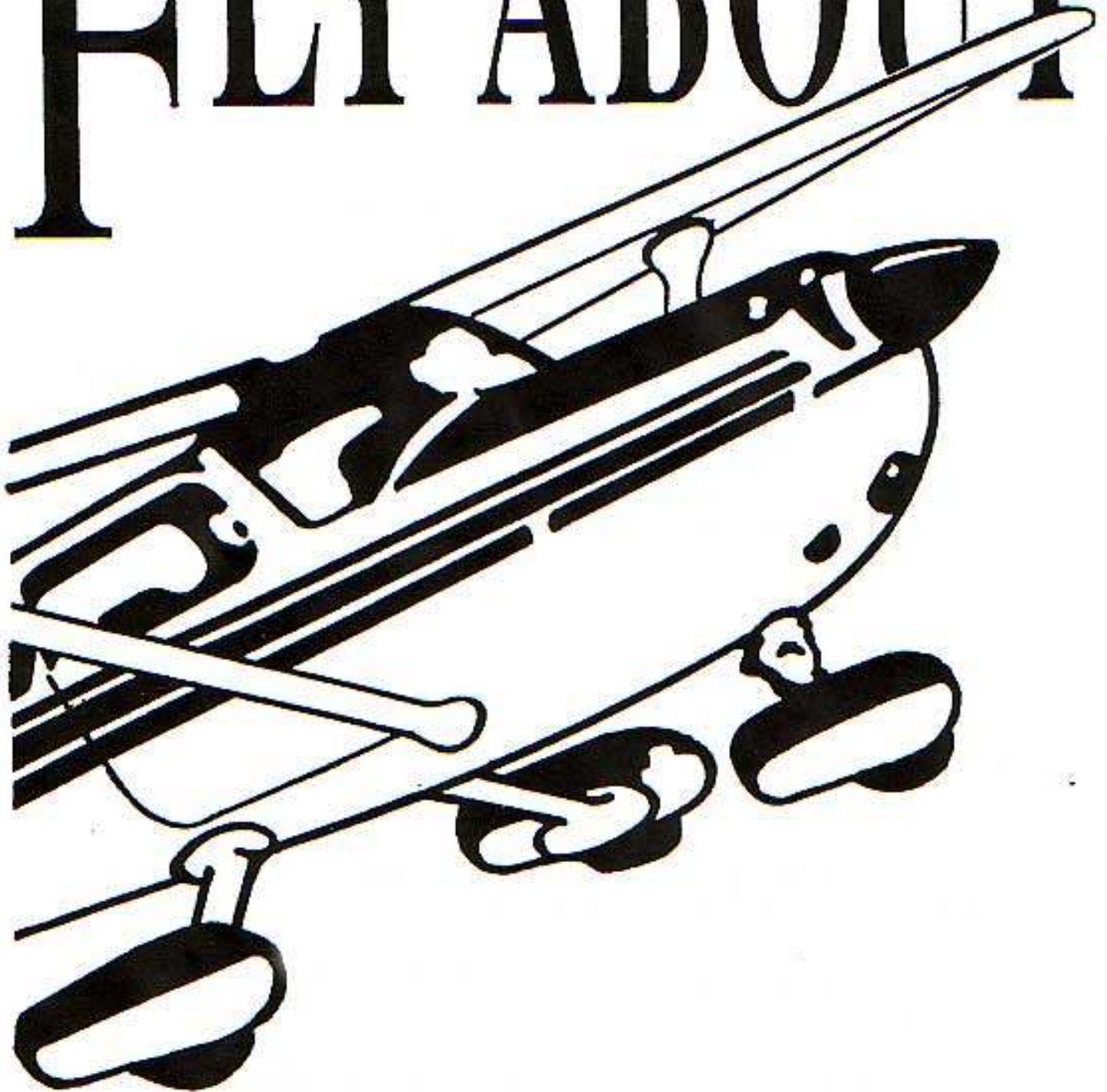


# FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)  
POST OFFICE BOX 247 NORTHAM WA 6401

Print Post Approval No: 639955/00013

Volume 41 Issue No.9

October 2010



**PO BOX 247 NORTHAM WA 6401**

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**From the President**  
**September/October 2010**

