

Fly About

Northam Aero club (Inc.) Newsletter

Vol. 53 Issue No.4 April 2022



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Presidents Message

Hi all.

I hope you have had a wonderful Easter with lots of flying. If you have been up in our beautiful skies, you will have noticed how green it became after our recent rains. With all the burning off it is not hard to see the direction of the wind.

We have the General Elections for the Committee coming up and will keep you posted on the dates, but don't wait if you are interested in being a part of the Executive Committee put your hand up or notify one of the existing Committee.

On 30th April Saturday the MG Car Club and the Warbirds will be at the Airfield about 9.30am. If you want to come down for a look you are more than welcome.

On the 1st May the Royal Aero Club and NAC Pilots that would like to participate will be flying to Kununoppin Airfield where they will be picked up by bus and taken to Nungarin to see their fantastic museum and shop at the market day they hold every 1st Sunday of the month.

Also, I would like to say a huge thanks to Ashley Smith for cleaning out the hangar and PGL on his days off.

I hope you have been flying and remember with this cooler weather use that carby heat.

Cheers, Errol

Club Captains Report

Our April Flying Comp was a Cross Country Air Trial conducted within a 10 n.m. radius of Northam Airfield.

TEAM NAC PILOTS overflowed various bridges over the Avon and were also judged on Radio Calls and their landings etc.

All Pilots were given full Maps and Comp Sheets 30 days prior as usual, so had ample time to understand/even FLY a practice run. Airmanship and proficiency shown by all Competitors was excellent, and a good day was enjoyed by all Pilots and Crew!

Preston Smith, a founding Member was with us again, and we thanked Preston and Ashley for the impressive tidy up of the Club Hangar during the week AND the fantastic cleaning of the Club Aircraft!

Light winds from North West for a change

So Runway 32, which gave our Visitors great ringside seats for all take offs and landings etc." we enjoyed the day".

RESULTS

Placing	Pilot	Points
First Place	Dave MacFarlane	Perfect Score
Second Place	Peter Hill Asley Smith	129 points
Third Place	Bo Hannington	127 points
Fourth Place	Peter MaKay Hill	126 points
Fifth Place	Nick Kostov	125 points
Sixth Place	Ian Berry	121 points
Seventh Place	James Hill	120 points

NEXT TEAM NAC FLYING COMP :

SUNDAY 8 th MAY.. " DEMPSTER STRIP / MURESK SORTIE"

A Cross Country Air Trial approximately 34 n.m. within 10 n.m. radius of Airfield.

As usual all TEAM NAC PILOTS have full Comp Sheets and Maps 30 days to go.

Hope to see all TEAM NAC PILOTS and Crew at Northam Sunday 8 th MAY...

Stay current by flying our NAC Comps! 9 am start time Sunday 8 th May.

Yes that is Mothers Day, all Mothers very welcome and seats available to fly.

Usual Complimentary Morning Tea of course, see you there!

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

Next Club Competition

Sunday 8 th May (9 am start) "DEMPSTER STRIP / MURESK SORTIE"

A Mini Cross Country Air Trial approx. 34 n.m. within 10 n.m. radius of Northam Airfield.

Calling all TEAM NAC PILOTS and CREW, Please mark your calendars, Sunday 8th May
for a nice little fly about the Avon.

Hope to see you all at Sunday 8th May Flying Comp.

Friends and Family very welcome, seats available in Club Aircraft.

Complimentary morning teas as usual, see you there!

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

Here is next Flying Comp

Sunday 8th May

Enjoy Peter Hill Club Captain



PILOT: _____

CALL SIGN: _____

DEMPSTER STRIP / MURESK SORTIE
A Mini Cross Country Air Trial appr 34 n.m.

TAKE OFF & DEPART CROSSWIND MAINTAINING 4,500 Ft.

