



The Busselton Aviator

The Busselton Aero Club's Monthly Magazine

Volume 9 Number 6

June 2009



From The President

so was not lost but the paper work did not reflect that.

Today I have spoken to a few of our members and have decided to try a new book type system for the sale of fuel. It will consist of two books, one will be a hard covered book that will show ALL fuel movements including sample and testing, second triple duplicate invoice style book to be filled in for all sales [cash, charge and eftpos] Each cover is to have instructions on it and the existing weekly and stock control sheets remain unchanged.

Next 12th July will run through procedures in the general meeting, the new books will be place within a week. Next meeting we have fire extinguisher training and starting one hour earlier than normal and would hope some sick and holiday people will be back for the next meeting.

Please bring paint brushes etc for the 11th @10 am for painting of the club rooms, it will take more than one working Bee but it is a start and would make the club smarter for the commencement of RA training
Happy Flying Geoff

For those that were not able to attend last Sundays meeting, you all missed out on Stephanie from St Johns Ambulance. Stephanie brought along some of her training programs to display [using our new projector], also four resuscitation doll's [called Anne's] . I personally found it very informative as like most of us I have not been brought up to the current methods for resuscitation and snake bite's. I will find out for the next meeting about some times and corporate rates if the Club wishes to up date their first aid certificates as a group

It appears it is time to revisit our fuel managements procedures again, as we have had a big scare concerning 157ltrs of unaccountable fuel. Stevo and I met at the Club this past Monday to sort this out and after a few phones calls and two cups of coffee found that the firm that carried out maintenance on the 9th June actually returned the fuel back to tank as a flow test,

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

Traveling Members

We are really a mobile lot aren't we? It was extremely noticeable at the last meeting. The apologies list was greater than the attendance list! Anyway, its good to see members enjoying themselves.

Of course we have the Hales' over in NSW, Shane and Elise somewhere up north, the Batleys somewhere in Queensland, Karen and Russell in Broome and Frances and Mike soon off up north.

Terry and Sue have just arrived back from New Zealand and report that they saw a great WW2 museum in Blenheim.



**Frances Matthews
Secretary 2006 - 2009**

It is with much sadness that we have to announce that our Secretary, Frances will not be able to offer her services for the following year. She was elected as secretary in 2006 and served with distinction ever since. I must say that having her during my presidency and as magazine editor I can vouch for her competency and reliability. Frances and Mike are about to take a well earned holiday up north. For a job well done, we all say thank you!

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you need - and more.**

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**Our Secretary,
Frances is on holidays.
Mike Grimwood kindly
filled in for us.**

**From the
Secretary**

Minutes of a Director's Meeting 14/06/2009

The meeting started at 4.22pm, attendees being Ross, Mike Ancliffe, Noel, Mike Grimwood and Geoff.

Apologies for absence were received from Frances, Terry, Karen, Mark and Mike Tonks.

The minutes of the previous meeting were read. Acceptance moved by Noel, seconded by Ross. There were no matters arising.

A letter has been received from the Shire (Jennifer May) asking us to nominate a club member to join the planned Airport Advisory Group. This group will include representatives from the Chamber of Commerce, GBTA, Aero Club, a member of the public and the Airport Residents Group. Ross volunteered to be our representative, this being moved by Noel and seconded by Mike Ancliffe.

The treasurer's report is reported in the minutes of the General Meeting.

Frances Mathews has resigned as she is soon going on long service leave (and will miss the AGM). Dick is to be asked to do a write-up in the club magazine. Geoff will send a personal thank-you letter.

The club rooms have been re-arranged and the store-room tidied. Thanks to the members who helped.

The drains have been repaired by Wayne McGregor who has provided his labour free and has only asked for a \$50 dollar contribution towards his expenses. Mike G to send him a thank-you letter.

Following a request at a meeting at the club, Jenny May asked Geoff and Mike G. to accompany her to a meeting at Jandakot with those organizations with an interest in flying training at YBLN. There were about 16 attendees at the meeting, including representatives from the flying schools and Jandakot airport itself.

