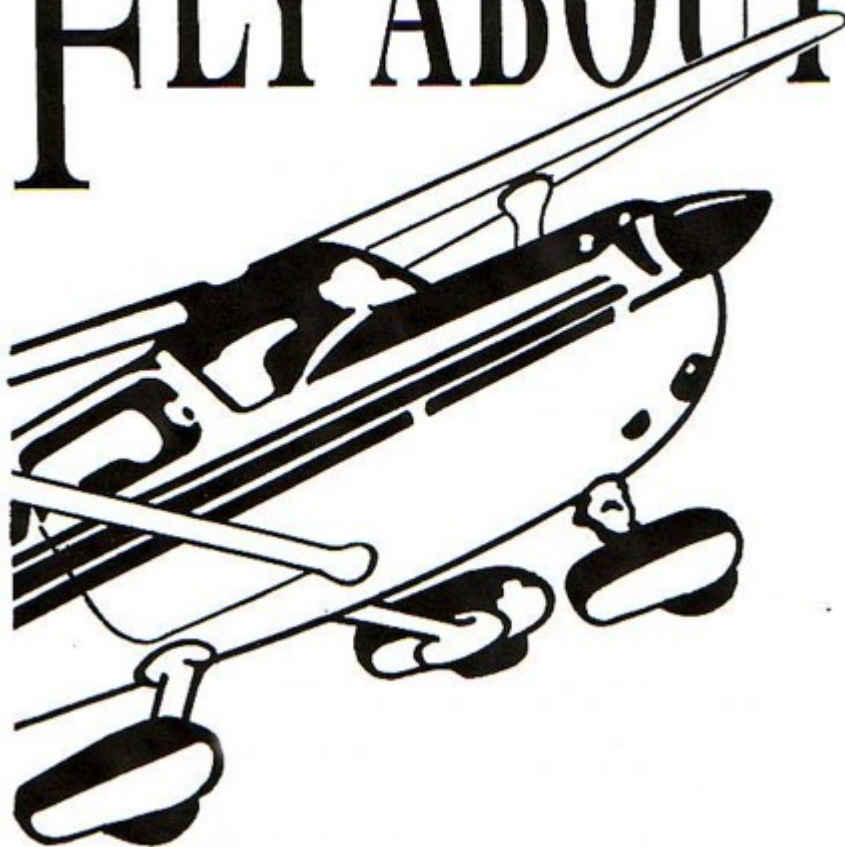


# FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

POST OFFICE BOX 247 NORTHAM WA 6401

PRINT POST 100018823

Volume 48 Issue No. 9    September 2017



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## **Presidents Report**

Hi all. Welcome to the Fly About for September. We are now at the other side of the National Ballooning Championships and what a wonderful event it was.

The Balloon Glow that the Shire organised on Saturday night was a spectacular event with over 12,000 people attending. Everyone believes it was the biggest crowd ever on the Oval at Northam, well done to all that helped put it together.

Friday 1<sup>st</sup> September started with the pilots arriving at the Aero Club for refreshments and a sausage sizzle. Saturday morning saw the balloonists practicing as did Sunday. The Briefing for the pilots was also conducted on Sunday.

The week was once again, near perfect weather for ballooning. Friday afternoon was the only day that the ballooning was cancelled due to the thunderstorm. In 2015 the Balloon Pilots completed 23 tasks and in 2017 they completed 21. All participants enjoyed the amount of flying in our wonderful countryside. There were 30 participating pilots, including Russia, UK, Japan and Hong Kong. Many thanks must go to all our volunteers and sponsors, not forgetting our local farmers that made this magnificent event possible.

A huge thanks must go to Barry and Sylvia Bristow-Stagg together with the Lions Club of Northam. Thank you also to Heather for helping out with the toast.

We served around 800 sausages and slightly less meals, toast, egg, hash browns, bacon and sausages with a spoonful of baked beans and onions. I am happy not to see another sausage for some time. Bar Sales were brisk and well supported by our visitors. Rising at 4.00am each morning and viewing the balloons is an event that has to be seen to be believed. It was lovely catching up with pilots from two years ago and sharing stories. It was also very interesting to talk to Peter Wright about his Uncle who was one of the inaugural members of the Northam Aero Club. Peter noticed his Uncles name on the Inaugural Plaque in 2015 and shared the information with the rest of his family in Victoria, who were very impressed. Such a small world.

