



The Busselton Aviator

The Busselton Aero Club's Monthly Magazine

Volume 9 Number 4

April 2009



From The President

Hooray for two reasons, day light saving is finished and Sue and I hope it will be the last time we will see it WA for some time, at least until some Polly thinks we need it. The second is that the EXPO is nearly upon us.

There is much to be done particularly in the week after Easter, so please do as much as you can to set up, particularly on the Friday and Saturday before the 19th.

We may have to hire a cool room for the weekend as Robby Willmott will be using his, so if anyone can help please contact me as soon as you can. We will need ice as well.

For those that were at last Sundays meeting, we decided to go ahead with the planning of new training rooms to be built onto the northern side of the Club rooms. I am very keen to see if we are able to build these rooms with the hope in the near future that we will be able to lease these rooms out to a Flying School and in that way we will be able see a return for the Clubs coffers.

When Ross Beatty returns from his holiday I am hoping he will be able to get plans and shire approvals in place, my thoughts are that we build with an owner builder type licence and that way we can build as we have money. It will be lot of hard work as the founding members will remember.

At the risk of repeating myself, please come and help out for our big weekend.

Mark Leavesley rang today to say that the long range forecast is for light winds and clear skies and the following Monday a small front will come through. If he is wrong he will be shouting the bar [joking, Mark about the bar but not about the horrible things that we will be doing to him]

I must congratulate our lovely ladies who set up our club rooms and organising a great meal for the Mooney Club this last weekend and also thanks to Terry Old for organising the Bunning's Barbecue and the Mooney Club weekend.

See you at the EXPO,

Geoff.

Editorial

You may recall in last month's Editorial, I foreshadowed the possibility of my health being permanently or temporarily being affected due to some tests I undertook. I am, however pleased to report that further tests have proved that there is nothing to worry about and I have recently passed an aviation medical. My thanks to those who have expressed concern over me.

Read more about our immediate flying training plans later in this magazine.

In echoing President Geoff's comments on this page, I can only say that our Expo is our big day in terms of publicity and funding. To make this a success, we need the active support of each and every member.

Dick

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Members are requested to advise the editor of any additions or corrections to the above details.

Important Announcement

Due to the fact that the next meeting is due on 10 May which is mother's day, the meeting will now be held on Sunday, 17 May. For more details, see page eight.

Another Important Announcement

In preparation for the EXPO on Sunday, we need as much help as we can get. Please attend the aerodrome at 10 am on Friday 17. There is much to do.

**You need sand? John Purdue has all the sand
you need - and more.**

**See John for screened sands, fill sands, and sands for every need.
Contact John or Kay on 9755 5458 or 0409 320 323**



From the Secretary

Minutes of the General Meeting held at Busselton Aero Club Sunday April 5th 2009

Present: 24 members (see list)

Apologies ; Ross Beatty, Terry Old, John & Kay Purdue.

Minutes : Minutes of the March meeting were read and accepted. Moved : Michael Grimwood
2nd : Brian Batley.

Matters arising : Airport users group. Ian Stevenson has visited various groups e.g. Ambulance, fire brigade and police to suggest that we offer services in an advisory capacity.

Correspondence

In: . Brian Golding sent his resignation from the committee.

CASA re. seminar on 6th May. There will be two subjects discussed. All members and other pilots welcome to attend.

Out : Preston and Van to thank them for the successful fly-in to their property.

Treasurer's report : for March 2009 attached.

There were no questions. Sponsorship accounts have been sent but nothing received so far.
Fuel will rise to \$1.68/L

Moved by Mike Ancliffe and 2nd by Peter Watson.
Accepted.

General Business ;

Election of committee member

Nominee: Noel Wellstead Nominator: Mike Tonks
Seconder: Karen Dorlandt

Noel was elected unopposed. This directorship is only until the AGM in August.

President's gripes;

The condition of the clubroom's is generally good, but the exterior of the building needs attention. Put tables under verandah (away from sprinklers). Please check that sprinklers are working (Geoff to ask if Clive will take this responsibility). If on duty be careful to check fuel installation before leaving. Brice Ellis will clean up one of the tables.

Mooney visit : This went well although the number of visitors attending was less than expected. All visitors had a good weekend and enjoyed themselves.

Bunnings sausage sizzle ; Went well, there will be report from Terry later. About \$600 raised.

CASA training night ; This is 6th May. Topics are Pilot maintenance and Operation in and around controlled airspace. Club receives \$250 plus \$15 per head, so the greater the attendance the better the return for the club.

Training rooms ; Ross to be asked to go ahead and seek building approvals etc. from the shire. Suggest we obtain Owner builder approval so that we can go ahead with building as money permits (within time limit). Discussion took place about building in this way. . If we secure an operator to use the training rooms they would pay the increase in the lease required by the shire.

