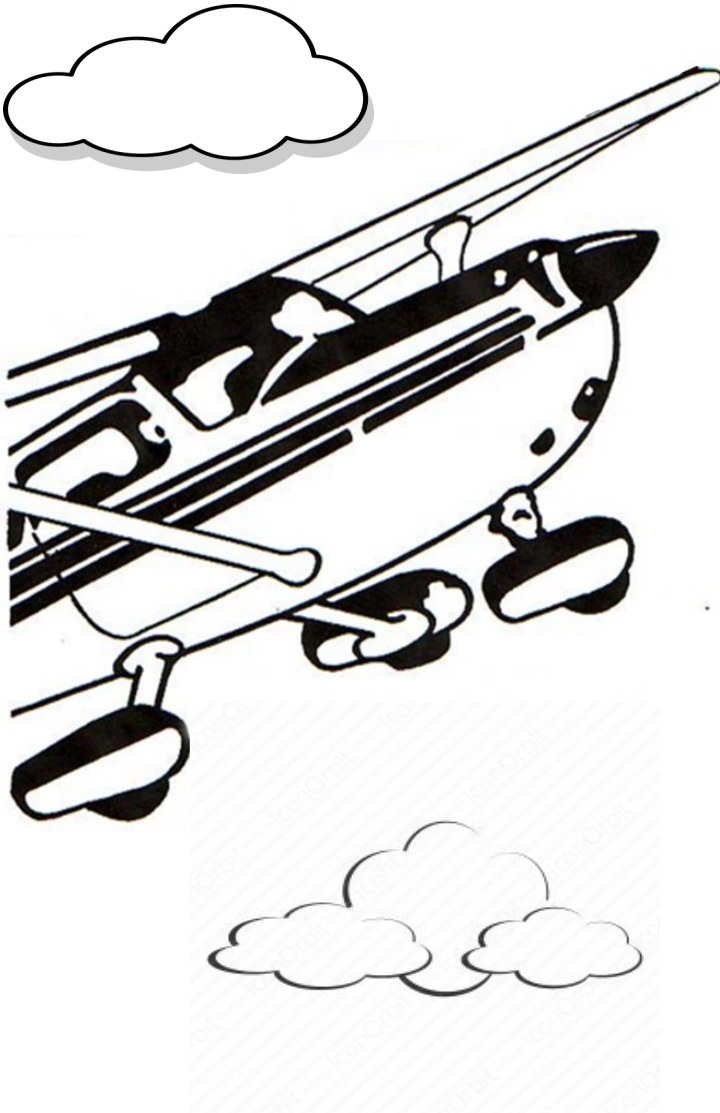


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 51 Issue No.4 APRIL 2020



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- ◆ Club Captain's Report
- ◆ Club Calendar
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Presidents Message

Hi all,

Things have been very quiet around the Club because of the Virus we continually hear about.

Western Australia has now had some restrictions lifted and I am sure it won't be too long before clubs are allowed to start congregating in small groups, we will keep you advised. Murray Bow will still take some AFR's but you will need to contact him. He prefers experienced pilots because with the 1.2 metres separation rule he will need to sit on the wing or undercarriage and it would take a little time to get back into the cabin if he needs to take control.



We have now aligned Northam Aero Club with Alan Shafto from RA-AUS Flying School so anyone wanting to learn to fly can do your flying through Alan.

RA-AUS will cover recreation flying only and is a great way to start flying.

While the Virus is around we are getting quotes to replace the ceiling in the Club Room along with the Lighting but will let you know of outcome. Hopefully all work will be finished before we are able to open the Bar again.

The weather has been fantastic for flying and anyone able to get up I am sure have enjoyed it, not too hot.

I look forward to catching up down the track with a few fly ins and will keep you advised.

Cheers.

Errol Croft
0428 880 149

Club Captains Report

Gents

Please see attachment, Full Comp Sheet NAC FLYING COMP.

NEXT COMP--- Sunday 10th May OR Sunday 14th June.

