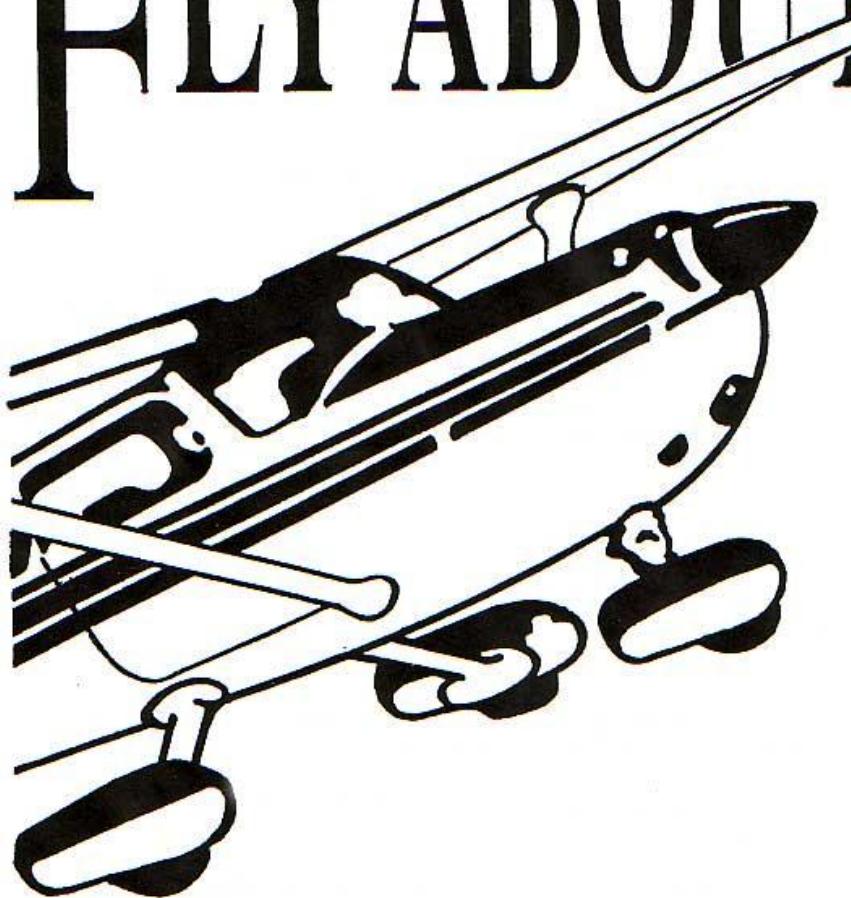


# FLY ABOVE



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## Club Captains Report

The 9<sup>th</sup> September Dawn Raid flying competition was a mini-air trial. As Denis arranged and conducted the trail please see his report for more information. A big thanks goes to Claude and Denis for organising a great day.

There were four Royals and six NAC pilots that made it to the Dawn Raid fly in. As the reigning winners the Royals came with the Presidents Cup.

Craig Hensley, the Royals Club Captain and Ashley Smith both came equal first on the day. The fantastic result of the competition was that Northam Aero Club won back the Presidents Cup.

The average was 81.6 NAC and 76.25 to the Royals. Love it! Sorry Royals, until next time.

Everyone enjoyed the 7.30am BBQ breakfast and big thanks to Kate, Ash and the occasional input from Preston for cooking the breakfast. It was great to see Glen Millsteed fly in with his new Tecan. Very Nice.

Results for the competition were as follows;

### Northam Aero Club

Ashley Smith 100 pts

Bruce Rowley 90 pts

Glen Milsteed 85 pts

Ray Howell 75 pts

Ian Berry 70 pts

Errol Croft 70 pts

### Royals

Craig Hensley 100 pts

Andrew Elridge 60 pts

Jim Di Menna 50 pts

Russel Phillips 95 pts

A big thanks to all that helped. Please note that the next flying competition on 14<sup>th</sup> October is a fly-in to Gingin. Please let me know early for numbers as we need to seek permission. Pilots' names and aircraft rego's are required.

Happy Flying All!