Peter Hales has had discussions with Bunbury Aero Club re. sharing training resources including an instructor.

Conflict of interest ; Noel will contact the shire regarding his election as a committee member and his employment by the shire.

Continued page six

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The Evektor Sportstar

Our Next Training Aircraft.



Designed and built in Czechoslovakia, the home of light and recreational aircraft, the Evektor is something to look at as well as fly!

Here are some important details:

Engine: Bombardier Rotax 912

TOW: 600 kg

EW: 309 kg

Fuel: 118 lit

Fuel flow 20 lit/hr

Max Speed 115 kts

Cruise speed 110 kts

Stall Speed 40 kts

Take off dist 620 m

The Evektor, pictured above is owned by William Owen from Gelorup. William also has an instructor's rating and has offered to place the aircraft at Busselton either permanently or on an 'as required basis' depending on the need.

I have flown the Evektor several times and I must say it is a delight to fly. The visibility from the cockpit, like the Tecnam is outstanding. It has a proven record in Australia as an excellent training vehicle and is well liked by pilots as well. One of the first things I noticed on my first flight was the way the three bladed

propeller provided a smooth operation and a very low cabin noise.

At the moment, William has the aircraft over at NATFLY in Narromine and should return on or around 16 th April. When William and the Evektor arrive we plan to fly up to Wyalkatchem and do my CFI's rating. Once the paperwork is tidied up, then its all stops out and away we go. Remember, the Evektor is not only for students but private pilots can get their RAA licence with it too. Once converted onto the Evektor, you can fly any similar aircraft. Additional check outs are required for variable pitch props, retractable undercarriage etc.

To get into the RAA you have to pay a sub of around \$170 which includes a monthly copy of 'Recreational Aviation Australia' which is one of the best flying magazines I've seen.

It is a developing opinion around light aircraft circles that recreational flying will be a burgeoning industry very soon. Already, sales of recreational aircraft are far outstripping those of G.A. type aircraft.

What about students, you may ask. Well at the moment students are a little bit thin on the ground at the moment. However we have not been pushing very hard on this until we get our school certificated. However, we will certainly be using the Expo to make our presence felt around Busselton. I plan to run several 'Learn to Fly' seminars during the day with added assistance from William, Karen and Tonksy. I am quite confident that we will pick up several interested people during the day. We also plan to have both William's aircraft and Karen & Mike's Jab on display too.

To ad to this, I plan to knock up a leaflet explaining many of the details of Rec flying so that club members can be familiar with it and be able to speak authoritatively to the public.

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Minutes of a BAC Director's Meeting held 05/04/09

The meeting started at 4.11pm.

Apologies for absence received from Ross Beatty, Frances Matthews and Terry Old.

The minutes of the previous meeting were read, acceptance moved by MRG, seconded by MT.

Matter arising from the minutes:

Karen to chase Noel for Bar Manager forms

? No reply yet received from PH re the rent request letter

? Terry is to be chased for the details of the flying calendar

? RA training is temporarily on hold until DJ's medical has been renewed

? Application forms for the shed have all been signed

Correspondence:

? CASA presentation – we have to suggest the topics – suggest pilot maintenance and controlled airspace

? A resignation letter has been received from Brian Golding

Treasurer's report:

? Details to be given at general meeting

? MA to send PH a reminder for the rent money

New Training Rooms:

? GMcG suggested that we went ahead with getting planning permission for a clubroom extension.

Mooney Club Visit:

? GMcG will thank TO for a very successful evening

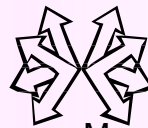
Bunning's Sausage Sizzle:

? This was again, thanks to TO, a success. It was suggested that another slot be booked

Next meeting (Directors and General):

? 10th May, curries to be provided.

The meeting closed at 4.50pm



Traveling Members

Many of our members are currently 'on the road' at this time of the year. Here are some that are really traveling:

The Tonks' are in Vietnam.

The Parkers are somewhere in Australia

The Batleys are off to far North Queensland.

We hope they have a great time and wish them a safe return.

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Secretary's report continued from page three.

RA training ; No progress.

Expo ; Coffee Shed have approached Geoff regarding their presence on 19th. They offer 50c/cup sold to the club for the permission to attend. After discussion it was agreed they could attend but be positioned near the terminal. Tents etc. to be erected on Friday 17th from 10 a.m.

Stewart Graham will present his idea regarding hangars with accommodation above at the Expo. Michael Grimwood to approach shire re. approval for Expo.

Stubbie holders ; Have gone AWOL. If anyone can return please do so. No questions asked.

Donation for raffle ; Coral Penfold has donated a casserole holder to be raffled at the Expo. Secretary to send thanks.

There being no further business the meeting closed at 6.30 p.m.

