

# Fly About

Northam Aero club (Inc.) Newsletter

Vol. 50 Issue No. 3 April 2019

## A Message from the President

Hi all Members – Happy Easter

Although Easter Friday was not good flying weather, the rest of the Easter weekend was perfect for flying, I hope you all managed to take to the skies.

The mains water supply has now been upgraded and there should be no water pressure problems at the Airfield. I believe a huge thanks must go to Peter Clements who had his very generous talent called upon to rectify an electrical problem at the Northam Aero Club kitchen. It is the ongoing support of long time friends of the Aero Club that have taken this club to where it is today.

If you have not heard the news Northam has won the right to host the World Women's Ballooning Championships in 2021. The Shire of Northam has supported the Northam Ballooning Events Committee in putting together the proposal. Donna Tasker had the enormous job of taking the presentation to the Federation Aeronautique Internationale (FAI) and was successful in her professional delivery. Thank you to both Gren and Margie Putland for their continuing efforts.

Congratulations to all involved it will be a major event for Northam.

Northam Aero Club would like to hold a busy bee down the track to clear a few things around the Airfield and Club Rooms. I will keep you posted on the dates. Many hands make light work.

Fuel is very important when flying. Did you hear about the finding of a plane that made a forced landing and was out of fuel? The investigators discovered the wings had been replaced and they did not have long range tanks as did the old ones. Consequently the pilot ran out of fuel - who was at fault?

Always check your fuel quantity.

Cheers Errol

## In This Issue

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# Page 3 Plane



<b>OWNER:</b>	Ken Coulter
<b>REGISTRATION:</b>	19-1567
<b>TYPE:</b>	Zenith CH 701
<b>YEAR OF MANUFACTURE:</b>	2019
<b>SEATS:</b>	2
<b>TOTAL TIME:</b>	12 hours
<b>ENGINE TO RUN:</b>	2000
<b>PROP TO RUN:</b>	2000
<b>CRUISE SPEED:</b>	85kts
<b>STALL SPEED:</b>	way below 30kts
<b>CRUISE FUEL FLOW:</b>	16 litres/hour
<b>HANGARED:</b>	White Gum Air Park

# Club Captain's Report - April 2019

More FLY INS are on the calendar soon for Team NAC Pilots on Saturday 4th May and Saturday 15th June. Please mark your calendars, these events are excellent.

Any enquiries : ring Peter Hill 0450415947 email: [prh@aurora.net.au](mailto:prh@aurora.net.au)

**Wagin (RACWA) on Saturday 4th May with 8.30 take off from Northam**  
**SERPENTINE (SABC) on Saturday 15th June with 8.30 take off from Northam**

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TEAM NAC Flying Comp was Sunday 14th April, Ashley, last year's Club Champ is overseas, we missed him, but he still leads this season's results with 2 comps to go.

Ian Berry is also overseas and we wish him well in his travels, wonder what aircraft he brings back from this trip!

So only 4 Pilots fronted on an overcast, crosswind Runway 32 morning.

"Goomalling Reconnaissance" was the Comp, a Cross Country Mini Air Trial within a 20 mile radius. Waypoints to be identified and landing performance/radio calls marked. Pilots flew from Northam to Goomalling then via Goomalling Airstrip to Meckering and return to Base.

Now we are filming the landings there is a training benefit to the Pilots, and I must say it is a surprise to me when I see how I address the "Keys" in a cross wind landing! ( I need to tidy that up:).

**First Place - Peter**

**Second Place - James**

**A close Third Place was new TEAM NAC PILOT Nick Kostov  
in his immaculate Jabiru!**

All pilots flew safely and are more current and proficient by flying these Comps.

**NEXT COMP - SUNDAY 12th MAY**  
**"A BRIDGE TOO FAR"**  
**another cross country air trial**

Pilots have full Comp Sheets and Maps with 4 weeks to go, so lots of time to FLY a PRACTICE RUN or two.

Sunday 12th May is "MOTHERS DAY", so bring her along ! Usual complimentary morning teas of course.

Hope to see all TEAM NAC PILOTS SUNDAY 12th MAY at Northam for some good FLYING.

Until then, Thank You and Stay Safe.