Cheers Errol

## Reminder to all members:

The following E-mail address will be the official address for the NORTHAM AEROCLUB.

[secretary@northamaeroclub.com](mailto:secretary@northamaeroclub.com)

Please send all correspondence to the above e-mail, with the exception of articles for printing in the

FLY ABOUT

which should go to

[nac.editor@yahoo.com](mailto:nac.editor@yahoo.com)

# President's Trophy Returns to

## Northam Aero Club

Sunday dawned a perfect flying day, cool, eight eighths blue sky and zero wind. The comp was a mini air trial, dreamt up by Claude and myself. The course took about fifteen to twenty minutes and required crews to follow an instruction sheet and answer a series of questions.

To separate equal scores the final approach and landing was rated, looking at approach, flare, touchdown, centreline and roll out.

All crews reported having a good time and the results were as follows. Highest scores were shared by our Ashley Smith and Royal's Craig Henley, making Ashley our comp winner, followed by Bruce Rowley, Glen Millsteed, Ray Howell with Ian Berry and Errol Croft sharing the final place.

All scores were averaged for the five Northam and the four Royals crews, giving a final club score of 81.6 for Northam and 76.25 for Royals. This meant that Northam won back the President's Trophy.

Thanks to all who participated to make this an enjoyable meet.

Happy Fying  
Denis Beresford

## Calendar of Events

The club "Calendar of Events" will be making a return to the Fly About centrefold next issue, so all who have any event that may be of interest to your fellow club members, please forward it on to me by the end of September to allow time for it to be included.

[nac.editor@yahoo.com](mailto:nac.editor@yahoo.com)

The "Calendar of Events" will be the centrefold so you can remove it easily and put it up on the fridge etc.

# Northam Aero Club

## Bar Roster 2012-2013

### *Opening Hours*

**Saturday 5pm - 7pm**

**Sunday 5pm - 7 pm**

OCTOBER	2012
6 <sup>th</sup> -7 <sup>th</sup>	Ashley
13 <sup>th</sup> -14 <sup>th</sup>	Denis
20 <sup>th</sup> -21 <sup>st</sup>	Gren
27 <sup>th</sup> -28 <sup>th</sup>	Dave

JANUARY	2013
5 <sup>th</sup> -6 <sup>th</sup>	Crofty
8 <sup>th</sup> -9 <sup>th</sup>	Dave
15 <sup>th</sup> -16 <sup>th</sup>	Gren
22 <sup>nd</sup> -23rd	Peter

NOVEMBER	2012
3rd-4 <sup>th</sup>	Crofty
10 <sup>th</sup> -11 <sup>th</sup>	Peter
17 <sup>th</sup> -18 <sup>th</sup>	Les
24 <sup>th</sup> -25 <sup>th</sup>	Matt

FEBRUARY	2013
2 <sup>nd</sup> -3 <sup>rd</sup>	TBA
9 <sup>th</sup> -10 <sup>th</sup>	TBA
16 <sup>th</sup> -17 <sup>th</sup>	TBA
23 <sup>rd</sup> -24 <sup>th</sup>	TBA

DECEMBER	2012
1 <sup>st</sup> -2 <sup>nd</sup>	Heather
8 <sup>th</sup> -9 <sup>th</sup>	Ashley
15 <sup>th</sup> -16 <sup>th</sup>	Denis
22 <sup>nd</sup> -23 <sup>rd</sup>	Closed
29 <sup>th</sup> -30 <sup>th</sup>	Closed

MARCH	2013
2 <sup>nd</sup> - 3 <sup>rd</sup>	TBA
9 <sup>th</sup> - 10 <sup>th</sup>	TBA
16 <sup>th</sup> - 17 <sup>th</sup>	TBA
23 <sup>rd</sup> - 24 <sup>th</sup>	TBA
30 <sup>th</sup> - 31 <sup>st</sup>	TBA

***If unable to do your rostered days please make arrangements to swap with someone***

***Manager.***



## **About Angel Flight Australia – established April 2003**

Angel Flight Australia is a charity that co-ordinates non-emergency flights for financially and medically needy people. All flights are free and assist patients or compassionate carers travelling to or from medical facilities anywhere in Australia.