SUBJECT TO EASING OF COVID 19 RESTRICTIONS, WILL ADVISE FURTHER NEXT MONTH

"TIMED CIRCUITS x2"

Each pilot nominates his own time,so not a race, just a nice little brush up on precision circuits....

Make sure you have a stop watch and run sheet.

Good a reason as any to FLY A COUPLE OF PRACTICE CIRCUITS.

Morning Teas as usual by our lovely ladies. As always, Friends and Family most welcome.

Seats available in Club Aircraft for Members.

Cheers, Stay Safe

Peter Hill NAC Club Captain 0450415947 prh@aurora.net.au



RADIO CALLS

PILOT: _____

CALL SIGN: _____

"NORTHAM TRAFFIC _ _ _"

CTAF 124.2

| | | | |
|------------------|------------|--------------------|---------|
| TAXI | | Runway _ _ Northam | 10 Pts. |
| ENTER | BACKTRACK | Runway _ _ Northam | 10 Pts. |
| ROLLING | CIRCUITS | Runway _ _ Northam | 10 Pts. |
| TURNING DOWNWIND | | Runway _ _ Northam | 10 Pts. |
| TURNING BASE | | Runway _ _ Northam | 10 Pts. |
| TURNING FINAL | TOUCH & GO | Runway _ _ Northam | 10 Pts. |

| | | | |
|------------------|-------------------|--------------------|---------|
| TURNING DOWNWIND | | Runway _ _ Northam | 10 Pts. |
| TURNING BASE | | Runway _ _ Northam | 10 Pts. |
| TURNING FINAL | FULL STOP LANDING | Runway _ _ Northam | 10 Pts. |
| LANDED AND CLEAR | | Runway _ _ Northam | 10 Pts. |

Club Captains Report



NAC COMP TIMED CIRCUITS (2)

PILOT _____

CALL SIGN _____

| TIME STARTS | WHEELS OFF | HOUR | MINUTES | SECONDS |
|-------------|------------|------|---------|---------|
| | | | | |

Short Field Take Off from start of black top < 300 metres

10 Points

FIRST CIRCUIT IS TOUCH AND GO

ON KEYS BONUS POINTS

10 Points

SECOND CIRCUIT IS FULL STOP.

ON KEYS BONUS POINTS.

10 Points.

Short Field Full Stop Landing < 300 metres from Keys

10 Points.

RADIO CALLS

KNOW YOUR RADIO CALLS AND DO THEM

CLOSEST TO NOMINATED TIME IS 50 Points.

SECOND CLOSEST TO NOMINATED TIME IS 45 POINTS

THIRD CLOSEST TO NOMINATED TIME IS 40 POINTS Etc.Etc.

| TIME FINISHES | WHEELS ON | HOUR | MINUTES | SECONDS |
|---------------|-----------|------|---------|---------|
| | | | | |

Incapacitated

Two pilots on an airline flight will never eat the same meal. Even if you've never thought of that before, it makes obvious sense as soon as you read it. As well as making intuitive sense, it also a good idea based on statistics. Gastrointestinal illness, including food poisoning, is the most common cause of pilot incapacitation. According to an ATSB report released in 2016, half of all serious incapacitation incidents in high capacity airline flights in Australia between 2010 and 2014 were gastrointestinal.

So what can you do to avoid it? Probably not much apart from avoiding the wrong food and drink. If you're the one doing the flying you're always going to be smart enough to avoid alcohol, or white meat that's undercooked, but what about foods that may be normally okay, but are not a good idea before flight? If you consider that the outside pressure in flight will be less than on the ground, but the pressure in your guts will stay the same, you can come up with a few items. This list isn't necessarily foods that will cause food poisoning, but they may make your trip a bit uncomfortable.

Fast food – saturated fats are harder to digest at altitude.

Cruciferous vegetables (Like that word? Good one isn't it?) – the likes of broccoli, cabbage, cauliflower and beans are more likely to produce gas.

Salty snacks – these need a lot of water to digest, which is why they make you thirsty, but all the water can lead to bloating.

Caffeine – it dehydrates you and is also a diuretic (Full of good words today!) That means there's not much point taking off with 5 hours endurance and planning a 3-hour flight if the endurance of your bladder is only 2 hours.

