett's sixth solo attempt since 1996 to achieve this extraordinarily difficult goal. On one of those flights, in August, 1998, he plunged 8900 meters (29,192 feet) into the Coral Sea when his balloon ruptured in a thunderstorm. He was rescued after 23 hours in a life raft.

In finally achieving his goal, Steve Fossett demonstrated perseverance, determination, courage, and great skill in the air. He expressed the hope that his success would inspire others to "try and achieve something important to them."



The lightweight, high-tech Gondola from the Spirit of Freedom balloon.

Note the familiar names

## Quick Quiz

1. On what date does the next ERSA become effective?
2. You wish to fly coastal from YPJT to YGEL. To access Pearce Military airspace, what is one route that unpressurised aircraft flying below 10,000ft may plan to take?
3. What equipment must the above aircraft have if they plan via the above route?
4. What are the hours of operation for R155 (PEX)?
5. What are the lateral limits of R155 (PEX)?

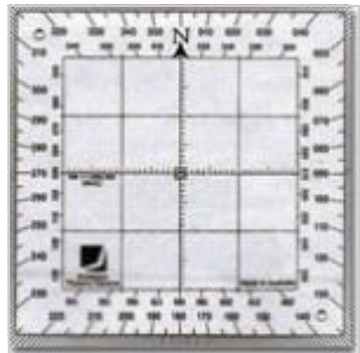
## Last Months Answers

1. The purpose of the flight must be for personal reasons ( ie non-business) and all persons on board, including the pilot must share equally the costs involved.
2. The earliest time you can leave YNTM is 21.04 UTC / 5.04am local time, (assuming that you are daylight rated only).
3. Yes you have adequate time to complete the trip before last light, (again, assuming that you are daylight rated only).
4. The total distance flown using the latest Perth Wac (3351) is 290nm
5. The total fuel burn for the trip is 136 litres

## Quick Quiz Prize

Unfortunately there was no winner last month  
**So this months Quick Quiz prize for the first correct entry received by the Editor at the official Fly About email [nac.editor@yahoo.com](mailto:nac.editor@yahoo.com) is still a Flight Planning Protractor.**

**To give yourself an advantage, register your email address for delivery of the Fly About electronically that way you will get delivery about 1 week sooner than the snail mail, (your snail mail issue will still arrive**



## Life in the Top End

It is Tuesday morning, the day after the Australia Day public holiday and I am on board a Beechcraft B200 Kingair at FL210 (21,000ft).

The aircraft is VH-OYH and is owned by Pearl Aviation, our pilot is Craig Miller, and I am on my way to Lake Evella in East Arnhem Land for a day visit.. The flight will take about 75 minutes and at this stage the stormscope is crystal clear.

Flying in the Top End in the wet season can be an interesting experience, dodging the storm cells, surfing the turbulence, listening to the rain pound on the wind-screen.

This week is full of aircraft rides for me as I have not been to most of our construction sites for over a month. I have five sites that I look after, Milingimbi, a small island just off the coast of East Arnhem Land, Ramingining another East Arnhem community South/South East of Milingimbi, Gapuwiyak (Lake Evella) further South East again, Numbulwar, this community is a long way South East of the others and is on the coast of the Gulf of Carpentaria, just North of the mouth of the Roper River. The final community is Hermannsburg, a Lutheran settled community 130 kms West of Alice Springs.

Most mornings this week will start with 4:30 am rise and shine, to ensure that I am on time for the 6:00am departures. Charter aircraft is a very common mode of transport when the roads are all flooded.



## **Why the NAC have these rules**

Gren Putland

This article has been put together in a sense to inform the newer members that would not know the back ground in the way NAC come about. It is great reading and I hope you all get a much out of this that I did, and feel a greater sense of pride

The Northam Aero Club first located the present airfield site back in the 1970s. The grounds and building facilities were developed by the efforts of the members through a series of improvement projects, resulting in the present layout and design. The land was paid for on a 50/50 basis by the Town of Northam and the Northam Aero Club. In order to service the NAC portion of the funds, the Club farmed the strip surrounds and windsock paddock, to grow hay and grain for sale for quite some years. Most of the works and improvements have been recorded elsewhere.

As the field developed, it became painfully obvious that the dedicated group at the NAC were contributing their own time and energies to provide the community with an ALA, that was considered by some to be a Local Authority or Public Airfield. In pursuit of further development, and allowing the NAC to return to its prime task of flying, the Airfield was handed to the Shire of Northam, (now amalgamated with the Town of Northam). NAC was appointed the manager on behalf of the Shire, to act as both advisor and the operational agent of the Shire.

Within that process, formalising of the operational rules that variously applied while the site was an ALA, was required by the Shire. Club requirements such as the right hand circuit off 32, curfew on circuits, maintenance of hangars etc. were formalised in a set of rules and for the safe and efficient operation. Those rules had to be cognisant of the broader community interaction, and called for limiting of aircraft type, where any type of operation has any chance of inviting nearby resident complaint. The continued operation of the Airfield relies on compliance and good relations with nearby residents.

If the rules are not understood by visitors wanting to use the field, or if agitators believe the rules are not sustainable, that is unfortunate, but the rules remain in force and valid. What has been offered on previous occasions is an option to seek temporary waiving of those rules under certain specified conditions. To date no approach has been made in this respect. It is a pity that club members are being harassed with claims of unreasonable actions by the Club Committee and the Shire, in excluding certain types of aircraft. Any member of the NAC is invited to discuss the matter further with Committee Members, to gain a full appreciation of the operational aspects of the Northam Airfield Operating Rules.