Kind Regards

Peter Hill NAC Club Captain 0450415947 [prh@aurora.net.au](mailto:prh@aurora.net.au)

# Editor's Broadcast

Hello Fellow Aero Club Members

Well the cooler months are fast approaching, and I for one look forward to seeing the balloons around the field on these cold winter mornings! An exciting month for our friends at White Gum Air Park with the arrival of their 737 - look out in next month's Fly About for a feature on this historical day.

This issue has been published a little later than usual due to things being so busy in my world. Unfortunately, due to an increase in personal commitments, I am unable to continue my role as Fly About editor. Anyone interested in the fun, rewarding task please let me know!

Karin

NAC Fly About Editor

## Congratulations!!!!

After last month's wedding celebrations, Neil and Lilian welcomed their little girl "Piper" into the world in April. We are all looking forward to seeing more of Piper around the field in the coming years!



# Seen Around the Field



Pilots in the making scoring landings

CT 4's departing Northam in formation - Anzac Day.



Ballooning begins!!





Saturday night at the club bar  
always guarantees some good  
laughs with the regulars!

Top - Matt, Sandra and Ashley

Right - Guess who (Gxxxe?)

Below - (from left) Sharna,  
Annette, Peter, Lionel, Tahni,  
Howie, Gail, Kate & Adam



# Close Calls

## Crosswind Chaos — by Flight Safety Australia reader

*Reprinted with courtesy of Flight Safety Australia Magazine*

Several years ago, my father was visiting from overseas and we were both keen to attend a small fly in and airshow prior to him returning. I booked the Cub for the whole day. The destination was only about one hour away, and the flying display started at 1400. Plenty of time ...

We woke up early and set off to the airfield. The weather forecast was for good conditions with a light wind but as we were getting the aircraft ready, the cloud base looked a lot lower than expected. Since we still had time to spare, I decided to wait a bit, hoping the weather would improve. Eventually after several cups of coffee, it looked slightly brighter, so we decided to give it a go as time was ticking on. By now, the wind had picked up quite a bit. It was not as forecast, but it was down the runway. At least the runway of our home airfield anyway!

After a pleasant flight we eventually arrived at the destination and landed just prior to 1400 when the airfield closed for the flying display.

After a nice afternoon watching the display and chatting to a few other owners we slowly got ready to depart. The sky looked fantastic—sunny with a few puffy clouds at about 5000 ft. The wind was however quite strong and at this airfield it was 90° across the runway and gusting.

I started the take-off roll with the stick hard back and slight into wind aileron and smoothly applied full power. The Cub started to roll normally but as soon as the tail began to lift the aircraft began to veer rapidly to the right, into the wind. I fought for all it was worth with full left rudder to prevent a rapidly approaching ground loop.

We departed the sealed runway and ran onto the grass runway which was alongside. Fortunately, there were no runway lights or other obstructions for us to hit. As we bumped across the grass the nose started to pitch forward towards the ground. I just managed to regain control enough to bring the tailwheel back down, albeit with a bump.

Just when I thought I had directional control back the aircraft suddenly began to veer in the other direction. Again, I fought it with all that I had and eventually, after a struggle, the aircraft crossed back onto the hard runway again and finally became airborne. After shakily climbing away we had an uneventful flight home and a smooth landing on a (thankfully) into-the-wind home runway.

So, what had gone wrong and why? I viewed the video footage of the take-off which my passenger had filmed. Hindsight is a wonderful thing. I could already see a few things which I should have done a lot better.

During the taxi the video showed the horizontal windsock, so the wind was at least 15 knots at 90° to the runway and gusting stronger. The Cub flight manual says max demonstrated crosswind is 10 knots. I've heard many pilots argue that 'max demonstrated' is not an actual limit. Most pilots probably think they can handle stronger crosswinds and I suppose I was one of them. In this case I had exceed the limit of my skill level. I certainly will use 'max demonstrated' as a hard limit now.

In any crosswind you must ensure you use sufficient into-wind aileron. When I watched the video, I realised I probably only had a quarter deflection. It wasn't enough. More aileron means more weight on the into-wind wheel helping keep the aircraft tracking straight on the ground. It also stops the wing from lifting.

If it is all going wrong on a take-off then close the throttle and stop. For some reason stopping never crossed my mind but was probably the safest thing to do.

I suppose the sun and fabulous looking sky had lured me in to thinking it was great conditions for flying. Combined with the fact that we needed to be home, we decided to give it a go.

Get home-itis. We have all heard about it and like me, most people think they won't succumb to it. I was one of them!