Matthew Scaife from NSW was once again the winner of the event with Nicola Scaife in second place.

Once again, thank you all for your time and effort.

Happy Flying, Errol

## Club Captains Report

Sunday 10<sup>th</sup> SEPTEMBER was our Monthly Flying Comp.

" JENNACUBBINE AIR TRIAL."

Departure to East, find Dumpsters' Strip / Claudes' Strip / quarry then to Northam Pithara Rd to locate a boat floating in a dam tied up to a jetty - (True!), also a church on the same road, then over to Jennacubbine, and then to Toodyay East Ponds for some more ground targets and return to base, YNTM.

Five changes of course and twelve ground targets.

At 3 miles inbound pilots were required to locate a "downed aircraft" in an industrial yard east of the grain bins, and give a "Sitrep".

all Crews found this orange Piper in one piece up against the front fence.

We all enjoyed the flying.

We again welcome a new guest/old Pilot from Dowerin region, Mr Bob Carr, and hope to see him as a regular at NAC Flying Comps in coming months.

NAC flight Crews gathered in HANGAR ONE THREE on the back Taxiway as guests of Lyn and Kim Lawrence --- they have a really awesome Beechcraft Bonanza in residence and are Welcome and Valued additions to the Northam Airfield Community.

THANK YOU Lyn and Kim for your incredible Hospitality.

Also thanks to Beth and Preston for some yummy scones and sausage rolls too!

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

Pilots who fly NAC Monthly Comps give themselves every opportunity to keep their flying skills current, well honed and proficient, so it is no surprise that all scores are pretty close by all Pilots..

Visitors had great seats and lots of tea and cake!

Landings on the "keys" decided the finishing order for this Comp..

JUDGE: Mr. Kim Lawrence Thank you, we all value your work greatly.

NEXT NAC FLYING COMP :

SUNDAY 8th OCTOBER 2017. 9 a.m. start Northam Airfield.

" MOKINE / WUNDOWIE SORTIE"

All Pilots have full Comp sheets with 4 weeks to go, so Fly it....

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

See you Sunday 8th OCTOBER 9 am at Northam Airfield.

Until then, Thank You and Stay Safe.

Peter Hill, Club Captain 0450415947 [prh@aurora.net.au](mailto:prh@aurora.net.au)

## MONTHLY COMPETITION RESULTS:

|                   |  |                            |   |
|-------------------|--|----------------------------|---|
| Equal First Place | PA28-235<br>VICTA 100<br>Cesnna 152    | VH-CEU<br>VH-GBS<br>VH-BFC | Ashley Smith<br>T & P Sangston<br>Peter Hil |
| Second Place      | Cessna 172                             | VH-PGL                     | D & M McFarlane                             |
| EQUAL Third Place | Cessna 172<br>Cessna 172<br>Cessna 172 | VH-PGL<br>VH-PGL<br>VH-PGL | Russell Steicke<br>Paul Dundon<br>Ian Berry |

*Sincere congratulations to all Competitors !*

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# 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](mailto:martinj1@iinet.net.au)

# Oshkosh 2017

Story by: Adam Price

Photos by: Karin Price

Hangar 39

Oshkosh 2017 opened with limited fanfare up until a small black object was sighted approaching from the south, the silence didn't last long as the B1 Bomber passed abeam the flight line at just under the speed of sound. The ground shook, eardrums resonated, heads snapped skyward and babies cried, EAA Airventure Oshkosh 2017 had officially opened in spectacular fashion.

This was my third visit to Airventure and Karins first, it worked to reinforce the fact that we need to attend annually. Quite simply life is too short not to go to Oshkosh for seven days of every year. For those Aerosexuals that haven't attended, it really is nothing short of the greatest show on earth. All up there were over 300 Australians present. Of interest, Australians represented the second largest foreign contingent after the Canadians.