Angel Flight pilots do not carry aeromedical staff or medical equipment so do not act as an alternative to the Flying Doctor (RFDS) or Air Ambulance in that capacity.

Angel Flight services are entirely free.

### **Who is transported?**

- Patients of all ages needing medical treatment at destinations where other forms of transport are physically and emotionally taxing or unaffordable
- Patient carers for compassionate reasons
- Blood and blood products
- Medical drugs
- Anyone medically and financially disadvantaged

We have now conducted over 12,000 Angel Flight missions helping over 2,000 patients, carers and family members.

### **How is the service accessed?**

Registered 'Health Professionals' (i.e. medical practitioners, nurses, social workers) are the people from whom we receive 'mission requests'.

Health Professional registrations are approaching 2,500.

### **Who does the flying?**

Angel Flight pilots donate their time, their skills and the bulk of their aircraft costs\* for each flight.

Our volunteer pilots and aircraft owners' flight credentials exceed the requirements of CASA for private flight in Australia, and the aircraft meet specified CASA and insurance minimums.

Geographically, Angel Flight serves the medically needy Australia wide with a network of pilots and aircraft in all states and territories which is growing as the word spreads.

Pilot registrations are approaching 2,500.

*\* To help offset the pilots' operating costs, Angel Flight negotiates the waiver of landing fees at airports around the country. Airservices Australia reverse any air navigation charges. Angel Flight pays for fuel used by Pilots when they conduct an Angel flight. Donations received are used to fully subsidise these fuel costs.*

## **Our ground volunteers**

Angel Flight pilots donate their time and the bulk of their aircraft operating expenses but we still need lots of other help. Car transportation for patients and carers, fundraising and running information booths at special events, schools and air shows are just a few ways our ground volunteers, who are affectionately known as 'Earth Angels', help out.

Earth Angel registrations are approaching 3,500.

## **How is Angel Flight Australia funded?**

Angel Flight is funded by private donations.

We rely entirely on donations from individuals, clubs and service clubs, companies large and small and deceased estates.

We have a policy that we never follow up donors asking for more money.

Donations are used to pay for:

- fuel used in the conduct of Angel flights
- specially discounted commercial flights in the event of long haul missions, Capital City transfers where a commercial flight is a much more economical option, short notice missions, or when poor weather prevents light aircraft from flying
- the Angel Flight Support Centre that runs on a very small infrastructure, with six full time co-ordinators as paid staff.

We rely heavily on our Earth Angels to co-ordinate fundraising activity.

Angel Flight is an exceptional charity in that it does not have a fundraising department and only spends about 15% of revenue on administrative overheads like rent and telephone. Eighty-five percent of revenue is spent on the actual co-ordination and delivery of its service.

## **Who is behind Angel Flight Australia?**

Angel Flight Australia is the initiative of Bill Bristow AM, a successful businessman, experienced pilot and very proud winner of the Australian of the Year Award - Queensland 2005.

In 2009, Bill was awarded a Member of the Order of Australia for service to rural and remote communities through the establishment of Angel Flight Australia and as a supporter of charitable organisations.

With its current resources and infrastructure Angel Flight can accept and co-ordinate up to twenty flights per day.

## **For further information contact:**

Angel Flight Australia  
PO Box 421, Fortitude Valley Qld 4006  
Ph: (07) 3620 8300  
Fax: (07) 3852 6646  
E-mail: [mail@angelflight.org.au](mailto:mail@angelflight.org.au)  
Web: [www.angelflight.org.au](http://www.angelflight.org.au)  
Toll free: 1300 726 567

## **NEXT CLUB COMPETITION**

14<sup>th</sup> October at 9am

## **NEXT CLUB MEETING**

15<sup>th</sup> October at 7pm

## **BAR ROSTER**

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

OCTOBER	2012
6 <sup>th</sup> -7 <sup>th</sup>	Ashley
13 <sup>th</sup> -14 <sup>th</sup>	Denis
20 <sup>th</sup> 21 <sup>st</sup>	Gren
27 <sup>th</sup> 28 <sup>th</sup>	Dave

*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

# Quick Quiz

1. What is the most recent edition of Perth WAC 3351?
2. What is one of the HF frequencies you would select if you had the need to use HF radio en-route to Mt Magnet WA?
3. What is the normal maximum permissible altitude/flight level for operation of a VFR flight within a 30nm radius of Northam AD?
4. If you experienced a total communications equipment failure, with the exception of your transponder, what code would you set the transponder to if you were en-route to Albany WA?