It can creep up on you very easily without you even noticing. Always be aware of it, even on small trips. There is always another day to fly or another way to get home.





# Videos of the Month

Click on the title links to watch this month's videos

*(only available for email recipients of the Fly About)*

## [The Lifting Bodies](#)



## [How to belly land an F111](#)

**What happens when you lose a wheel!**

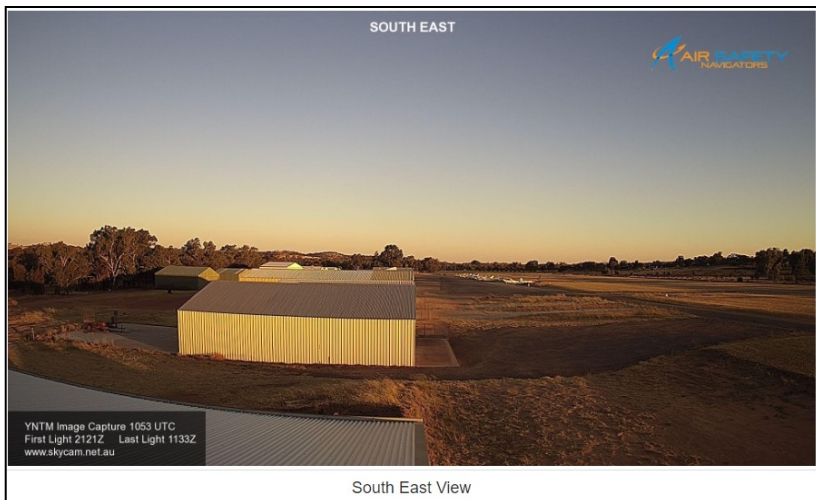


# NORTHAM AIRPORT SKYCAM

**Northam Airport now has a Skycam:**

**<http://www.northam.skycam.net.au/>**

The Skycam system at the Northam Airport has been installed to improve pilot situational awareness with regard to the weather. This webcam is funded and will be maintained by Air Safety Navigators as part of our commitment to aviation safety, the local flying community and in support of our home airfield. Images are now available on Ozrunways and Avplan



# Bar Roster

## May 2019

4th May	Adam Price
11th May	Mick Clements
18th May	Matt Bignell
25th May	Peter Scheer

## June 2019

1st June	Ashley Smith
8th June	Crofty
15th June	Howie
22nd June	Peter Hill
29th June	Adam Price

## July 2019

6th July	Mick Clements
13th July	Matt Bignell
20th July	Peter Scheer
27th July	Ashley Smith