RADIO 124.2 "Northam Traffic ___ departure crosswind to East
through ___ Ft on climb to 1,500 ft Northam" 10
At 5 miles along Gt. Eastern Hwy:
Find DEMPSTERS STRIP North side of Gt E. Hwy Grass Valley:
REPORT... is hangar East or West end of strip? ___ 10

Now track 220° for MURESK AG COLLEGE.
CLIMB to 2,500 Ft.
AT MURESK: Are Grain Silos East or West of Oval? ___ 10

NOW TRACK NORTH and CLIMB TO 3,500 Ft.
RADIO 124.2 "Northam Traffic ___ 7 miles South at 3,500 Ft
tracking North to OVERFLY Northam Airfield
AT TIME ___ Northam" 10
Track to the intersect of:
Northam / Pithara Rd and 31 * 33 minutes South.

CLEAROFF CHECKS
RADIO 124.2 "Northam Traffic ___ OVERHEAD Northam Airfield
Maintaining 3,500 Ft tracking 360° Northam" 10

At position 31°33" / Northam / Pithara Rd:
Identify 5 acre farmlet on East side of road
any AFL goal posts visible? Yes/No ___ 10

Track 130 degrees at 3,500 Ft to DEMPSTERS STRIP
Check activity this airstrip and return to base.

"Northam Traffic ___ 7 miles East at 3,500 Ft
INBOUND, ON DESCENT est. Time ___ Northam" 10

"Northam traffic ___ OVERHEAD at 2,000 Ft
Crossing to the dead side and descending
For a Midfield crosswind circuit entry Northam" 10

"Northam Traffic ___
JOINING MIDFIELD CROSSWIND Rwy ___ Northam" 10

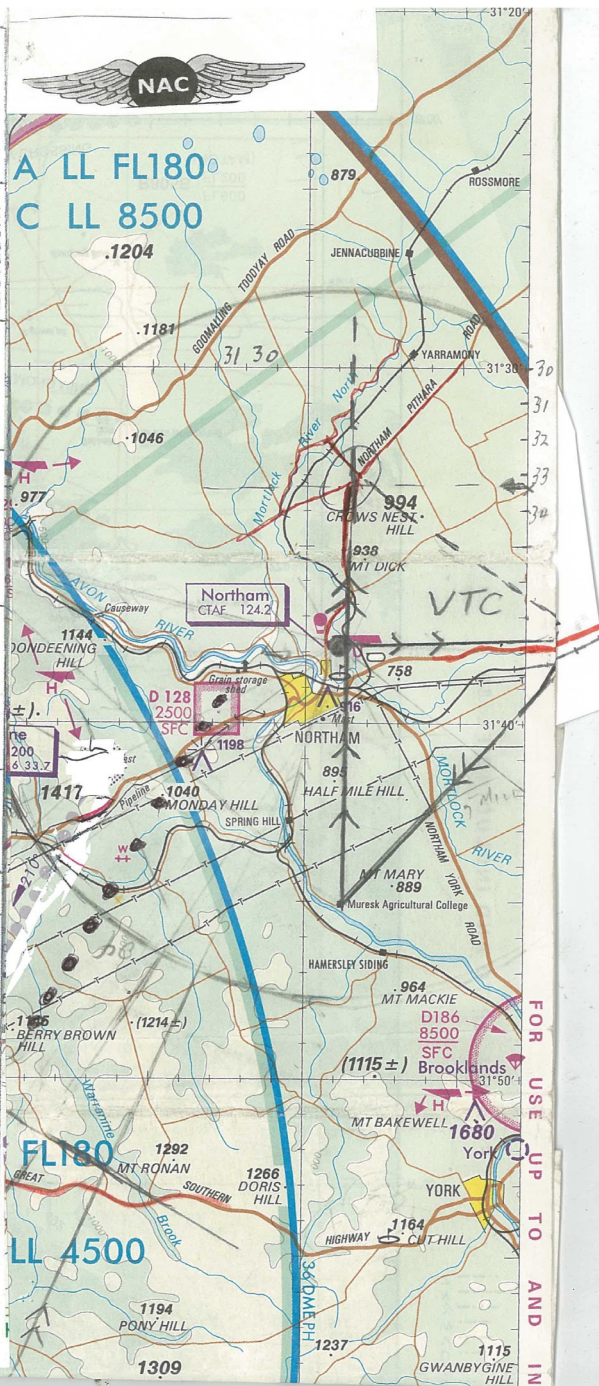
"Northam Traffic ___ TURNING MID DOWNWIND
Runway ___ Northam" 10