Jenny presented a list of suggestions that would lessen the noise profile but these were mainly dismissed. The only proposal that would possibly be acceptable would to have all circuits to the east.

Storage Shed. Ross has submitted the required documentation to the Shire and is awaiting issue of the building permit. Noel moved and Mike A. seconded Ross being reimbursed for the cost of the fees. NB He will not be attending the next meeting.

Chairs. Noel has found a supply of low-cost second-hand chairs that might be preferable to the present chairs. The decision is to be put to the General Meeting.

The meeting finished at 4.49pm.

Minutes of a General Meeting 14/06/2009

Apologies for absence were received from Frances & Mike, Terry, Cathy and Mark, Jo and Brian, Linda, Hilary & Mike, Sally & Karen.

The minutes of the previous meeting were read. Acceptance moved by Mike A, seconded by Ian. There were no matters arising.

A letter has been received from the Shire (Jennifer May) asking us to nominate a club member to join the planned Airport Advisory Group. This group will include representatives from the Chamber of Commerce, GBTA, Aero Club, a member of the public and the Airport Residents Group. The committee has appointed Ross as our representative. The President has received emails from Councillor Stubbs concerning the clubhouse lease. The lease has now been signed.

The treasurer's report stated that we had \$24,949 in the bank, with income during the month of \$19,058 worth of fuel, \$55 other. Outgoings amounted to \$14,757. Income from the Mooney Club visit was \$7,847 and the Expo income was \$4,131. The report was moved by Ian, seconded by Rod.

The club rooms have been re-arranged and the store-room tidied. Thanks to the members who helped.

Continued on page five.

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Editorial

In the October issue, I mentioned that the 16th century Reformation of the churches in Europe and likened it to the changes to our club after the departure of Peter. I described how the latest trends in the aviation industry envisaged a movement towards recreational flying. Indeed, some of these plans were slightly stalled when some of my health issues were questioned. Since, however these problems are now behind me it is now time to bite the bullet and begin in earnest.

As I briefly mentioned at the recent general meeting, I propose to not **let** it happen but to **make** it happen. In other words we should not just open the doors and wait for a client to arrive, but get out there bring them in.

Some of the ideas I have in mind is to firstly place a large story in one of our newspapers depicting the rapid growth of R.A. citing its financial benefits, simplicity and the use of modern aircraft. It has also been suggested that I also embed a story of my mid air collision at Wagga in 1954 together with some amazing photos. The editor of The Mail appears to be most interested in this project and will give us all the support we need.

Additionally, I propose to visit all the senior schools in the area near the times of their vocational and career opportunity meetings and set up a young pilot cadet scheme. I also have in mind once we develop a list of mature members, a pinch hitter's course for partners of pilots who, in an emergency could take over and land in the event of the pilot becoming incapacitated.

I also suggested that these propositions were, by no means limited and the great

cavern of ideas and imagination within the club should be exploited. All members are therefore urged to give thought to any idea they consider worthwhile.

Of course, not only does one need to address the technical side of our future but the domestic aspect as well. If we are going to have regular Learn to Fly nights and briefings at the clubhouse, then the atmosphere should match as well. I referred specifically to the condition of the paintwork on the inside the clubhouse. We have done a great job externally but the time is nigh for some serious brushwork.

In a nutshell, when we begin in a few weeks after Kath & I return from a holiday in Queensland, we press the button and its all systems go and the reformation of the club will begin with all the bells and whistles and fireworks we can muster. But remember - this will be a total club effort - not just the work of one or two.

I also mentioned that I have been made privy to the possibility of considerable activity in and around the airport in the distant future and if this should occur, there could well be something for the club to hang its hat on. Now is the time for us to get established on the ground floor. I am hopeful that should this eventuate, the news will appear in the public domain within a few months.

So, it appears that maybe the sun may rise on the Busselton Aero Club and we must make and take every window of opportunity that presents itself so that we can in the future proclaim ourselves as a principal flying school in the south west.