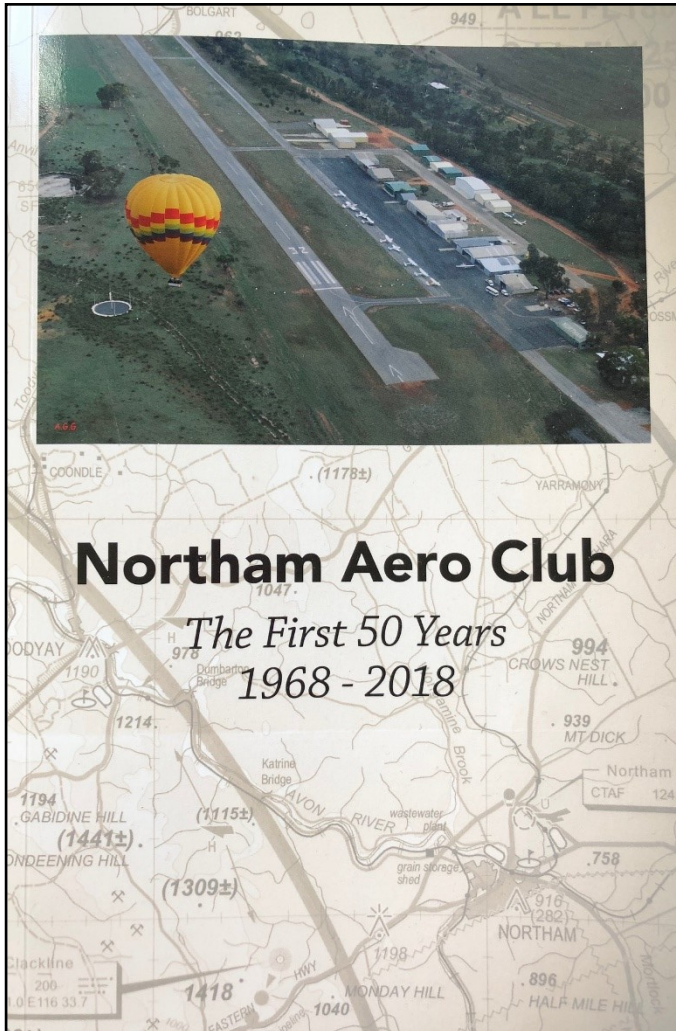
### Bar Hours - Saturday 5pm - 7pm

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

# Northam Aero Club

*“The First 50 Years”*

1968—2018



Copies of this wonderful read can be purchased for \$20 for members or \$25 for non members from the Aero Club Bar or \$25 from the Northam Visitors Centre.



**NORTHAM AERO CLUB Inc.**

**PO Box 247**

**NORTHAM WA 6401**

Dear Member,

Your membership to the Northam Aero Club expires on the 31<sup>st</sup> December 2018 and therefore membership fees for 2019 are due. There is no increase to the annual membership fees. Please also ensure that your contact details are updated and correct as this will enable us to keep our records and membership details current. Membership may be paid in person at the Northam Aero Club bar on Saturday nights from 5-7pm, by cash and cheque or paid directly into the:

**NAC Bank Account  
Westpac Bank  
BSB 036-107  
Acc No 69-2937**

**\* Please include your name on the Netbank deposit or we will be unable to process your membership.\***

If you no longer wish to be a member of the Northam Aero Club please complete the form below, tick 'Not Renewing' and return the form in the stamped and addressed envelope provided.

The Northam Aero Club offers members the opportunity to purchase a personalised club polo shirt and or cap. Please see the enclosed flyer and if you wish to order a polo shirt and or cap complete the required details below. Payment must be included with your membership fees. Orders will be processed in February. Gift vouchers and or Trial Introductory Flight vouchers are also available for purchase and are a great Christmas gift for flight enthusiasts. We are also asking members to indicate their preference in how they receive the monthly 'Fly About' magazine. Email is preferred, however a paper copy is still available.

A reminder to members that the Northam Aero Club is a family orientated club and that the bar is open each Saturday night from 5-7pm, with a pilot's competition held once a month, on the second Sunday, commencing at 9am. Members and families are invited to attend to participate as passengers in the flights as well as to enjoy the sausage sizzle, which are both complimentary. All members also receive, either by post or email (preferred) a copy of the 'Fly About' each month which highlights the previous month's activities, upcoming events and other flight information.

For any queries, regarding membership information or apparel please contact Peter Scheer  
Mob 0408 802 955.

Yours Sincerely,

Peter Scheer

Honourable Secretary

# May 2019



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1	2	3	4 Bar— Adam	5
6	7	8	9	10	11 Bar—Mick	12 Flying Comp  Mothers Day Morning Tea
13	14	15	16	17	18 Bar—Matt	19
20	21	22	23	24	25 Bar— Peter	26
27	28	29	30	31		

June 2019



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1 Bar - Ashley	2
3	4	5	6	7	8 Bar - Crofty	9 Flying Competition
10	11	12	13	14	15 Bar - Howie	16
17	18	19	20	21	22 Bar - Peter Hill	23
24	25	26	27	28	29 Bar - Adam	30

## Northam Aero Club Membership & Apparel Order Form

Name: \_\_\_\_\_

☐ Not Renewing

Address: \_\_\_\_\_

Phone: (Home) \_\_\_\_\_ (Mobile) \_\_\_\_\_ (email ) \_\_\_\_\_

Type of Membership: ☐ Adult (\$55)

☐ Junior (\$10)

Apparel: ☐ Club Polo Shirt (\$35) – Size \_\_\_\_\_ Name on Shirt: \_\_\_\_\_

100% breathable polyester jersey knit, snag resistant. Knit collar with contrast tipping.