Some EAA stats to give you an idea of the scale of the event: More than 10,000 aircraft arrived for AirVenture and there were in excess of 15500 aircraft movements. 11,600 camp sites were pitched, 600,000 people attended over the seven days, 2991 show planes were on display, 881 exhibitors paraded their wares and 1050 forums and workshops were conducted which were attended by 75,000 people. There are seven miles of rows of aeroplanes and if you want to see an aircraft that interests you chances are that it is onsite. The forums are fantastic everything from flying with your dog and legal liabilities of aircraft ownership to mountain and bush flying is available. Generally, each session lasts just over an hour and these forums of which there are hundreds to choose from run from 0800 to 2000 each day.



## Airshow Central

Tuesday saw a truly amazing warbird display with approximately 100 aircraft simultaneously in the air including B29's, B17, a dozen B25's, P51's, F4U's a Hellcat and numerous other smaller types including Birddogs, T34's and T6's. It was a stunning display with contra rotating circuits in operation separated by the runway 18/36 centreline. Numerous aircraft conducted simulated bombing and strafing runs, the sound of so many large radials and Merlins in the air at one time was something to behold.



The US Navy Blue Angels put on remarkable displays with full air shows on the Friday and Saturday as well as site orientation flights on the Thursday and Friday. The aircraft are presented beautifully and they make formation flying look relaxed. Sunday saw a shortened show for what seemed like a private audience so low was the attendance on this day. The sneak pass is something to be seen with one of the opposing solo aircraft sneaking up on the flight line at 20 feet and Mach 0.92, the aircraft is almost silent until it passes abeam of you.







The USAF Heritage Flight put on a daily formation display comprising of P51's A10's and an F35, it was great to see these aircraft conduct a series of passes at the conclusion of each day's flying program.

I managed to wangle a visit into the B1 bomber cockpit which was a tight experience. The cockpit is tiny and is comparable to a Learjet or similar aircraft in dimensions, getting in and out proved challenging. Avionics is limited and it appeared they were in desperate need of a Dynon or Garmin upgrade to replace the one cathode ray tube they have for the display of attitude data, engine data is displayed in tape format. Swinging the wings involves moving a notched lever, something that most homebuilders would be capable of building in an afternoon. Sitting on the hard-unpadded ejection seats for 10+ hours at a time doesn't sound like a pleasant experience.

A walk along any part of the flight line provides an understanding of home buildings beginnings and where we are at today. All sorts of aeroplanes are on display from one of a kind home designed and built biplanes to jet powered Long Ez's. A Pietenpol with a full glass cockpit was not on the original designers list of possibilities.





### **Oshkosh Flightline**

The ultralight area is well worth a visit in the early morning or late evening to watch all sorts of small and light craft such as autogyros and powered parachutes, showing off their abilities. I thought my Maule M5 was a fantastic short field performer until I witnessed the Just Aircraft SuperSTOL put on an amazing demonstration of its capabilities. This aeroplane easily operates into and out of 100 meter confined areas. Up close it has a unique leading edge slat mechanism which is operated entirely by airflow, looking at the display aircraft in the booth in a light breeze the slat deploys and retracts with no sound at all.

Hangars A through D and the Fly Market house all sorts of vendors selling all sorts of products, from glass cockpits and engines to AN nuts and bolts and acid brushes. If you need it, chances are you can and will find it. Walking through the hangars takes considerable time, there are so many new products coming on the market to consider and note down for further research.

There were all types of air show performers including the competition aerobatic types (a bit dull and overdone), warbirds, gliders, wing walkers, an aerobatic Bonanza and Beech 18, the Subsonex personal jet (very impressive), the Scream'in Sasquatch (Outrageous! only in America could you bolt a jet engine to a biplane).

Check it out on You tube <https://www.youtube.com/watch?v=QA-w8HjeY2Q>

Bomber day saw a formation comprising the B52, B1 and B2, each aircraft then conducted a number of individual passes. The B2 has an eerie crisp modern shape that looks impressive in the air. It may be stealthy but it's certainly not quiet.



