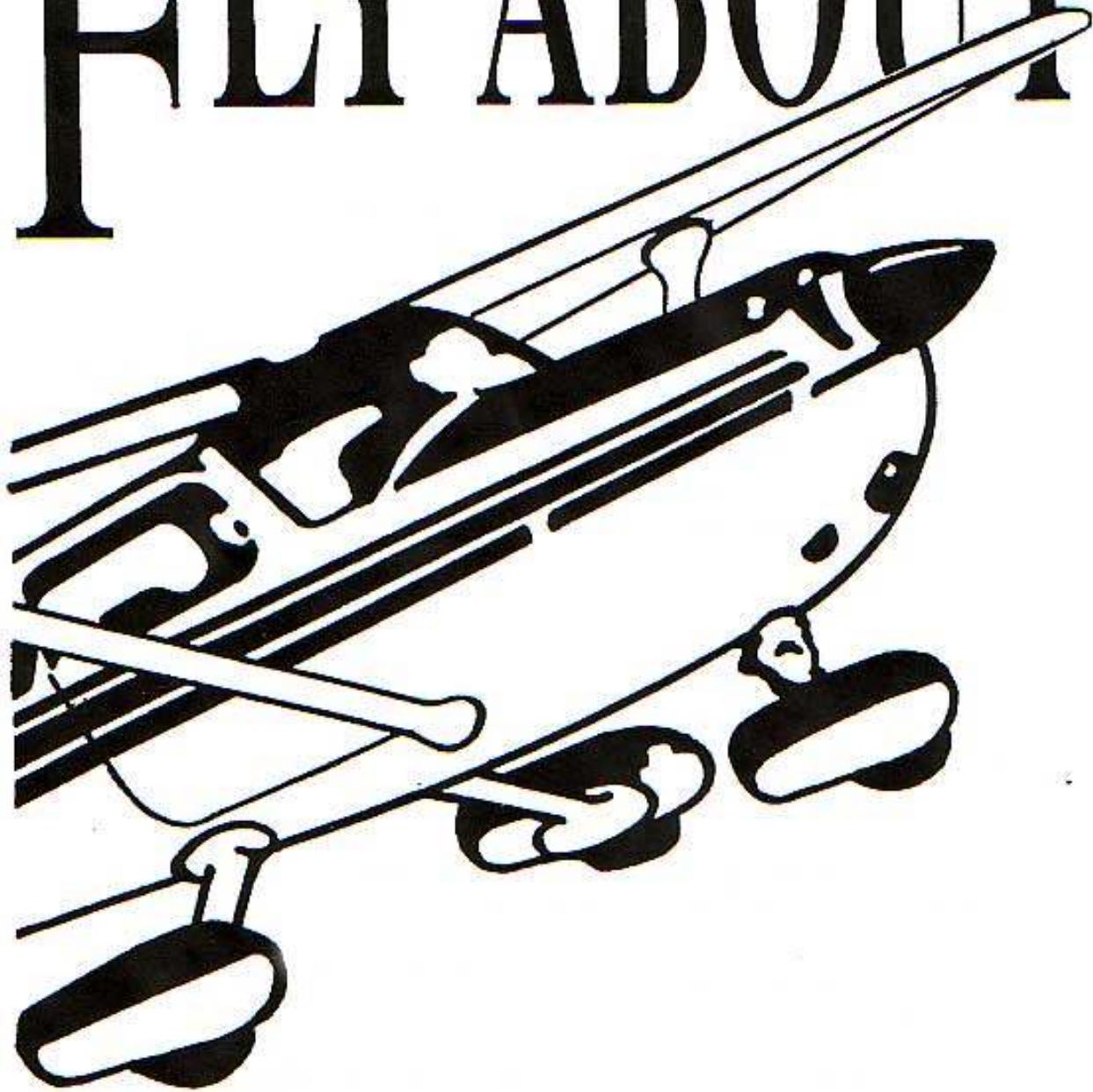


FLYABOUT



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President's report

April- May 2012

Some exciting things might be coming to the Aero Club. A Helicopter repair service and a company offering joy flights in a Fighter Jet. Watch this space.