Carbonated drinks.

According to the ATSB report, the second most common cause of pilot incapacitation between 2010 and 2014 was laser strikes. There's not a lot you can do about the lower life forms that shine lasers at aircraft other than report them, but the one key thing in the air is to avoid looking at a laser if you can. A laser is most dangerous when its beam is focused by a lens, and you have those in your eyes.

Barodontalgia (It's a veritable dictionary today isn't it?) is pain in your teeth caused by a change in ambient pressure. Imagine the pressure in a nice tooth cavity trying to equalize with the outside air. This explains why, once you're accepted for military aircrew training, one of the four medical specialists you see is a dentist.

Colds and flu don't feature much among pilot incapacitation statistics, partly because there's a fair chance you won't fly if your head is all blocked up, and partly because they're not necessarily going to render you totally incapable of flying an aeroplane. The most notable exception is if your Eustachian tube (Come on, that's not a new word!) is blocked. It connects your upper throat and the back of your nose with your middle ear, and it controls the pressure in your ears. When you take off and climb, and the outside pressure reduces, air will flow out of your ears via the Eustachian tube, thus ensuring the pressure inside your ears keeps pace with the reducing pressure outside. Even if you have a cold, this usually works. But it's harder for air to flow up that tube to your ears, which is what needs to happen on descent. As anyone who's experienced it knows, the result can be a very painful pressure differential on either side of your eardrums. And if your head is blocked, your sinuses will probably be hurting as well.

You are probably familiar with the Valsalva manoeuvre. Closing your mouth, pinching your nose and blowing may force air up your Eustachian tube into your ears to equalise the pressures.

Hypoxia is another factor that, as you well know, can cause incapacitation on a very permanent basis. It's pretty unlikely in the flying we do, and if you get hypoxic flying around below 10,000 ft you probably have underlying medical conditions that should preclude you from flying in the first place.

However, some of the better-known hypoxia incidents are ones that could quite possibly have been avoided through the right training. There are arguments about whether the benefits of hypobaric (decompression) chamber training outweigh the small risks of decompression-related trauma from the training. My not-so-humble view is that it should be part of a pressurisation endorsement. One part of the training that club members Dave Kerr, Chris Brady and I all did at the RAAF Aviation Medicine school at Point Cook was a "chamber run" at 25,000 ft. That involved sitting with masks on while the chamber was "blown up" to the required height. In accordance with the discussion above about pressure in your guts versus outside pressure, we were told "Don't try to hold it in" and "Stain is better than pain!" So we left the masks on for a while to allow all the noxious gases to dissipate, then off came the masks. Within about 3 minutes, by which time your writing on a pad had deteriorated to a doctor's standard, you were getting hypoxic and, most importantly, observing your first symptoms. First symptoms vary from person to person – maybe dizziness, tingling fingers, blue skin – but your own first symptom will always be the same. Mine is blurred vision.

The investigation into the Super King Air that took off from Perth for Leonora and crashed in Queensland in 2000 concluded that all on board had become incapacitated due to hypoxia. Unlike big jets, which have aural warnings in the cockpit when the cabin altitude goes above a certain level, the King Air didn't have an aural warning. But if the pilots were familiar with their individual symptoms of hypoxia, who knows? The outcome may have been different. The Learjet that took off from Florida, carrying golfer Payne Stewart and five others, and crashed in South Dakota in 1999, suffered a similar fate. As for the Super King Air, with the aircraft destroyed and no survivors, it was hard to draw conclusive answers from the investigation.

A similar, but arguably more avoidable, crash was of a 737 that took off from Cyprus for Athens in 2005. The cabin pressure warning went off at 12,000 ft but the crew misidentified it as a take-off configuration warning because the sound is the same. Having the same warning sound for two different problems shouldn't be a problem, considering the take-off warning can only sound on the ground and the cabin pressure warning will only sound above 10,000 ft. The aeroplane flew on to its destination and, in the absence of instructions from the pilots, entered the holding pattern and stayed in it for 70 minutes until it ran out of fuel. (That, incidentally, is exactly what MH370 would have done if it had had a decompression that went unnoticed by both pilots.)