BONUS POINTS: Land on 10

"Northam Traffic ___ LANDED and CLEAR
Runway ___ Northam" 10

Next Club Competition

C	L	E	A	R	O	F	F	S
Compass	Log	Engine	Altitude	Radio	Orientation	Fuel Log	Forced Landing	Sartime
Compass & DG Aligned?	10 min Marks? ETA Logged? ATD Logged?	Lean Mixture? RPM? Temps & Pressures?	Hemisp? Assigned? Limitations (eg. Cloud, Terrain, etc)	Correct Freq? Transponder? Nav aids Usable? Radio Calls?	Where am I? Fix/Pinpoint if possible!	Contents? Log!	Where to go? Wind direction? Ground Elevation?	When does it expire? Does it need amending?



ADSB

As you may or may not be aware, PGL has its first real 21st Century piece of kit – a new transponder. There are a couple of things this new one should do that the old one couldn't, the first being to correctly display altitude to ATS without a 400 ft error. The other new feature is that it is a Mode S transponder, which means ADS-B OUT.

What is ADSB?

Automatic Dependent Surveillance-Broadcast (ADSB) is a system that allows an aircraft to transmit information to ATS and other aircraft. It's basically a way of spreading surveillance services across more of the country without having to put ATC radar sites everywhere.

Automatic – the pilot doesn't need to do anything (other than turn the equipment on);
Dependent – on having the right equipment, which means barometric (ie. altitude) encoding and GNSS input;

Surveillance – an enhancement to traditional radar surveillance;

Broadcast – your information is broadcast to ATS and other suitably equipped aircraft.

Your aircraft may have ADS-B OUT and ADS-B IN, or just ADS-B OUT, which is what PGL has. ADS-B OUT means you're broadcasting your position. ADS-B IN means you have ADS-B OUT, as well as a display that will show ADS-B OUT information from other aircraft, which generally means you have a full glass cockpit.

Your ADS-B position is GNSS-based, which means the unit will know where it is anywhere in Australia. But to be of use to ATS and other aircraft, you need to be within range of an ADS-B ground station. If you are, your transponder broadcasts to the ground station network which, combined with radar, provides Australia-wide coverage above 30,000 feet, and significant coverage at the levels we fly at. The information is available to ATS and to aircraft equipped with ADS-B IN.

ADS-B transmits twice per second on 1090 MHz, which is in the UHF band. The information broadcast includes aircraft ID, position, altitude, velocity and vertical speed.

ADSB

The benefits

Many of the benefits are to IFR aircraft, including:

- Position reports are not required if your aircraft is suitably equipped;

- Greater ability for ATS to approve requested routes or flight levels, which can increase efficiency and reduce fuel burn, for instance by allowing aircraft to climb to optimum cruising levels with less chance of being delayed in doing so by other traffic;

- Ability to reduce separation, which means higher volumes of traffic without a reduction in safety;

- A radar service in airspace that previously only had procedural coverage.

If you're buzzing around at 3000 ft near Northam with your transponder on, you'll show up on Melbourne Centre's screen, but with a Mode C transponder you won't show up at 3000 ft over, say, Meekatharra or Newman. The coverage of ADS-B ground stations means that with a Mode S transponder you will show up at many of those more remote locations.

On that topic, ADS-B is a big benefit up north. In recent times a lot of mining companies have decided it's practical to have airstrips at their mines. It's more convenient for a company to fly workers straight to Yandi or West Angelas than to fly them to Newman and put them on a bus for two hours to site. That increase in air traffic has meant a greater need for surveillance, and in the absence of wide radar coverage down low, ADS-B provides extra situational awareness and improved safety.