Hangar owners are reminded that they are responsible for cleaning up around their lease, before the shire does an inspection & issues warnings. The unrestricted fire season starts on the 27th April.

All the painting to the club has been finished & looks a treat, just in time for the opening on the 29th, so come & see Peter's & Dave's magnificent job.

The club would like to send it's condolences to Ray Howell on the passing of his wife Ruth; our thoughts are with you Ray.

I would like to thank all the members & friends for helping out on our open day, it was a pity that Royals could not get out of Jandakot or Murray fields due to low cloud & rain.

We had a great day, with Cunderdin bringing their simulator from the Cunderdin Glider Club, the power glider from Wyalkatchem (which brought a storm behind it), Bruce & Shirley Rowley from the Pearce Flying Club. Even with the threatening weather.

The Mothers Day comp was a great success with scones, tea & coffee on arrival & a B B Q brunch cook up by Les. Flights where enjoyed by the mothers including my own , who we couldn't keep out of the plane in the end.

The comp was won by Capt. Croft by one point, equal second was Ashley & Bruce, third was Dave, well done to all. The next comp will be held on the 10th June . Come down & join in the fun.

Our annual presentation dinner will be held on Saturday the 7th July 7pm at \$40 per head, RSVP to Peter Hill 0450415947, Ashley Smith 0429083152, Matt Bignell 0407873700 or email northamaeroclub@westnet.com.au. Please no word of mouth.

The AGM will be held at the Northam Aero Club on Friday 20th July 7.30 pm, nomination will be in the Fly About May & June edition, please support your club.

Thank You

Matt Bignell

Club Captains Report-April

April 29th was our NAC Open Day & Flying Comp which went off with a lot less numbers, due to once again inclement weather. Our comp was to include the Royals flying up to compete, but due to the unfortunate weather conditions no one could leave Jandakot, let alone get back in. It may have been a blessing in disguise, as our planes flew the visitors non-stop, with it being such a thrill to see so many people enjoy their flights. Well done to all those members who once again contributed to a very successful day

The comp we held was “Around the towers”. Andrew Eldridge from Royals drove up from Perth to participate & his mother drove over from Toodyay to spend time with him & enjoy a scenic flight. The comp consisted of nominating a time with the closest coming in first. Ashley Smith made the point of anyone not landing well would be deducted 30 seconds from their time. Ashley came in 1st, but once the penalty was added he managed only 4th, much to the disgust of father, Preston. This allowed Bruce Rowley to take 1st place, well done Bruce. 2nd Andrew Eldridge, 3rd Peter Hill, 4th Ashley, 5th myself, followed by Ian, Tony, Ray & finally my boy Shane, who couldn’t land due to a shower of rain.

Everyone seemed to enjoy the day, so once again thanks to all who made it such a successful open day. A huge thanks to the Gliding Club of WA who brought up their Gliding Simulator which was able to glide in all weather conditions. Their club was very happy with the interest that was shown.

On a sad note, we wish Ray Howell our deepest sympathy on the loss of his wife, Ruth. Ruth would come to all the flying comps & I remember one time she sat in the back seat during a comp, staying there until we put the plane away with Ruth still in the plane. She loved her flying, so once again our deepest sympathy to Ray.

Cheers,

Keep enjoying your flying!

Errol

Club Captains Report-May

May's comp was also Mother's Day on May 13th with some Mother's attending. Matt (our President) arrived with his Mum & after being offered a flight as a passenger, she enjoyed herself so much she went back for a 2nd flight, moving quicker than Preston Smith in previous comps.