Fatigue is another one that is less likely to be a problem for most of us than for, say, long-haul airline pilots. Crossing multiple time zones and flying when sensible people are asleep are obviously risk factors, which airlines try their best to deal with via fatigue management plans, flight and duty time limits, long enough stopovers, and good hotels that have 24-hour check-in and room service, nice thick curtains in the rooms to block out the light, and whatever else you need to be able to sleep at any hour. The main risk for a Northam Aero Club pilot is probably the chance of flying after a long and busy day or week doing the job that allows you to pay for your flying.

The VFR Guide contains a little mnemonic that makes a good checklist for fitness to fly: IM-SAFE.

I – illness. Are you well?

M – medication. Are you free from effects of medication or drugs?

S – stress.

A – alcohol.

F – fatigue. Are you adequately rested?

E – eating. Have you eaten properly?

Happy flying, and remember the ground is a much better place than the air to encounter any of the dramas discussed here.

FOR SALE

WASP Aircraft and Hangar

Aircraft was first registered in 2009, built by Mark Thornton. Aircraft has a TTIS of 33 hours and is powered by a Rotax engine.

Hangar was also built by Mark and is at Beverley Airport. For more information please call:
Maree Thornton on 0429 646 155



Next Club Competition

NEXT NAC FLYING COMP is scheduled for Sunday 10th MAY 2020.

Due to the restrictions in place as a result of the Corona Virus Pandemic, please check with Club Captain Peter Hill to confirm.

Peter Hill, Club Captain NAC 0450415947 prh@aurora.net.au

Bar Roster

Bar Hours - Closed until further notice

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

Virtual Trivia Night Saturday 9th May 2020 7:00pm (1900hrs)

Step 1. Register your interest at
auswideaviation@bigpond.com
or ring MJ on 0408439160

Step 2. At 6:58pm on the night click on the link sent to you and join the ZOOM Virtual Trivia Night.

Step 3. Answer as many questions correctly as you can and hopefully win!!!

What you will need:

You must register your interest with MJ

A computer with a webcam

A mobile phone (to answer questions)

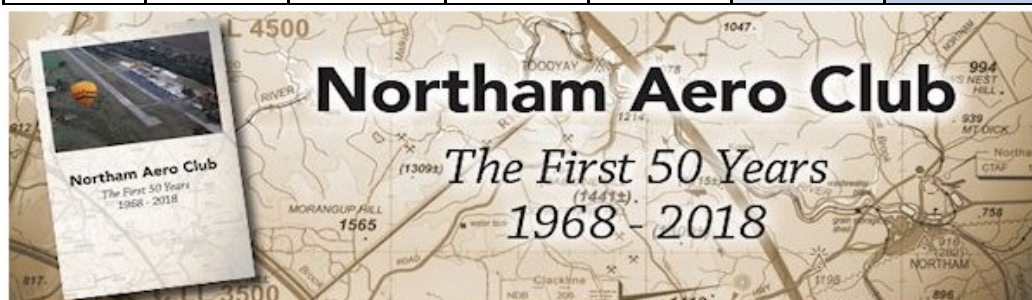
A good sense of humour.

April/May 2020



NORTHAM AERO CLUB

| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|--------|---------|-----------|----------|--------|-------------|--------|
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 TRIVIA | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |



\$25.00 available from Northam Aero Club

Wanted

Aviation Memorabilia

- Books
- Artifacts
- Photographs
- Old Aircraft Parts
- Signs

NAC Club Aircraft Bookings



Enquiries—Matt Bignell

0428 962 001

Northam Aero Club Membership & Apparel Order Form

Name: _____

☐ Not Renewing

Address: _____

Phone: (Home) _____ (Mobile) _____ (email) _____

Type of Membership: ☐ Adult (\$55)

☐ Junior (\$10)

Club Bank Details: BSB 036-107 A/c Number:69-2937

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)



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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The Story of Curvy Kate

available online

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

Private Hire - \$220 per hour

Dual Training - \$330 per hour

TIF's - \$165 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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Matt Bignell - 0428 962 001



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