Committee Meeting – At our last meeting, we discussed some different ideas around increasing the utilisation of the Club aircraft. Denis has revisited the costs associated with the operation of PGL, (including fuel, oil, insurance etc.) As a result of this analysis, it is clear that the insurance is a large contributor and that the more hours the aircraft is flown, the cheaper this fixed cost effectively becomes. The Committee has resolved to offer the following discounts for private hire –

Pre-purchase of 5 hours attracts 5% discount (\$181/hour), 10 hours 10% (\$171/hour) and 20 hours gets you a 15% discount (\$162/hour). All hours pre-purchased are to be used within a 12 month period, from the date of pre-purchase. Further information is available from the Treasurer.

I encourage all pilots to consider these deals as they offer significant savings off the normal hire rates.

The strip is in good condition and arrangements have been made to mow the grass. The tri-phase power is finally available – hooray! Denis is working on some ideas to generate more interest in prospective hangar development at Northam.

Club Competition – was a bit of a wet one this month! I flew a couple of low-level circuits due to the inclement weather. Unfortunately, due to the lack of height (of the aeroplane, not myself!) and my having pulled the power too early, I missed the glide approach and so was savaged by the judge! Ahh well, I've been warned that I'm not allowed to bring any more mugs home anyway (well, that's as good an excuse as any!).

See you at the bar, the comp, or hopefully at one of the fly-aways.

Cheers,

Simon Cooper  
Northam Aero Club

## **Club Captains Report**

The September comp held on 12<sup>th</sup> in perfect weather was Around the Tower circuit timed from when the pilot applied power to when he touched down. The pilot closest to his nominated time was the winner. We also had points added on for their landing performance. This may not have been such a good idea as you will read at the end result.

We had the privilege of a pilot attending who is on the other side of young, namely Tony Rees with his Co Pilot. Pilots could fly their own planes and Tony (The pilot on the other side of young) who was flying his Mooney of course nominated the quickest time, I think approximately 14 minutes.

The landing circuit (In Bound) was joining X wind, down wind with a base & final, all being a normal landing circuit. The pilots were all flying close to their nominated times until Tony, with his own timekeeper took off & joined X wind for Rwy 14 with about 8 minutes to fly presumably (we all think) flew to Toodyay on his downward leg, disappeared, only to return for his landing 6 minutes later. We all agreed "The longest downwind leg we've ever seen" Ha Ha!! He went on to claim 1<sup>st</sup> place, with myself equal 1<sup>st</sup>, who, I might add had our official timekeeper for the comp in Harold. Ray Howell & Paul Pedretti came equal 2<sup>nd</sup> with Ashley Smith 3<sup>rd</sup> & Simon Cooper 4<sup>th</sup>.

A great many laughs were enjoyed when the results were announced. Many thanks again to Harold for timekeeping & to Simon I think who cooked the snags.

Cheers,  
Errol

# Excerpts from the Autobiography of

## Manfred von Richthofen

(aka The Red Baron)



As a little boy of 11 I entered the Cadet Corps. I was not particularly eager to become a Cadet, but my father wished it. So my wishes were not consulted.

I found it difficult to bear the strict discipline and to keep order. I did not care very much for the instruction I received. I never was good at learning things. I did just enough work to pass. In my opinion it would have been wrong to do more than was just sufficient, so I worked as little as possible. The consequence was that my teachers did not think overmuch of me. On the other hand, I was very fond of sport, particularly I liked gymnastics, football, etc. I could do all possible tricks on the horizontal bar. So I received various prizes from the Commandant.

I had a tremendous liking for all sorts of risky tricks. One fine day I climbed with my friend Frankenberg the famous steeple of Wahlstatt by means of the lightning conductor and tied my handkerchief to the top. I remember exactly how difficult it was to negotiate the gutters. Ten years later, when I visited my little brother at Wahlstatt, I saw my handkerchief still tied up high in the air.