The comp involved 2 circuits, with the 1st being once the power was reduced on final you were not allowed to add power again without losing points, also gaining points for landing on the piano keys. The 2nd circuit was a flapless approach. The judge for the day was Heather Deegan's friend Martha, who knew nothing about flying & wouldn't even fly. No one landed on the key except for my bounce onto them, but Martha wouldn't allow my landing score, so I think we should look out for another judge in future, Ha Ha!

Thanks anyway to Martha for judging. I managed 1st, Ashley Smith & Bruce Rowley equal 2nd, Dave Beech 4th & Ray 5th. It was great to have Dave participate, flying our club's C172, a plane he doesn't normally fly.

Our next comp will be at Murrayfield against Royals, weather permitting . If we can't fly to Murrayfield due to weather we will hold it at NAC.

Cheers again,

Errol

Mum's Day at the Northam Aerodrome...

On Sunday the 13th of May, the Northam Aero Club celebrated Mother's Day by hosting a brunch and offering all Mums the chance to fly with one of the pilots during the monthly competition. Several Mums came down for the scrumptious morning brunch and enjoyed both the company of their sons and a complimentary flight.

The competition involved pilots completing two circuits of the airfield, with a glide approach and spot landing in the first circuit, followed by a flapless approach to conclude the second circuit. The glide approach allows the pilots to reduce power throughout the approach but not reapply power, which tests the pilot's perception skills. The flapless approach requires the pilots to land the aircraft without using the flaps (The use of the flaps allow the pilots to fly slower), which requires pilots to manage the airspeed of the plane with precision.

Five pilots competed in the competition with Errol Croft placing first, with a very unique spot landing, followed by Ashley Smith in second place, Bruce Rowley in third place, Dave Beech in fourth place and Ray Howell, who celebrated his 84th birthday placing fifth.

The next, and final competition for the 2011/2012 season, will see pilots and their planes fly out of Northam at 8am for Murray Field, near Mandurah. This competition is pivotal in the race for 'Club Champion' with only 8 points separating Ashley Smith and Errol Croft.

The Northam Aero Club Annual Presentation Dinner will be held on Saturday, 7th July. For all queries please contact Ashley Smith on 9622 3673.

Picture Included:

1) A few Mums enjoying Mother's Day at the Northam Aero Club

From left to right:

Debra Donovan, Shirley Rowley, Heather Deegan, Mrs Bignell, Martha and Beth Smith.



And the men.....



Bruce, Ashley, Ray, Les, Matt, Dave and Preston

NAC Annual Awards Night, Saturday July 7th

Bar open at 7 p.m. for pre-dinner drinks. Dinner starts at 7:30-three courses- **\$40**

RSVP to :(no phone in reservations
please)

northamaeroclub@westnet.com.au

asap



ANNUAL GENERAL MEETING

**Notice is hereby given to the
members that the**

**Annual General Meeting
of the**

NORTHAM AERO CLUB

will be held on

Friday 20th July 2012

at the NAC Club Rooms

at 7.30pm

AGENDA ITEMS

**•ELECTION OF OFFICE
BEARERS**

**[Please bring a small
plate of food for fellowship at
the conclusion of the meeting]**

Nomination Form

Nomination is hereby made for the position of:

*President *Vice President *Secretary *Treasurer

*3 x Committee Persons (2 years)

Nominee: _____

Signature: _____

Position: _____

Proposer: _____

Seconder: _____

•**To be in the hands of the Hon. Secretary by Friday 29/06/2012**

[PO Box 247 Northam WA 6401]

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Achieving a Dream - Ian W Berry

Like all small boys in the 1940's, and growing up in a family of English descent, I was always hearing about uncles at war. One was on bombers, another in a Lysander, whom I was fortunate enough to meet when he was posted to Victoria Barracks in Melbourne. He made his role in war flying sound like fun, popping from one continent to another at night, landing in fields.



My love of aircraft began with wooden toy planes. Later Meccano sets followed, and then "Frog" balsawood/paper kits came along. I would build them, fly them on the homestead verandas, crash them, and rebuild them until they were completely buggered and then start over again with a new one. I was always imagining that I was the pilot of those toy planes.