Mens sizes S M L XL 2XL 3XL or 5XL . (185 GSM standard 3 button)

Womens sizes 8 10 12 14 16 18 20 22 or 24 (Ladies 215 GSM with open V with 2 press studs)

☐ Club Cap (\$20) plus \$8 postage. (\* Caps are also available from the bar)

Total Enclosed \$ \_\_\_\_\_

If you would like to receive an Invoice please tick ☐

‘Fly About’ Magazine: Yes ☐ I would like to receive it by ☐ email (preferred) ☐ post

No ☐ I do not wish to receive it

Many thanks,

Northam Aero Club Committee

Northam Aero Club Cap \$20

Northam Aero Club Polo Shirt \$35 (Personalised)





# Different Operations

Kevin Lathbury - NAC

Firstly, an apology because as any good pilot knows, a proper flying warrie should not only start with “There I was” but should also involve appropriate hand movements, and I can’t do that on paper. Anyway, there I was, on 137 Pilots’ Course back in 1986, having done a solo flight in a Macchi from Gingin, and it was my instructor’s job to fly me home to Pearce. Being a Navy A4 driver, he liked the chance to go for a hoon, so we came through initial doing at least 350 and pitched out. Gear speed in the Macchi was 150, meaning we had to lose over 200 knots in the turn. Willy achieved that with power idle, speedbrake, and the best part of 6g, which was my first-ever experience of g-induced grey-out and tunnel vision.

## **Initial and Pitch**

Anyway, that’s our first topic this month under the heading of “Operations that are a bit different from the standard flying at Northam”, and which you may encounter from time to time at non-towered aerodromes. A little while back Airservices in their wisdom decided to include a description of “Initial and pitch” in the AIP. It’s covered under “Operations in Class G Airspace” in AIP ENR 10. An Initial and Pitch starts at an Initial Point which is 5nm downwind, which means more or less the same spot that you’d join for a 5nm straight-in approach, only displaced to the dead side. It’s usually at circuit height, and at a country aerodrome you could expect the RAAF to consider the locals and stick to 1000 ft. They’ll track (or hoon) inbound at high speed, and abeam the runway they’ll do a steep turn to roll out on downwind. If there are two of them the leading aircraft will pitch first and roll out on about mid-downwind, and the second one will pitch a couple of seconds later and roll out behind the first, on an earlier downwind.

So it’s a bit like a midfield crosswind join, only faster and with a bit more g. Most importantly, at the speeds involved, they’re likely to be in your face before you get a chance to see them, so listen out. And if they call at Initial, which is 5nm away, and they’re doing 300 kt, that’s 1 minute. So if you’ve just got airborne for circuits in the old 172, they’ll probably be on downwind before you are.

## **Glider Tango Uniform Golf, Downwind Runway 14, Touch and Go**

OK, that’s an unlikely radio call. But there is an extra thing or two you can think about at an airfield where there are gliding operations. In case you want to venture to Cunderdin, or as far afield as Beverley or Narrogin, here are a couple of tips I’ve gleaned from those who fly without engines, and those who tow those who fly without engines.

Right of way is the biggest concern to glider and tug pilots. The rules for avoiding collision – power gives way to everything, airships give way to gliders and balloons, gliders give way to balloons – are based on the pretty logical premise that the more manoeuvrable aircraft gives way to the less manoeuvrable one. Based on that logic, a tug towing a glider is very unmanoeuvrable, so you must give way to it. Two aircraft, one behind the other, are much easier to see than one, and they all use radio, so seeing and avoiding a tug with a glider in tow shouldn't be too hard.

The other consideration about giving way to gliders is in the circuit. The rules say you must give way to an aircraft that is compelled to land – again pretty logical – and a glider in the circuit is of course compelled to land. In practice it means that if you're, say, late downwind for Runway 14 at Cunderdin and a glider broadcasts joining downwind, he will be on the ground before you. He'll be flying a continuously descending circuit and you'll probably be extending downwind. And don't forget if you extend downwind, to start finals on the right profile you'll want to roll out higher than 500 ft AGL. And if you're on base when a glider joins downwind, you don't have the option of extending and slotting in behind him, so always be prepared to go around to accommodate those who don't have that option.

A couple of other little tips that help everyone: when the spare glider and tugs and vehicles are sitting by the side of the runway, aim to touch down past them if you can. It's a bit hard if they're parked halfway down an 800 metre runway, but if they're close to the threshold on a 1500 metre runway like 14 at Cunderdin, there's plenty of room to touch down past them and make it less hazardous for everyone if you have a mishap such as a blown tyre or a runway excursion.

Another one you may consider – not possible at Beverley – is if the wind is light, it may be easier and more convenient to use the runway the gliders aren't using. A tug and glider lined up about to take off on 14 at Cunderdin can easily wait for you to do a touch and go on 05, but they'll prevent you doing that touch and go on 14.