*This article was put together by Gren Putland, he has an infinite knowledge of the clubs history. My thanks Gren for your article.*

*Les Ballantyne.*



## Free Members' Market

### **-FOR SALE-**

McAuley C172TM7458 propeller  
Still usable but down to minimum  
chord width and diameter.  
Would fit a Cessna 172 with 150hp. \$500 ono  
**.Contact: Noel Williams 0416744504**



### **-WANTED TO BUY-**

HANGAR NORTHAM AIRFIELD  
please ring Peter Hill 0450415947  
or email [prh@aurora.net.au](mailto:prh@aurora.net.au)

### **-SITUATION WANTED-**

This space available to members

**FREE**

Email your advertisement to-  
[nac.editor@yahoo.com](mailto:nac.editor@yahoo.com)

### **-FOR SALE-**

Used tail fin for Cessna 150M.  
(Also fits earlier Cessna 152 models)  
\$500 ono  
**Contact: Noel Williams 0416744504**



### **-FOR SALE-**

Used Rudder for Cessna 150M.  
(Also fits earlier Cessna 152 models)  
\$500 ono  
**Contact: Noel Williams 0416744504**



### **-FOR SALE-**

**HJ Holden Ute 1975**  
**complete .straight .good runner .**  
**not lic, good project car-last available**  
**\$1800**  
**Peter 0450415947**

### **-FREE TO GOOD HOME-**

This space available to members

**FREE**

Email your advertisement to-  
[nac.editor@yahoo.com](mailto:nac.editor@yahoo.com)



## Members' Profile

**T**his months member profile is Ray Howell.

Ray started flying in 1979 and was encouraged to fly after winning a raffle for a free flight. Ray went solo in March 1980 and have been flying ever since.



Pictured above with Club Plane PGL, Model C172.

Ray has also flown C182; C150 and PA28.

Ray has amassed some 450 hours in the air and is endorsed for night circuits.

**FLYING HIGHLIGHTS:** Winning three Northam Aero Club Championships and holding the position of Club Captain for seven years. I also held the position of Vice President of Northam Aero Club for two years.

. I have been a member of the Royals Aeroclub and Northam Aeroclubs since 1979 and won the Royals NAP Eclectic Trophy; Adkins Trophy and the Neil Baird Trophy.

**FLYING LOWLIGHTS:** My low points were some of my landings and I hate stalls. Captain Claude and I were flying in a competition and the seat that I was sitting in was not in place properly which meant I was flung backwards when it finally set itself in position and I was unable to reach the control pedals. On another occasion I was very keen to take my wife Ruth up for a flight and in my excitement I jumped into one plane and she got into another therefore missing the chance to take her up with me.



## Fire & Emergency Services Visit

### Northam



Department Fire and Emergency Services Helicopter visited Northam Airfield to take on 770 litres of jet A1 fuel Saturday 9 th February. VH-XRG is a light twin engine multi purpose helicopter (Bo105LS) especially equipped with high tech surveillance cameras etc., developed by Messerschmitt Bolkow Blohm (MBB) which became a part of Eurocopter in 1991. Bo105 production continue until 2001 when it was replaced by the ec135.

Aircraft and crew of three were in the Northam area on fire spotting duties. A 2 million dollar state of the art Camera module enables this aircraft to sit at 10,000 feet out of site and sound to those on the ground and still read the number plate on a car.

Heliwest operate this aircraft on behalf of Department of Fire and Emergency Services.



VH-XRG is a Bostow bo105ls, the LS stands Lift and Stretched, (same fuselage as the bo105CBS). This helicopter is designed for higher altitude flying. Only a couple bo105ls were built in Germany, VH-XRG is one of them, most were built by MBB Helicopter in Canada.

VH-XRG started its life as C-GNZB [6], N30702, JA6678, (Japan National Police Agency ), N727WW, C-FRIQ. Operating costs is around \$3,500 per hour.



The State of the Art

Camera module mounted  
under XRG

<-----



The third crew members  
console ----->



VH-XRG taking on 770 litres of  
Jet A1 at YNTM.

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# Bar Roster 2013

## Opening Hours

*Saturday 5pm - 7pm*

*Sunday 5pm - 7 pm*

### FEBRUARY

2nd-3rd	-	Les
9th-10th	-	Matt
16th-17th	-	Heather
23rd-24th	-	Ashley

### MAY

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

### MARCH

2nd-3rd	-	Denis
9th-10th	-	Dave
16th-17th	-	Crofty
23rd-24th	-	Peter
30th-31st	-	Les

### JUNE

1st-2nd	-	Matt
8th-9th	-	Heather
15th-16th	-	Ashley
22nd-23rd	-	Denis
29th-30th	-	Dave

### APRIL

6th-7th	-	Matt
13th-14th	-	Heather
20th-21st	-	Ashley
27th-28th	-	Denis

### JULY

6th-7th	-	Crofty
13th-12th	-	Peter
20th-21st	-	Les
27th-28th	-	Matt

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PLEASE MAKE ARRANGEMENTS TO  
SWAP WITH SOMEONE

*The Manager*

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