When I was around 13 years old, my father was buying some sheep from a property in Geraldton when the owner kindly took me up in a Tiger Moth. I was assigned the task of plotting where the sheep were on the property, dropping the map in a milk tin out of the aircraft to the stockmen on the ground to enable them to then muster the flock.

After boarding school, I started share farming and was utilising a conditional purpose block to develop. Looking for sheep in the bush instigated the idea of getting a Pilot's Licence. In July 1962, I achieved this dream and was issued with PPL18451.

In 1966, whilst farming east of Mukinbudin, I would often hire an aircraft to locate sheep in breakaways and bushland. In 1969, a neighbour asked whether I would fly a Cessna C172 VH-KWP for him as he only had a restricted Pilot's Licence. Over the 18 months which ensued, I flew over 500 hours for him from Campion (between Mukinbudin and Bullfinch) and the other three properties at Gingin, Mt Dale and Waroona. It took some eight hours to go round the properties including mustering when required.

Along the way, a couple of my mates began building their own aircraft. Allan Mather (dec) and Ron Knapp both chose Jodel designs D9 and D11 respectively. I began taking an interest in the Ultralight Aircraft Association (now the Sports Aircraft Association of Australia with local affiliate Sports Aircraft Builders Club of Western Australia). I believe the membership numbers are now in the 6000's and I am proud to hold membership number 275.

Due to farming, accounting and civil engineering work, I was not in a position to think about building my own aircraft. I was later made redundant and returned to full time farming at my property at Jennacubbine. In 2008, I sold the farm and moved to South Lake and headed off around Australia looking at experimental aircraft to build.

At a SAAA Air Show, I met Richard Harper who had a Murphy Rebel and was fortunate that he took me for a fly. He demonstrated its amazing characteristics and I was instantly sold on the idea of building one. Its features included:

- High wing providing a “veranda” effect from the hot Australian sun;
- Visibility;
- Good undercarriage tail wheel (albeit Cessna's Tricycle undercarriage is a proven performer); and
- General handling (not short, coupled with good elevator and rudder authority, good short field – the Rebel stalls at 29 knots, at AUW of 785kgs useful load 400kg, will operate safely out of 250 yard strip and clear a 50ft obstacle. The crew capsule will handle an 8G stop).

I found one which had been started at the SABC airfield and purchased it in April 2009. I immediately commenced work on completing the 80% required to finish it. It is handy if someone else is building the same type as whilst the internet building clubs are superb, there is nothing like touching, seeing and really understanding things. In 2010, I headed overseas to the United States of America and Canada to look at Rebels with the view of making it easier to finish off. The trip paid off and I found things so much easier to understand on my return. The SAAA technical councillors, Lindsay Danes, Peter Nelson and Colin Morrow were tremendous in their support, and AME Robbie Felton assisted in making it possible for me to fulfil my dream.



I was fortunate to have the services of Larry Turner as my Test Pilot. On 26 June 2011, Larry undertook the first flight. After the one hour flight, Larry commented that it was a great plane and only needed a minor rudder adjustment. Robbie Felton and Ian Byers performed the appropriate adjustment and the project continued. The 5 hour maintenance was carried out. At the finish, Larry offered for me a fly in my plane for the first time, to "savour the moment". I climbed in, we took off, and I mentioned to Larry "it has taken me 60 years to achieve this dream". At this moment, I noticed the oil pressure rising at the same time as the cabin filled with smoke. Larry, in seconds, had the power, fuel, magnetos off, trimmed for 60 knots master off – it was magic to see. On the way down, she glided like a Blanik glider from my youth...I just wish I had Psalm 23 on the back of the prop so I could have had something to read whilst we glided down to the most beautiful three point landing on the SABC runway.