## **RA Aircraft**

The main consideration with the light sport aircraft (LSA) is that while some of them fly at similar speeds to the old 172 or Cherokee, many of them are quite a bit slower. They also tend to do closer circuits. So as for the gliders, if you're on mid downwind and a LSA calls turning downwind, his circuit may be inside yours, and depending on his speed, he may want to turn base before you. Although calls turning base tend to be the preserve of those irritating pilots who see the need to yabber on the radio every 30 seconds in the circuit, this may be a time when a call turning base is a good idea.

## **Parachute Operations**

As a rule you're not going to try to land at an aerodrome where parachute operations are in progress. But when you're flying near those aerodromes, some awareness is obviously useful, and you can use your radio to reassure the pilot of the meatbomber that you're not about to fly under him and take out a couple of canopies.

If you're anywhere near Brooklands you'll be on Melbourne Centre (120.3) and because they often drop from 14,000 feet, which is in controlled airspace, you'll hear the pilot talking to Centre and asking for clearance to drop. He'll usually also report when he's lightened his load: "10 canopies in the air."

Often when I've flown near Brooklands and the parachute pilot has talked to Centre, Centre has told him something like: "Unidentified aircraft 2 miles east of Brooklands, tracking north, 3000, intentions unknown." Being on the ball as you expect your club instructors to be, I'll just say something like: "Melbourne Centre, PGL, 172, 2 miles east of Brooklands. We'll avoid the drop zone." Centre may ask us to squawk Ident to confirm that we are indeed the one they've identified. It's neither here nor there to Melbourne, but it just reassures the meatbomber pilot that you're on the frequency, you're aware of his intentions, and you'll stay clear.

Happy flying, and watch out for the parachutes, the lighties, the gliders, the RAAF and, most importantly, the Jandakot pilots!

Kevin



## Stress, fatigue and piloting

Medical studies have established that emotional stress created during the day-to-day lives of people can lead to ulcers, heart disease, family difficulties, loss of productivity and possible early death. It follows that stress as a health factor must be of concern to pilots. Associated with the general question of stress is the more familiar problem of pilot fatigue. There is evidence to suggest that individual operators and flying supervisors do not always focus sufficiently on these two problem areas. Yet there are often clear indications or symptoms that an individual is, or is likely to be, exposed to risks arising from stress and/or fatigue.

### Stress

Some of the more obvious stress-inducing events (stressors) have already been mentioned above. Research analysts have produced a 'life event scale' which shows the relative score values of each stressor (see Figure 1). By being aware of the relative impact of these events, we should be able to guard against loading up ourselves or our workmates when stresses from 'life events' already exist.

#### Social readjustment rating scale (incomplete)

Life event	Value
Death of spouse	100
Divorce	73
Marital separation	65
Jail term	63
Personal injury or illness	53
Marriage	50
Retirement	45
Change to different line of work	36
Trouble with in-laws	29
Trouble with boss	23
Change in work conditions	20
Change in sleeping habits	16
Change in eating habits	15

Figure 1

Apart from the life events, there are other fairly readily identifiable symptoms of stress which we should be able to recognise in ourselves and others:

- general irritability or depression
- low morale — loss of enthusiasm
- poor work habits associated with a decline in the quality of work
- trembling, nervous twitches or tics
- insomnia, sweating, headaches
- compulsive eating or drinking
- drug and alcohol abuse
- illness, such as ulcers, high blood pressure.

It is important to note the crucial role management can play in creating or alleviating stress. There is considerable evidence from physicians and clinical psychologists that psychologically unhealthy relationships between subordinates and their authority figures can lead to emotional disability.

One of the best ways to alleviate stress in the working environment therefore is to adopt a management style that engenders an open, trusting and participative climate. Good communication and an open, honest approach will do a lot to assuage stress through common clear understanding of tasks, purpose and goals. The way supervisors handle evaluations, internal job changes, tasking and counselling can be either devastating or morale boosting. Admittedly there are times when tight deadlines and operational requirements induce stress, but such stress is to be expected and can be managed by careful assignment of tasks according to ability and equitability of the workload. The question of managing stress is succinctly addressed in the following quotation:

The secret of success is not to avoid stress and thereby endure an uneventful boring life, for then our wealth would do us no good, but to learn to use our capital wisely, to get maximal satisfaction at the lowest price.