## Last Months Answers

1. What is the maximum number of passengers that may be carried on a single pilot private flight?

*The maximum number of **passengers** that may be carried on a single pilot private flight is 5. The pilot is not a passenger, he is crew. Check your VFG for private operations a max 6 POB is allowed for private ops.*
2. When conducting a straight in approach at a non-controlled aerodrome at what distance must the aircraft be established on final approach?

*When joining the circuit for a straight in approach at a non-controlled or Non-towered aerodrome the aircraft must be established on final at not less than 3 nautical miles from the runway threshold.*
3. How many Parachute Drop Zones are there within a 150nm radius of Northam.

*There are 5 Drop Zones  
York  
Pinjarra  
Mandurah (beach jumps)  
Jurien Bay  
Hillmans Farm*

# *WILD BLUE YONDER TOUR*

## *2013*

*Expressions of interest and ideas sought!!*

*Living and working in the top end I have managed to make quite a lot of contacts and gain access to some spectacular parts of our fantastic country.*

*It has recently occurred to me that there are probably a lot of people that would never get to see the places I have seen.*

*So....I am suggesting that in 2013, if enough starters are interested, I will organise a "Fly Around" the TOP END. My thoughts are 13 days, 13 nights and as much of the magnificent top end as you could possibly handle, (including some out of the way not normally accessible areas).*

*Learn about our indigenous communities.*

*Take a warm spring bath at Mataranka.*

*Swim under a waterfall at Litchfield.*

*Wine and dine at fantastic heritage pubs*

*Overnight with dinkum territory station owners.*

*If you are interested in the Fly Away of a lifetime, (Passengers or Pilots), drop me a line.*

[wildblueyonder@airfields.com.au](mailto:wildblueyonder@airfields.com.au)

## Circuits and Bumps

For many, many years there was a feature that was the star of this magazine: it was called the "Circuits and Bumps" column. This column was sort of a gossipy, tongue in cheek and as funny as can be, it enjoyed such success that most members would jump to the end of the Fly About to read it before anything else, trying to decipher the deep and sometimes not so subtle remarks and trying to find out who were the heroes and/or the villains of the fables.

Well Circuits and Bumps is back, so if you have any goss that you can contribute drop me a line at [nac.editor@yahoo.com](mailto:nac.editor@yahoo.com)

- *New NOTOM (Notice to Old Men), new runway (05) created at DOW especially for antique aircraft...*
- *Nac's VIPs flocking the Field days...*
- *Too cold, too early for a free balloon ride...*
- *Flame seen in Darwin, should meet new Ed...*
- *There was the Great Wall of China, there was the Berlin Wall, now my Colour Bond fence....*

## From the Instructor

*When I stopped working offshore and started in a more 'normal' Monday to Friday job, meaning I'm available most weekends, the club put a few ads around. Since then there's been a steady stream of enquiries from people wanting to either learn to fly or get themselves current again. There have been quite a few AFR's this year, including by members Steve Burke, Robert Trepp, and club stalwarts Robyn, Denis, Crofty, Ashley and Ian. Murray Basham has resurrected his flying and is not too far away from GFPT, and the training part of the club is starting to look a bit healthy. Well done to Denis and co for their advertising efforts, and it's also worth thanking the other people who do the work without being paid, such as Matt, Ashley as treasurer, Dave Beech keeping the grounds in shape, and Peter Hill for his recent efforts with the paintbrush.*

*Kevin*

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## New Member

*A very big welcome to our newest club member:*

## Tim Hesford

*We hope you enjoy your time as a member and make many friends, have many fun times and enjoy the endless fellowship on offer to our members.*

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