*Richthofen's first posting as a pilot of single-seaters was to the eastern front. There, the German ace Oswald Boelcke—the first German pilot (along with fellow ace Max Immelmann) to receive the Orden Pour le Mérite, Germany's premier award for bravery—chose Richthofen and another young pilot, Erwin Böhme, to join his new fighter unit. Less than three months later, while chasing a British fighter, Boelcke and Böhme's planes collided. Böhme landed safely, but Boelcke's plane lost a wing and, as Richthofen later described it, he "rushed into the abyss." At his death, Boelcke had 40 victories to his name. Here, the green Richthofen describes first meeting the great Boelcke.*

The Champagne battle was raging. The French flying men were coming to the fore. We were to be combined in a Fighting Squadron and took the train on the 1st of October, 1915.

In the dining car, at the table next to me, was sitting a young and insignificant-looking lieutenant. There was no reason to take any note of him except for the fact that he was the only man who had succeeded in shooting down a hostile flying-man, not once but four times. His name had been mentioned in the dispatches. I thought a great deal of him because of his experience. Although I had taken the greatest trouble, I had not brought an enemy down up to that time. At least I had not been credited with a success.

I would have liked so much to find out how Lieutenant Boelcke managed his business. So I asked him: "Tell me, how do you manage it?" He seemed very amused and laughed, although I had asked him quite seriously. Then he replied: "Well, it is quite simple. I fly close to my man, aim well, and then of course he falls down." I shook my head and told him that I did the same thing but my opponents unfortunately did not come down. The difference between him and I was that he flew a Fokker and I my big fighting machine.

I took great trouble to get more closely acquainted with that nice, modest fellow whom I badly wanted to teach me his business. We often played cards together, went for walks, and I asked him questions. At last I formed a resolution that I also would learn to fly a Fokker. Perhaps then my chances would improve.



My whole aim and ambition became now concentrated upon learning how to manipulate the stick myself. Hitherto I had been nothing but an observer. Happily I soon found an opportunity to learn piloting on an old machine in the Champagne. I threw myself into the work with body and soul, and after twenty-five training flights I stood before the examination in flying alone.

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*On November 22, 1916, Boelcke's successor as leader of Richthofen's unit was killed in a battle with British planes of No. 24 Squadron. The following day, the Baron and his compatriots ambushed that squadron, and Richthofen succeeded in shooting down its commanding officer, Lanoe G. Hawker. One of the top English aces, Hawker was the first British pilot to receive the Victoria Cross, Britain's highest award for valor. Richthofen's description of that dogfight hints at the great respect pilots on both sides had for their opponents.*

I was extremely proud when one fine day I was informed that the aviator whom I had brought down on the 23rd November, 1916, was the English Immelmann.

In view of the character of our fight it was clear to me that I had been tackling a flying champion.

One day I was blithely flying to give chase when I noticed three Englishmen who also had apparently gone a-hunting. I noticed that they were interested in my direction, and as I felt much inclination to have a fight I did not want to disappoint them.

I was flying at a lower altitude. Consequently I had to wait until one of my English friends tried to drop on me. After a short while one of the three came sailing along and wanted to tackle me in the rear. After firing five shots he had to stop, for I had swerved in a sharp curve.

The Englishman tried to catch me up in the rear while I tried to get behind him. So we circled round and round like madmen after one another at an altitude of about 10,000 feet.

First we circled twenty times to the left, and then thirty times to the right. Each tried to get behind and above the other.

Soon I discovered that I was not meeting a beginner. He had not the slightest intention of breaking off the fight. He was travelling in a box which turned beautifully. However, my own was better at climbing than his. But I succeeded at last in getting above and beyond my English waltzing partner.

When we had got down to about 6,000 feet without having achieved anything particular, my opponent ought to have discovered that it was time for him to take his leave. The wind was favourable to me, for it drove us more and more towards the German position. At last we were above Bapaume, about half a mile behind the German front. The gallant fellow was full of pluck, and when we had got down to about 3,000 feet he merrily waved to me as if he would say, well, how do you do?

The circles which we made around one another were so narrow that their diameter was probably no more than 250 or 300 feet. I had time to take a good look at my opponent. I looked down into his carriage and could see every movement of his head. If he had not had his cap on I would have noticed what kind of a face he was making.