What ATS sees

If you're within primary radar coverage, ATS will have two dots for you on their screen – the primary radar paint, and the GPS position being transmitted by your transponder. If you're out of radar coverage but within range of an ADS-B ground station, your aircraft ID, GPS position and tracking will be displayed on the ATS screen just as if you were within normal radar coverage, which means ATS can provide a better service than if they were relying on position reports.

The flight identification (FLTID) is pre-programmed into the ADS-B unit, and allows a target on a display to be linked to the relevant flight plan. However, if you're entering radar-controlled CTA, you'll still be given a discrete transponder code to squawk.

ADSB

What other pilots see

If an aircraft is equipped with ADS-B IN, and you're both within coverage of a ground station, you'll appear as a target on their Navigation Display, which is the same display that will show Traffic Collision and Avoidance System (TCAS) information. Because an aircraft display is smaller than an ATIS radar display, to avoid cluttering up the screen, you appear just as a dot, with no aircraft ID. That means it's just as important as ever to talk to each other to increase situational awareness.

For the 737 or Fokker 100 pilot competing with you for airspace, TCAS only shows you when you're within about 50 seconds. ADS-B IN has an advantage in that it will show you sooner than that because it's based on knowing you're there, not just on whether you're a potential conflict. That enhances situational awareness for the pilots with ADS-B IN.

What you need to do

In the Surveillance section of an ICAO Flight Notification, you select:

E-Mode S with ID, Alt and ADS-B, and
B1-ADS-B OUT 1090 MHz.

This displays as EB1 in the notification.

And apart from putting the right code in the right spot if you're submitting a Flight Notification, all you need to do is turn the transponder on to ALT.

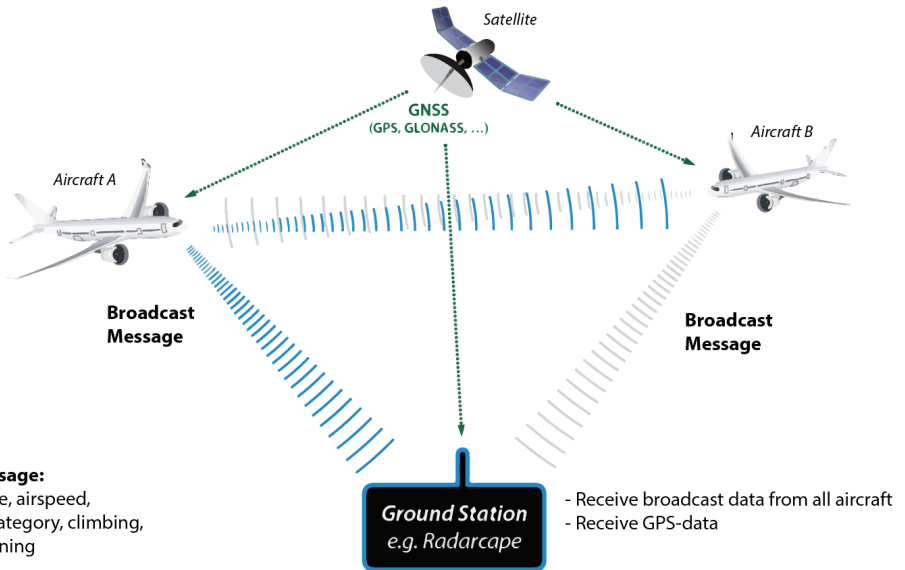
Happy flying, and don't forget your line-up checks include strobes, ALT on the nice new Mode S transponder, plus the other item that's missing on the checklist in PGL – your take-off safety brief. That's not the pax brief; that's the "If anything goes wrong on take-off" brief.

Note: Thanks to Dave Kerr for his expert advice on the use of ADS-B IN.