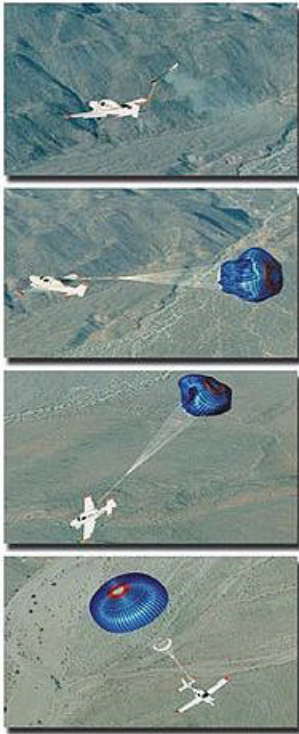
Dick

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Engine failure - hit the parachute!

As fitted to the Aveo Phantom

Ballistic Recovery Systems (commonly BRS) is a company (Pink Sheets: BRSI) that was formed in 1980 by Boris Popov after he survived a 400 foot fall in a partly collapsed hang glider in 1975. Boris invented a parachute system which would lower a whole light airplane to the ground relatively safely for the people inside, though typically with moderate structural damage to the aircraft when it landed. It could be used in the event

of loss of control, failure of the aircraft structure, or other in-flight emergencies.

A solid-fuel rocket is used to pull the parachute out from its housing and deploy the canopy fully within seconds. Typically on ultralight installations the rocket is mounted on the parachute container. On larger aircraft installations the rocket may be remotely mounted.

Over the years the BRS systems employed have been improved and updated and the current version is the BRS-6. This has a separate rocket installation that can be removed from the parachute so the parachute can be sent for repacking without the problems of trying to ship the rocket as well. Typically the parachute requires repacking every six years and the rocket requires replacing every 12 years.

From the Secretary continued.

Frances Mathews has resigned as she is soon going on long service leave (and will miss the AGM). Geoff will send a personal thank-you letter.

The drains have been repaired by Wayne McGregor, to whom we are grateful.

Following a request at a meeting at the club, Jenny May asked Geoff and Mike G. to accompany her to a meeting

at Jandakot with those organizations with an interest in flying training at YBLN. There were about 16 attendees at the meeting, including representatives from the flying schools and Jandakot airport itself. Jenny presented a list of suggestions that would lessen the noise profile but these were mainly dismissed. The only proposal that would possibly be acceptable would to have all circuits to the east.

RA Training. Dick briefed the meeting on the current situation regarding RA training, saying that because of the increase in popularity of recreational aviation and plans to make the airport an important hub, we should make every effort to provide an effective RA training service. He is planning a short vacation and on his return will get things moving, including a big spread in the local paper. Any good ideas would be appreciated. He hopes to widen the market to include cadets and training for pilot's wives (or partners?). He commented that the clubhouse needs some redecoration. In answer, Geoff suggested that we have a working B on the 11th July.

Chairs. Noel has found a supply of low-cost second-hand chairs (\$10 each from Steptoe and Mum) that might be preferable to the present chairs. The decision as to whether we should purchase the available stock of 50 chairs was put to the meeting and passed by an overwhelming majority.

Geoff said that we could do with a couple of settees to replace the ones belong to Peter and asked that people keep a lookout for something suitable.

An office-type photocopier has been given to the club by Sea Rescue (thanks to Ian). He asked that the club should send a thank-you letter.

Dave asked whether there had been any progress in the renaming of Airport Drive. Geoff said that he would follow this up with Jenny May.

Ian asked that people ensure that the doors were kept shut and bin-lids kept on bins to minimise the risk of a rodent takeover (Note that a dead mouse was found in the office during the tidy-up).

The next meeting will be on the 12th July and the meal will be curry. A guest speaker, Ray Dowell, will talk to us about the use of fire extinguishers. (Michael's note to Dick - useful if the vindaloo is too strong!)

The meeting finished at about 6pm

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The Aveo Phantom

The latest LSA will be assembled in Tumut, NSW.