My Englishman was a good sportsman, but by and by the thing became a little too hot for him. He had to decide whether he would land on German ground or whether he would fly back to the English lines. Of course he tried the latter, after having endeavoured in vain to escape me by loopings and such tricks. At that time his first bullets were flying around me, for so far neither of us had been able to do any shooting.

When he had come down to about 300 feet he tried to escape by flying in a zig-zag course, which makes it difficult for an observer on the ground to shoot. That was my most favourable moment. I followed him at an altitude of from 250 feet to 150 feet, firing all the time. The Englishman could not help falling. But the jamming of my gun nearly robbed me of my success.

My opponent fell, shot through the head, 150 feet behind our line. His machine gun was dug out of the ground, and it ornaments the entrance of my dwelling.



COME OUT FOR A SAUSAGE SIZZLE  
COMPETITION DAY AT THE CLUB ROOM  
ALL WELCOME  
SUNDAY NOVEMBER 14TH  
10 AM ONWARDS

INTRODUCTION OF REDUCED CLUB  
AIRCRAFT HIRE RATES:

PRE-PURCHASE HOURS AND RECEIVE THE  
FOLLOWING REDUCTIONS TO HIRE  
RATES:

5 HRS-5% TAKES PRICE TO \$181/HR

10 HRS-10% TAKES PRICE TO \$171/HR

20 HRS-15% TAKES PRICE TO \$161/HR

MUST BE USED WITHIN 12 MONTHS OF  
PURCHASE

	<b>Oct.</b>	<b>Nov.</b>	<b>Dec.</b>	<b>Jan.</b>
<b>1</b>				<b>Bar - ASHLEY</b>
<b>2</b>	<b>Bar-ERROL</b>			<b>Bar - ASHLEY</b>
<b>3</b>	<b>Bar-ERROL</b>			
<b>4</b>			<b>Bar-LESLIE</b>	
<b>5</b>			<b>Bar-LESLIE</b>	
<b>6</b>		<b>Bar-SIMON</b>		
<b>7</b>		<b>Bar-SIMON</b>		
<b>8</b>				<b>Bar-ERROL</b>
<b>9</b>	<b>Bar-RYAN</b>			<b>Bar-ERROL</b>
<b>10</b>	NAC COMP <b>Bar-ERROL</b>			
<b>11</b>	NAC Meeting 7pm		<b>Bar - MATT</b>	
<b>12</b>			NAC COMP 9am <b>Bar - MATT</b>	
<b>13</b>		<b>Bar - ASHLEY</b>	NAC Meeting 7pm	
<b>14</b>		NAC COMP 9am <b>Bar - ASHLEY</b>		
<b>15</b>		NAC Meeting 7pm		<b>Bar-ERROL</b>
<b>16</b>	<b>Bar-LESLIE</b>			<b>Bar-ERROL</b>
<b>17</b>	<b>Bar-LESLIE</b>			
<b>18</b>			<b>Bar-STEVE</b>	
<b>19</b>			<b>Bar-STEVE</b>	
<b>20</b>		<b>Bar-ERROL</b>		
<b>21</b>		<b>Bar-ERROL</b>		
<b>22</b>				<b>Bar-LESLIE</b>
<b>23</b>	<b>Bar - MATT</b>			<b>Bar-LESLIE</b>
<b>24</b>	<b>Bar - MATT</b>			
<b>25</b>			<b>Bar-SIMON</b>	
<b>26</b>			<b>Bar-SIMON</b>	
<b>27</b>		<b>Bar-RYAN</b>		
<b>28</b>		<b>Bar-RYAN</b>		
<b>29</b>				<b>Bar - MATT</b>
<b>30</b>	<b>Bar-STEVE</b>			<b>Bar - MATT</b>
<b>31</b>	<b>Bar-STEVE</b>			

## Errol's Club Calendar 2010

## **NEXT CLUB COMPETITION**

14 th November at 9am

## **NEXT CLUB MEETING**

15th November at 7pm

## **BAR ROSTER**

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

<b>NOVEMBER</b>		
6th- 7th	-	Simon
13th - 14th	-	Ashley
20th - 21st	-	Crofty
27th - 28th	-	Ryan

*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  
0429 202 597

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