The EAA museum is certainly one of the best aviation museums in the USA. The aircraft and home building displays are nothing short of first class, a visit to the museum is a must on any Oshkosh expedition.



Whilst at the museum on the last Sunday Karin and I and were lucky enough to stumble across Dick Rutan giving a presentation on his Voyager around the world flight experience in 1986. Dick knows how to hold an audience and his enthralling talk went for over two hours detailing some fascinating aspects that went into planning and executing that nine day non stop unrefuelled flight.



**Karin and Dick Rutan**

The entire show is run by over 5000 volunteers, everything from marshalling aircraft, driving and narrating tram tours to printing and delivering the daily air show newspaper. Without these people, the show wouldn't be possible and a big thanks has to go out to each and every one of them. There is more than a few Australians who are regular volunteers.

Nowhere else in the world will you find the same level of aviation comradery as you will at Oshkosh, sitting at a table in the shade someone will come and sit with you and strike up an aviation related conversation. It's amazing what you learn from these random people and conversations.

If you are interested in attending in 2018 please don't hesitate to contact us, the dates are from 23-29 July. We would be more than happy to give you the run down the accommodation and travel options. We already have a small contingent travelling but as yet no NAC members.

As I said earlier, it really is the greatest show on earth!



## LEARN TO FLY

Flight Training available at Northam Aero Club

|  |              |
|--|--------------|
| Dual Hire .....                                    | \$300/hour   |
| Private Hire .....                                 | \$210/hour   |
| TIF's .....  | \$155/30mins |
| Instructor only (pilot provides own aircraft) .... | \$100/hour   |
| Instructor only (club aircraft).....               | \$90/hour    |

Landing fees and AirServices Australia charges:

Where applicable are to be paid by the pilot or Student Pilot.

Call Matt Bignell for Aircraft bookings,  
0407 873 700



# SABC Annual Fly-In 2017

Sunday 24<sup>th</sup> September 2017

YSEN - Serpentine Airfield



286 Yangedi Road,  
Hopeland 6125

Put the date in your  
diary, don't miss it.



All the usual car clubs, steam engines will be there  
Let's keep the circuit busy all day!

Refreshments available throughout the day

Contact Bo Hannington for more information



## Aircraft for Sale

### Mooney 20E

CSU

Retractable Undercarriage

#### **Engine:**

126 hours since new

Lycoming IO-360-A1A 200HP

25 Nov 2024

#### **Propeller**

126 hours since new

HARTZELL HC-C2YK-1BF

27 Nov 2018

#### **Other**

AirFrame total hours 5187.2

Annual inspection due: 22 Mar 2018



For more information please contact Milton Brooks on

0414 763 347

or

[milt\\_brooks@hotmail.com](mailto:milt_brooks@hotmail.com)



**Stubby Holders:**

**Members \$7.50**

**Non-members \$10.00**





## Pilot Program

David Brooking is a retired Commercial Pilot who is putting together an aviation simulator based program to introduce students to flight. David is looking at running the program at a College in nearby Mundaring. It is early days yet, but it would certainly be a good way to encourage young students to the idea of flight training as a career possibility.

David's young grandson Jed came up to Northam for a short flight with our Instructor, Murray Bow.



*Above: "Errol Croft the president of the Northam Aero Club introduces Jed to the Cessna 172 training aircraft" .*

*Below: "Jed Jones ready for his first instructional flight"*





The above image is of ex RAAF Mk1 Avro Anson which was restored recently in New Zealand and flew again in July 2012.

Northam Aero Club are including in our flying Comp Sunday 8<sup>th</sup> October a flyover of a Dedicated Memorial Site relating to a wartime crash of Avro Anson W2262 from 68 Reserve Squadron based in Geraldton on maritime patrol/search and rescue duties etc.

The above image is very much how W2262 would have looked in its final moments. 11.42 am Friday 9th October 1942.