Next meetings are on the **10/05/09** Committee meeting at 4 p.m. and general meeting 5 p.m. **[Note changed date]**

Meal will be a curry night. Please bring food to share.

Its CASA time again!

Come along to the next CASA production on May 6. On this night they will give a presentation on pilot maintenance and operations in and around controlled airspace. The evening itself will be worthwhile from a pilot's point of view but we get a free dinner and the proceeds go to the club. They pay us \$250 plus \$15 per person. So bring your self and a friend or two and enjoy an informative and entertaining evening.

Here is a note sent to me by Frances Matthews regarding ELTs, EPIRBs etc.

Some owner members may find this interesting.

Hands up all those who held off purchasing a 406 MHz PLB, EPIRB, or ELT until near the 1 February 2009 deadline - and then found no supply available.

That means that those people are now unable to fly legally where carriage of a beacon is required.

AOPA has been in discussion with CASA who are to be commended for coming to a commonsense proposal to keep aircraft flying. They now have to get that proposal through the legal system to allow it to be proclaimed.

CASA are hopeful of (very soon) promulgating a two-month exemption to mandatory carriage of a 406 MHz beacon.

Should the exemption be granted, there will be strings - probably some form of flight plan and /or reporting, and carriage of your 121.5 Mhz beacon to assist homing in the event of an accident. Because the 121.5 MHz signal is no longer received by the satellites, the exemption will place a greater burden on AMSA (Search and Rescue) so it is in your interests to comply.

AOPA expects members to welcome the exemption and abide by any alternative arrangements. It just might save a life.

We will bring you more news when CASA can confirm the exemption is legal.

Enquiries Brian Hannan
brian.hannan@aopa.com.au

**Need anything in fibreglass?
Contact Charlie Urwin. He knows all about craft ideas,
model trains & autos, planes and more.
Ring him on 9740 2571**

Mike Ancliffe sent me this interesting note:

Lovers of the English language might enjoy this. It is yet another example of why people learning English have trouble with the language. Learning the nuances of English makes it a difficult language. (But then, that's probably true of many languages.)

There is a two-letter word in English that perhaps has more meanings than any other two-letter word, and that word is 'UP.' It is listed in the dictionary as being used as an [adv], [prep], [adj], [n] or [v].

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP?

At a meeting, why does a topic come UP? Why do we speak UP, and why are the officers UP for election and why is it UP to the secretary to write UP a report?

We call UP our friends and we use it to brighten UP a room, polish UP the silver, we warm UP the leftovers and clean UP the kitchen.

We lock UP the house and some guys fix UP the old car.

At other times the little word has a real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing but to be dressed UP is special.

**And this up is confusing:
A drain must be opened UP because it is stopped UP.**

We open UP a store in the morning but we close it UP at night. We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP, look the word UP in the dictionary. In a desk-sized dictionary, it takes UP almost 1/4 of the page and can add UP to about thirty definitions

If you are UP to it, you might try building UP a list of the many ways UP is used. It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more.

When it threatens to rain, we say it is clouding UP. When the sun comes out we say it is clearing UP.. When it rains, it wets UP the earth.. When it does not rain for awhile, things dry UP. One could go on & on, but I'll wrap it UP, for nowmy time is UP, so time to shut UP!

Here are a few classics heard about PA announcements in airlines. We've used many before but here are some new ones from Kevin Douglas.

On an Air NZ Flight with a very 'senior' flight attendant crew, the Pilot said, 'Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants.'

On landing the hostess said, 'Please be sure to take all your belongings. If you're going to leave anything, please make sure it's something we'd like to have.'

'There may be 50 ways to leave your lover, but there are only 4 ways to leave the aircraft.'

'Weather at our destination is 32 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Qantas Airlines.'

'Your seat cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments.'

Heard on Qantas Airlines just after a very hard landing in Hobart. The flight attendant came on the intercom and said, 'That was quite bump and I know what you are all thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault... it was the asphalt!'

**Part of a flight attendant's arrival announcement:
'We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurised metal tube, we hope you'll think of Qantas.'**

A plane was taking off from Mascot Airport After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, 'Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number XYZ, non-stop from Sydney to Auckland. The weather ahead is good and, therefore, we should have smooth and uneventful flight. Now sit back and relax - ARGHHH! OH, MY GOD!' Silence followed and after a few minutes, the captain came back on the intercom and said, 'Ladies and Gentlemen, I am so sorry if I scared you earlier, but, while I was talking, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!'

**The next meeting will be
On Sunday 17 th may at 5.00 pm**

The meal will be a byo curry

Note the change of date!

Expo preparation day Friday 17 Apr.

Director's Meeting Sunday, 17 th May 1530 hrs.

CASA seminar & dinner 6th May 7 pm

EXPO: 19 April 2009.

*Don't forget our Sundowners at the clubhouse every
Friday evening around 1700 hrs.*

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