The Slovakian light aircraft manufacturer

has chosen Tumut, midway between Sydney and Melbourne to be the Australian base for the assembly of the Aveo Phantom. The Phantom (pictured) can be called a new design or generation aircraft which will have everyone talking about it for some time.

The aircraft, weighs in at 600 k all up and 290 k empty. It is powered by an engine designed in Belgium with a HP of 95 @ 3300 rpm.



Features include electronic door latches, antennas built into the wingtips and a ballistic parachute that can lower the aircraft safely to the ground in case of engine failure. (See page 5) It features a fully glass cockpit with touch screen avionics, a full autopilot with head up display and a system that weighs the aircraft and prevents it from taking off unless the weight and c.g. are in the correct range.

The engine is mainly conventional apart from the fact that it has fully electronic fuel control and fully electronic dual variable timing ignition. This, of course means single lever control with no mixture, carb heat or icing controls. The old grinding away on the starter of a Lycoming or Continental would be a thing of the past. Consequently, it earns the title FADEC (Fully Authority Digital Electronic Control)

Needless to say, this aircraft seems to set the standards for most LSAs (Light Sports Aircraft) coming onto the market today. Information is a bit limited so far but if you Google Aveo Phantom you will see several sites with bits of interesting information.



Talking about new aircraft - try this one for size!
Thanks to Kevin Douglas for sending this one in

Are you planning to go to Lake Ballard on 26-28 September?

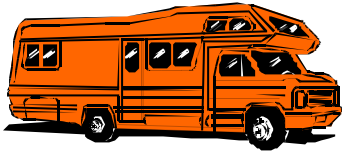
If you are, remember that early bookings are essential otherwise you will miss out.

To book for this great trip,
phone Mark on 0418 765 182

Chairs for the clubhouse

Next time you pop out to the clubhouse, you will notice the old plastic chairs have been replaced with a much more modern variety. At the last meeting, the club voted to purchase 50 second hand chairs for \$10 each. When Noel picked them up he noticed that many were quite dirty. However after much scrubbing Noel now has them looking like a \$100.

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Craft ideas, model trains & autos and more
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More News from Shane & Elise

When last we wrote, we were in Alice Springs about to head out to the East & West Macdonnell Ranges. Firstly to the East & stopped in at very pretty gorge areas along the way, camping at Trephina Gorge. Lots of Aboriginal rock art & beautiful colours in the soil & flora. Real Albert Namatjira country, no wonder he was so inspired. Visited Hermannsburg & enjoyed our self guided tour of the Lutheran Based Mission. A challenging task for these dedicated folk, both with the Aboriginal folk & with the harsh environs. On to the West Macs & what a delight this area is. Amazing & cheap NP campgrounds, all well spaced & generally very quiet. Lots of walks in both these areas with highlights being the Ormiston Pound Walk & the lengthy & fairly challenging Mt Sonder walk. Ormiston Pound very impressive, even more so than the famed Wilpina Pound in the Flinders...we reckon! Gobsmaacking views all round from the top of Mt Sonder...all manner of formations & colours. Other short walks thru' gorges were lovely & the Ochre Pits pretty amazing & still in use as a supply of the traditional Aboriginal natural colors for painting & body adornment.

Enjoyed another quick stop in Alice between & after the Macs...great bag arty thingy for the house at the Todd Markets & some lovely Aboriginal paintings form an ethical gallery...will be fun to see these things at home on the wall....might be some re-arranging when we get back. Time then to head north & sometimes there isn't much else to do but drive really & enjoy the quick stops a long the way, hence why we seem to cover a lot of ground from time to time !! Thru' Aileron & their giant Aboriginal figures, Barrow Creek & it's old Telegraph station & thru' the UFO capital of Australia, Wycliffe Well...no, didn't see any aliens, just lots of caravans as we drove by ! Enjoyed Devil's Marbles, amazing in the middle of no-where, flat land all around & there is this great heap of large granite boulders, just like a stack of marbles. Thru Tennant Creek, visiting a few sites around town as well as the Telegraph Station. Lots of Memorials along the way to commemorate the early explorers & their tenacity. Daly Waters was an interesting stop, like a city of Grey Nomads, apparently it is the place to stop & go to the show at the Pub . Think we may go on our way back even if just to cheer at the entertainers car-warming & caravan jokes ! Naughty aren't we ?