## Fatigue

Perhaps a more widely recognised enemy of pilots is aircrew fatigue. Flying tasks can require a high degree of skill, alertness and co-ordination, sometimes under adverse conditions. Often it is necessary to complete the most important and demanding part of a task at the end of a long and difficult day.

The fatigue factor, simply put, results in an inability to perform effectively. Also, it is insidious in that an individual may not be aware that judgment has been impaired. The symptoms, however, are apparent to the rested observer and include the following:

- a low frustration level
- degraded co-ordination
- slowness in response
- failure to recognise errors
- carelessness
- acceptance of low standards of accuracy.

How many of us have committed, or heard of, errors such as wrongly set altimeters, missed altitude calls, incorrect headings, and poor approaches followed by dicey landings after a long and difficult day?

Fortunately, such errors are usually countered by our ability to draw on reserve energy to 'psyche up' and handle stressful situations.

It is necessary to be aware of circadian rhythms, which explain the way in which the human body functions on a 24-hour-cycle biological clock. Any disruption of this cycle will cause fatigue and stress. Such primary body functions as temperature, blood pressure, blood sugar level and haemoglobin level can be adversely affected. Studies show that our poorest performance occurs at the low point in our circadian rhythm or the time we would normally be sleeping. Hence, our worst period is from about 0300 to 0600 local time (Figure 2 depicts the problem graphically). If you are trying to land during the 0300-0600 period after a long period of duty, then don't expect your judgment and skills to be at their best. Such matters as previously inadequate crew rest and crossing time zones will lower performance even more.

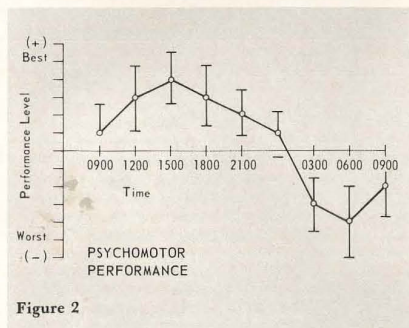


Figure 2

Pilots should also be aware of the phenomenon of 'sleep deficit'. The amount of sleep required by an individual varies, but in intensive flying operations sleep disturbance occurs frequently, to the point that

insufficient sleep or 'sleep deficit' occurs. If less than 8 hours of quality sleep is obtained in any 24-hour period, then an accumulation of sleep loss begins. The nature of flying operations is such that rest periods can become fragmented, with sleep often being scheduled for unusual hours. In these circumstances, it is likely that a pilot's sleep deficit will accumulate to a point where task risk increases. Once an individual is into a sleep deficit situation, considerable time off is required to restore the body to its normal state. Studies have shown that, following duty times of 12-20 hours, fatigue may exist for more than one or two days.

There are a multitude of other factors which cause aircrew fatigue in addition to those mentioned. Some of these are age, experience level, cockpit temperature, humidity, cabin altitude and physical fitness, including the effects of caffeine, self-medication, alcohol and smoking. There are a few irrefutable facts worth keeping in mind when considering pushing the fitness and hygiene factors and bending such rules as 'bottle to throttle'. Included in these are the following:

- Mental alertness and stamina are increased when an individual is physically fit.
- If pilots do not eat properly before and during flights, then a low blood sugar supply may result in anxiety, disorientation, amnesia and headaches.
- Studies and reports show that smokers are more susceptible to fatigue and suffer from a definite reduction in altitude tolerance.
- Alcohol causes significant changes in the body system that seriously impair the performance of flying skills. These changes appear to remain longer after drinking stops than was previously realised. Alcohol itself and its residual effects can remain for up to 18 hours after drinking.
- The over-use (4-5 cups per day) of coffee after flight might impair adequate rest and contribute to unnecessary fatigue on the next day's flight.

Of course, many of these fatigue and stress factors can be present simultaneously.

## Comment

The subject of pilot stress and fatigue is complex and often it is a struggle to maintain control over events which may pose a threat to safe operations. Nevertheless, pilots and operations managers must continue to focus on these human factors if their operations are to remain effective and safe. The idea is not to eliminate stress and be overly lenient, but more to alleviate unnecessary stress and fatigue. Those individuals associated with flight operations, either actively or administratively, must educate themselves on the many aspects of stress and fatigue that heretofore have not been sufficiently emphasized. The best counter to the issue is to be able to recognise stress and fatigue-inducing factors, and their associated symptoms, early, and to take remedial action before distress becomes a problem ●

(Adapted from Flight Comment)

After every flight, FedEx pilots fill out a form, known as a "gripe sheet" to tell mechanics about problems with the aircraft. The mechanics fix the problem, and then document their repairs on the form.