On a D/F exercise out of RAAF Pearce W2262 tracked 111 degrees for approx 20 minutes, then on receipt of a bearing from No 1 D/F station Pearce

requested and was granted permission to make a "ZZ" approach--(ZERO visibility / ZERO ceiling) i.e. - Blind Flying.... and then turned sharply left onto a reciprocal;

It was during this steep turn the aircraft developed a descending sideslip and impacted rising ground in a left wing low attitude.

The four aircrew were thrown out and died instantly, W2262 came to rest against a substantial rock outcrop which became the site of the Dedicated Memorial. ( 116.33.6 East / 31.45.2 South is approx location )

Each year in October the Northam RSL branch holds a remembrance ceremony at this site. Northam Aero Club aircrews will incorporate a flyover of this site in the October Comp Sunday 8th October.

Cheers, hope to see you join us for a cuppa and some good flying 9 am Sunday morning 8th October.

## “Rattles” is Home!

For those of you that have been following my story over the last few months you will know that one of the “Editors Airforce” had been stuck out on Elcho Island in the Arafura Sea without a motor. Well she has finally been transported off the island and back to the LAME at Wangaratta. After towing “Getrude” VH-GWD home from Batchelor in the NT the trailer was sent back to Darwin for another mission. This time it was loaded on to the barge Trader Express and sent out to Elcho Island. The



Rattles all loaded onto the Trader Express bound for Darwin

barge arrived at Elcho at 5am and we had only 2 hours to collect it, load Rattles, secure her for travel and return the trailer to the barge. The tides in the Northern waters play a large part in when barges arrive and depart, had we missed this window we would have had to wait another week. She was all loaded and delivered safely back to Darwin and after checking she was still secure on the purpose built trailer, the long

drive home started. Departing Darwin at around Midday on Friday with sleeping bag and pillow, my first nights stop was at the Hi-Way Inn Daly Waters a mere 600 kms south. Next morning at around 5am I was on



Rattles (VH-RTL) all loaded and ready for the barge

the road again dodging stray cattle, emus and the odd wallaby. My second day was a big one covering more than 1600kms. I took no rocking at all to get off to sleep. The third day I was determined to complete the trip so up at “sparrows” again and on the road easily covering the final 1800kms to home. Now starts the long restoration project!



Rattles (VH-RTL) on the road side for a quick pit stop and tie down check.



## BAR ROSTER 2017—2018

| <b>August</b> |   |        |
|---------------|---|--------|
| 5th-6th       | - | Peter  |
| 12th-13th     | - | Matt   |
| 19th-21st     | - | Mick   |
| 26st-27th     | - | Crofty |

| <b>November</b> |   |        |
|-----------------|---|--------|
| 4th-5th         | - | Matt   |
| 11th-12th       | - | Peter  |
| 18th-19th       | - | Mick   |
| 25th-26st       | - | Crofty |

| <b>September</b> |   |        |
|------------------|---|--------|
| 2nd-3rd          | - | Howie  |
| 9th-10th         | - | Peter  |
| 16th-17th        | - | Mick   |
| 23rd-24th        | - | Crofty |
| 30th             |   | Matt   |

| <b>December</b> |   |        |
|-----------------|---|--------|
| 2nd-3rd         | - | Howie  |
| 9th-10th        | - | Matt   |
| 16th-17th       | - | Peter  |
| 23rd-24th       | - | Closed |
| 30th-31st       |   | Closed |

| <b>October</b> |   |        |
|----------------|---|--------|
| 1st            | - | Matt   |
| 7th-8th        | - | Peter  |
| 14th-15th      | - | Mick   |
| 21st-22nd      | - | Crofty |
| 28th-29th      |   | Howie  |

| <b>January</b> |   |        |
|----------------|---|--------|
| 6th-7th        | - | Mick   |
| 13th-14th      | - | Crofty |
| 20th-21st      | - | Howie  |
| 27th-28th      | - | Matt   |
|                |   |        |

### **Bar Hours**

Sat. 5pm—7 pm

Sun. 5pm—7pm

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

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

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**NEXT CLUB COMPETITION**

**9am Sunday 8<sup>th</sup> October 2017**

The Northam Aero Club Committee  
meeting will be held at the club rooms on  
Sunday 8<sup>th</sup> October 2017 at 1:00pm

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