The Rebel's first flight at Serpentine

We pushed the Rebel back to my hangar, started pulling off cowls and engine down to reveal a hole the size of a 20 cent piece in the top of the piston. The cause was found to be that Jabiru had supplied their standard propeller, causing propeller overload of the engine. After some messing about, I purchased a new Jabiru engine, requiring the cowls to be changed. My son Graeme, with his mate Ian Garside, took to work and in two days had it back in service with a new Sensinich ground adjustable propeller.



The 2011 Langley Park Fly In with my grandson's Blake and Drew

We then completed the balance of the test flying regime when Larry then flew me down to the Bunbury Flying School, with Lloyd Hendrickson, for my check out. It was 42 years since I had last flown a tail wheel aircraft. Some

10 days later, at the SABC airfield while undertaking consolidation flying, at some 5.7 hours flying time, I lost control of the Rebel whilst carrying out my first short field take off. The aircraft was a write off but thankfully I walked away relatively unscathed.



I am now preparing to head off to the US of A again to purchase one which is already built. One day I may decide to strip down my original Rebel and rebuild it but for now I just want to fly around the remote areas of Australia and continue living my dream.

Some other notes along the way of interest:

- August 1969 – bird strike on port horizontal stabiliser whilst coming in to land at Gillingarra.
- September 1969 – first night landing on Max Coombes' landing ground. We ran out of light due to 40 knot head wind coming back from Waroona.
- September 1969 – forced landing due to upper air inversion near Baker's Hill. Even the Weather Bureau did not see it coming in its forecasts.
- January 1970 – night landing at Balladonia Roadhouse. Earlier in the morning, we had received an RFDS schedule which stated that a road

train had broken down 15 miles east of Baledonia Homestead. We were required to leave Campion, fly to Jandakot to collect parts and then deliver them to the truck, after stopping to refuel at both Jandakot and Norseman. We flew up towards Baladonia Homestead however were unable to locate the truck. We were out of daylight and a front was coming in from the south resulting in us deciding to return to Kalgoorlie. As we headed towards Kalgoorlie, we could see cars nearing the Baladonia Roadhouse. We circled around the Roadhouse turning the landing lights on and off then three prime movers went out and shone their lights down the runway to enable us to land in what was a fairly strong cross wind. We were met and taken back to the Roadhouse. The next morning, the waitress noted that we had not missed the microwave tower on the Roadhouse by much (we hadn't seen it at all in the dark) and from this time on, the DCA required that all microwave towers have lights installed.

- March 1970 – 5000 sheep on a forestry lease out of Waroona needing mustering and shifting. The Cessna agent did not have a C172 or C150 available. A Victa air tourer was available, which I had flown many years before, for which I agreed to pay the owner \$6.00/hour. The CFI knew me and provided us with a young instructor to go for a check. Out in the training area, at 4500 feet, the aircraft was trimmed with two stages of flap which was the setting we had used before when mustering. Whilst looking out, it flicked inverted and spun. The Instructor said "it is your aircraft" so I had to recover for the first time in seven years, and even then it had been in a Chipmunk. By the time we got it right side up we were at 1500 feet. I was eternally grateful that spinning had been part of our PPL training in those days (I believe that this is no longer essential).
- I was once given a piece of advice from an old RAF instructor...find a plane you like, get to know it better than yourself or anything else and stick with it. For me, this has been a Cessna 172 which I have flown since 1956 A model up to P model 1980. I still fly these on a monthly basis but the Rebel I built was my new love!

NEXT CLUB COMPETITION

10th June at 9am

NEXT CLUB MEETING

11th June at 7pm

BAR ROSTER

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

JUNE		
2nd-3rd	-	Gren
9th-10th	-	Peter
16th-17th	-	Ashley
23rd-24th	-	Denis
30th		Heather

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 MORE INFORMATION

THE AERO CLUB CONTACTS ARE;

08 9622 3248

0407 873 700

PO BOX 247

NORTHAM WA 6401

**Anyone interested in
taking on the role of NAC
Editor responsible for
monthly issues of
The NAC Fly About,**

Please contact

nac.editor@yahoo.com

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