Here are some actual maintenance problems submitted by the pilots (marked with a "P") and the solutions recorded (marked by an "S") by maintenance engineers, who by the way have a sense of humor.

P. Left inside main tyre almost needs replacement.

S: Left inside main tyre almost replaced.

P. Test flight OK, auto-land very rough.

S: Auto-land not installed on this aircraft.

P. Something loose in cockpit.

S: Something tightened in cockpit.

P. Dead bugs on windshield.

S: Live bugs on back order.

P. Auto pilot in altitude-hold mode produces a 200 feet per minute descent.

S: Can't reproduce problem on the ground.

P. Evidence of leak on right main landing gear.

S: Evidence removed.

P. DME volume unbelievably loud.

S: DME volume set to more believable level.

P. Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P. IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P. Suspect crack in windshield.

S: Suspect you're right.

P. Number 3 engine missing.

S: Engine found on right wing after brief search.

P. Aircraft handles funny.

S: Aircraft warned to straighten up, fly right and be serious.

P. Target radar hums.

S: Reprogrammed target radar with lyrics.

P. Mouse in cockpit.

S: Cat installed in cockpit.

P. Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

# Classifieds

## Northam Aero Club Merchandise

**Club Polo Shirts with name and club logo—\$35.00**

*Postage available—\$10.00 per order*

**Club Caps with logo—\$20.00 available at the bar**

**Stubbie Holders—\$7.00 available at the bar**

*Postage available—\$8.00*



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## **Advertising Space Available**

### **Free for members**

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#### **Wanted**

##### **Aviation Memorabilia**

- Books
- Artefacts
- Photographs
- Old Aircraft Parts
- Signs

If it's old and historic—I'm interested

Adam Price—0428 611 797

#### **NAC Club Aircraft**

##### **Bookings**



Enquiries—Matt Bignell

0428 962 001

## **50/50 Share Sale**

**Vans RV7A**

**VH-ZDB**

*Looking for a 50/50 share or a possible outright sale considered*

- *Aircraft built in Nungarin and first flew in 2005*
- *Faultless history*
- *Fast and economical*
- *Always hangared*

*For more information please contact David Watkins*

*E : [dwatkins8@me.com](mailto:dwatkins8@me.com)*

## ***The Story of Curvy Kate***

is a fascinating story of one man's lifelong dream to build a head-turning replica SS Jaguar from the ground up.

Howard Pietersie takes us through a mechanical odyssey, replete with setbacks, successes and innovative solutions that make 'Curvy Kate' a remarkable story of endurance, elation and love.

However, the romantic notion of building a truly elegant piece of 20th century motoring royalty is not for the faint-hearted, though any unsuspecting soul determined to do so would do well to read this book.

The Story of Curvy Kate is Pietersie's inspirational and sometimes hilarious journey into the secret life of an enthusiastic amateur determined to realise a dream.



### **The Story of Curvy Kate**

available online

[www.replicajaguarbook.com](http://www.replicajaguarbook.com)

Paperback—\$29.95

Hardback—\$39.95

## **ASIC Cards**

*As you know, ASIC's now need to be collected in person. This has meant a trip to Perth to have a face to face pick up. I am now an agent for CASA so if you nominate Northam as your pick up point, your ASIC will be sent to me for you to collect in Northam.*

***Enquiries—Denis Beresford***

***0408 747 182***

***"Happy Flying"***

## **Hangar for Sale**

15m x 15m located on a front row and

Corner of taxiway—Block No. 33.

Power and water on corner of block.

Note—the hangar only uses the front half of the block, therefore another hangar can be built on the back of the block.

**Please call—0438 101 334**



# NAC Cessna 172—VH-PGL

## Hire Fee Structure

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*Private Hire - \$210 per hour*

*Dual Training - \$300 per hour*

*TIF's - \$150 per 1/2 hour*

*Briefing - as required*

*Instructor (in owner's aircraft) - \$100 per hour*

### **Pre-paid Discounted Block Rates Available**

- 5 hours - less 5%
- 10 hours - less 10%
- 20 hours - less 15%

Student pilots may use the discounted block rate for aircraft hire only

Instructor fees remain as priced above

For all further enquiries please contact:

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