All of a sudden it gets rather tropical & lush in places & we enjoyed a stop around the Mataranka/Elsey NP on the Roper Rv . Mataranka & Bitter Springs were gorgeous to swim in, especially as most areas up here are unsuitable for swimming due to the presence of crocodiles. We'll be taking any safe swim we can get ! Beautiful, serene, palm fringed natural pools & not too busy. From Katherine, which we get to visit 3 times whilst up here, we headed west. Gregory NP & beginning to see the spectacular red

sandstone cliffs that the north is famous for. Also the beginning of the beautiful boab trees that we have so fallen in love with. Thru' Victoria Crossing & Timber Creek before enjoying the beauty of Keep River NP, right on the border of NT & WA. Again, beautiful colours & especially so into the evening. We have certainly enjoyed some fabulous sunsets in the north.

Kununurra held a treat in store for us, this is one to make the Aeroclub readers drool. One of our Kevin mates lives in Broome & was in Kununurra on business & managed to arrange a flight for us in the Police PC12...whoohoo hooo...who do you think was a happy boy !? Amazing to see this beautiful Kimberley area from the air as we joined the pilots on a short flight to the community of Forrest Rv/Oombulgurri. It was truly a bonus for us & we were so grateful for the experience. A lush town with lovely galleries to browse, didn't buy a diamond as they may have then been the end of the trip ! Did a short section on the Gibb Rv road to the El Questro Wilderness Area. Enjoyed a couple of walks & swims at Zebedee Springs & Amalia Gorge but a couple of 'water features' prevented us getting right in to the resort area. Decided it wasn't the time to take out the bottom of the van on some boulders !! Overnight at Wyndham, browsed the historical sites of this port as well as the pretty Grotto near town with it's lush vegetation & refreshing swimming hole.

Pretty much then headed for Broome via a couple of roadside free stops passing thru Halls Creek & Fitzroy Crossing. Did the Cruise at Geikie Gorge & were in awe of the beautiful limestone cliffs, plants growing out of nothing, freshwater mangroves, native figs, pandanus & heaps of freshwater crocodiles, apparently they don't tend to eat you like the salties will...still happy to keep our distance. Our 10 days or so based in Broome were great. General rule of a visit to the beach each day was dutifully upheld. Both areas part of a devonian reef, the gorge with soaring walls over croc filled waters & Tunnell Creek a wonderful 750m long, 3-15m wide cave complete with safe water to wade thru', bats & aboriginal rock art. Also visited the Prison Boab & the homestead where famed Aboriginal tracker, Jandamarra shot his employer...he then spent 3 years hiding in the Tunnell Creek cave...amazing hiding spot, but it didn't save him in the end.

So, here we are, have left Broome & are camping on the road out from Kununurra to see the Ord River Dam/Lake Argyle tomorrow before continuing north again & into NT. Do hope this finds you all well & happy. Thanks for your replies from our last email, love hearing from home & beyond. You can probably tell that we are well & enjoying ourselves...happy & content with this simple way of life. The weather has warmed significantly & it is so nice to be sitting out on the lovely evenings & wearing shorts & tees. Still sleeping well, seems to be cooling off enough at night which is good. Back in the NT the days are longer with the extra 1.5 hrs from WA so looking forward to that. Bummer daylight savings got the no vote, we will miss it. Anyway, enough ramblings, hope to hear from you soon.

Lots Of Love & Hugs, Elise & Shane xxxxx

**The next meeting will be
On Sunday 12 th july at 5.00 pm
The meal will be a curry**

Director's Meeting Sunday, 12 th July 1600 hrs.

***Working Bee at the clubhouse
Sat 11th July. (Bring a roller or brush)***

Lake Ballard Trip 26 - 28 Sept.

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

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