ADSB

ADS-B System

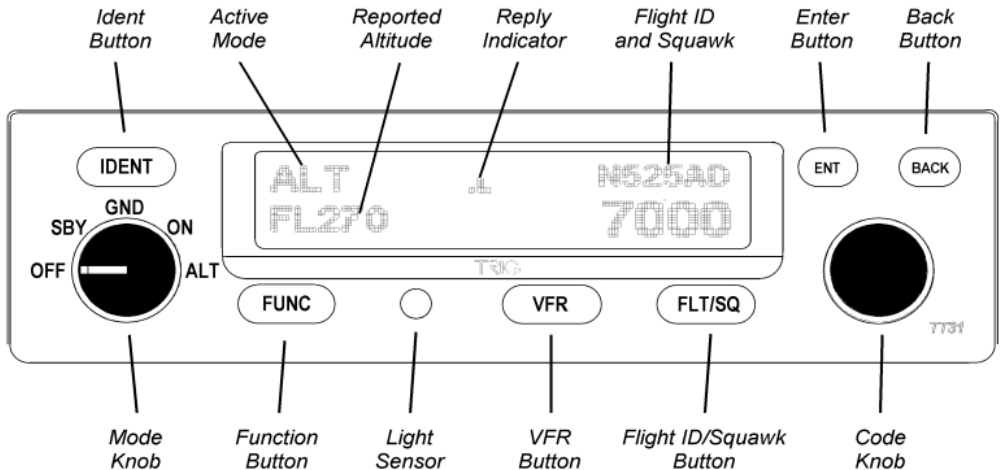
Automatic Dependent Surveillance Broadcast



Broadcast Message:

Position, altitude, airspeed, identification, category, climbing, descending, turning

PGL's NEW TRANSPONDER



Membership Renewal & Apparel

Northam Aero Club Membership & Apparel Order Form

Name: _____ ☐ Not Renewing

Address _____

Phone: _____ Email _____

Type of Membership: ☐ Adult \$55.00 ☐ Junior \$10.00

Club Bank Details: BSB 036-107 Acc Number: 69-2937

Apparel: ☐ Club Polo Shirt \$35.00 – 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 5 XL (185gsm 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 \$25.00 plus \$8.00 postage ☐ Caps also available from the Bar

Total enclosed \$ _____

If you would like to receive an invoice please tick ☐

"Fly About" magazine Yes ☐

No ☐

Many thanks,
Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised



BAR ROSTER



BAR ROSTER 2022

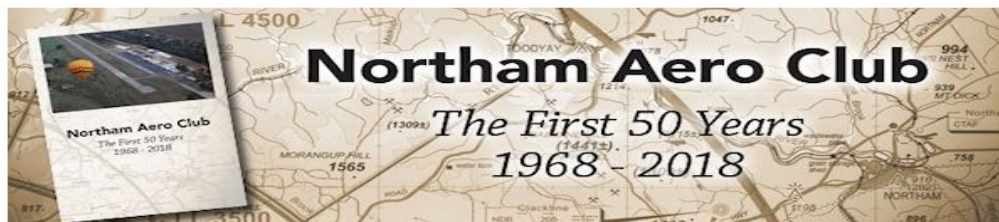
MARCH	
5th	
12th	
19th	
26th	
MAY	
7th	
14th	
21th	
28th	
JULY	
2nd	
9th	
16th	
23rd	
30th	

APRIL	
2nd	
9th	
16th	
23rd	
30th	
JUNE	
4th	
11th	
18th	
25th	
AUGUST	
6th	
13th	
20th	
27th	

Mar/April 2022



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



\$25.00 available from Northam Aero Club

Wanted - Aviation Memorabilia

- Books
- Artifacts
- 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

0407 873 700

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—\$25.00 available at the bar

Stubbie Holders—\$7.00 available at the bar

Postage available—\$8.00



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Hire Fee Structure

Private Hire - \$240 per hour

Dual Training - \$350 per hour

TIF's - \$175 per 1/2 hour

Briefing - as required

Instructor (in owner's aircraft) - \$115 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:

NAC Treasurer - nactreasurer@bigpond.com T: 0428 743 031

Aircraft Bookings: Matt Bignell - 0407 873 700

Membership Renewals

Northam Aero Club Membership Renewal due January 2022

Our Membership year runs from January to December each year.

The cost of club membership remains unchanged at \$55.00 per year.

Bank Details to make Membership payment to **Northam Aero Club**
BSB: **036107** Account No. **692937** Reference **(please use your surname to make it easier for us to find you)**

**President**

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