Fly About

Northam Aero club (Inc.) Newsletter Vol. 49 Issue No. 12 December 2018

A Message from the President

Ho Ho Ho Merry Christmas all!

Our Northam Aero Club Christmas Dinner was held at the Club Rooms on Sunday 9th December and was well attended. Many thanks must go to Adam and Karin Price and Jesse and Lachie for preparing the Clubroom with all the decorations and tables.

As always, thanks to everyone that worked in the kitchen preparing all the wonderful food and cleaning up. For those that manned the bar during the day, thank you also. It was great to see so many Members relaxing and enjoying the afternoon together. To those that flew in, thanks for the effort that you made to get here.

Father Christmas arrived in Claude's helicopter on a perfect afternoon. Santa was very generous with his kisses and presents. After FX departed to his next port of call Karin and Adam did the Secret Santa gift game but everyone loved their presents so I didn't see anyone "stealing". A very successful day all round.

A huge thanks to Claude and Matt for their major input towards our annual break up and to all that brought along food and helped to make Christmas 2018 a success.

As we get towards the end of 2018 I believe we all have a lot to be grateful for. We are very fortunate here at Northam to have such a diverse membership base that has produced so many successful events and even publish a 50th Anniversary book.

Merry Christmas and a Happy New Year to all Members

Cheers,

Errol

In This Issue

Vice President's & Airside Report

Dear NAC Members

The Club's Christmas function was a fantastic day out with about 50 members in attendance it was great to see the comradery of our members and their families all coming to together for this day. Santa arrived by helicopter and I am reliably informed that Claude is one of only a few people who are authorised to Pilot Santa when he is not in command of his own Sleigh and associated 9 powerplants! Santa made a reappearance later in the day and seemed to enjoy his ride in Howie and Gail's beautiful Jaguar.

Check the NOTAM's on Xmas Eve, AirServices publishes Santa's route and estimated time intervals. As he is now required to be fitted with an ADS-B transponder you can follow his progress from here:

https://www.airservicesaustralia.com/santa/

We have recently been granted permission by the Australian Transport Safety Bureau (ATSB) to reproduce articles from the old Aviation Safety Digests which we will now include in Fly About every month. The point of publishing these articles is for aviation safety awareness, an accident scenario that you are aware of and have read about is less likely to happen to you. The digests ran from 1953 to 1991 and were commonly referred to as the Crash Comics. If you have any lying around at home and don't want them anymore please drop them into the club. I have a number of these in my personal collection and it always amazes me that there aren't any new ways to damage aircraft or injure pilots and passengers, the articles published in 1953 are still relevant today. Please have a read of the articles first published in May 1969 in this months edition and you will see what I mean.

It's nice to see the club library is growing, every time I go into the clubrooms I notice a new book on the shelf, I don't know where they are coming from, but thanks to whomever is putting them there, they are building a lasting legacy for our club.

On the airside front there have been a few things happening, new gable markers and cones have been approved and we should see these some time next year. The fox living on the southern side grass has reportedly been trapped and relocated and the secondary windsock mast has been repaired. Key pads for the electric gate have also been installed. A grant submission has been submitted to the State Government for new runway lights and additions to the emergency services apron area adjacent to the club house, we should hear back on whether we have been successful on that during Q2 of next year.

Merry Xmas to all, have a safe and happy festive season.

Adam Price—NAC Vice-President

Page 3 Plane

OWNER: Peter Hill

REGISTRATION: VH-BFC

TYPE: Cessna 152a

YEAR OF MANUFACTURE: 1978

SEATS: 2

TOTAL TIME: 13,700

PROP TO RUN: 900 Hours

CRUISE SPEED: 90 knots

STALL SPEED: 43 knots

CRUISE FUEL FLOW: 23 litres/hour

HANGARED: YNTM

Club Captain's Report - December 2018

"CROSS COUNTRY with STRAIGHT IN APPROACH "

Sunday 9th December 2018

A nice little Cross Country Air Trial with waypoints to be identified then a Straight In Approach and landing performance criteria .

Team NAC Pilots and Crew gathered in the Flight Office to learn their start times and grab a cuppa and cake and talk shop etc.

As usual all TEAM NAC PILOTS had full Comp Sheets 4 weeks ago so were on top of it all, most had even flown a practice run or two.

Team NAC Flying Comps are really all about PROFICIENCY, and systematically dusting off and honing the basic flying skills we were taught as students, and the close scoring of our pilots in these Comps reflects the success of this approach, all our TEAM NAC PILOTS enjoy the Comps and the Fellowship too.

A Southerly wind variable at 10 knots , so Runway 14...

Start times were staggered by 15 minutes for safety.

RESULTS

Equal First Place

Ian Berry - Jabiru

Adam Price - Piper Arrow

Peter Hill - Cessna 152

Second

Ashley Smith - Piper Cherokee

Third

Neil Whitmarsh - Jabiru

Judges were Lachie and James - *"We had a great day close up to the action, superb airmanship by our Pilots and scores were very, very close. The Piano Keys determined the finishing order."*

MANY THANKS to our Judges, you are pivotal to the successful and smooth running of our Flying Comps here at Northam!

NEXT FLYING COMP is FEBRUARY Sunday 10th 9 a.m.

Comp will be Circuits, I will send Team NAC Pilots full details.

January is a bye, too many people away, too hot etc .

So see you SUNDAY 10th FEBRUARY (9 am) for some fun flying!

THANK YOU ALL, ENJOY a SAFE FESTIVE SEASON, Have a Merry Christmas and a great New Year!

Best Wishes, Peter Hill Club Captain 0450415947

Above - An historical event - Peter Hill finally gets it on the keys at Northam!!
Middle & Bottom - Piper Arrow "Tweety", BFC & Neil's Jabiru taking part in the comp

Editor's Broadcast

Hello Members & NAC friends!

Our final edition for the year, and what a year it has been!

We have enjoyed some very significant events at our club this year and we hope the year ahead is as much fun as this one has been.

Thanks to everyone that came to help celebrate Xmas at the Club on Sunday. Secret Santa was lots of fun and the food….!! I'm sure Santa's belly was no competition for ours when we left that afternoon! What an enjoyable relaxing day with some lovely people.

Thank you to all Santa's helpers behind the scenes who made the day a success and thanks to Claude and Santa for continuing the traditional Xmas helicopter arrival and for bringing a smile to some younger "non-believers" faces. It was also special for those of us lucky enough to step back in time and blow our hair back for a ride in Howie and Gail's "Curvy Kate"!

Wishing you all and your family and friends a very safe and happy holiday season and I look forward to whatever 2019 brings (hopefully lots of flying weather and more social gatherings at the Club !)

Karin

NAC Fly About Editor

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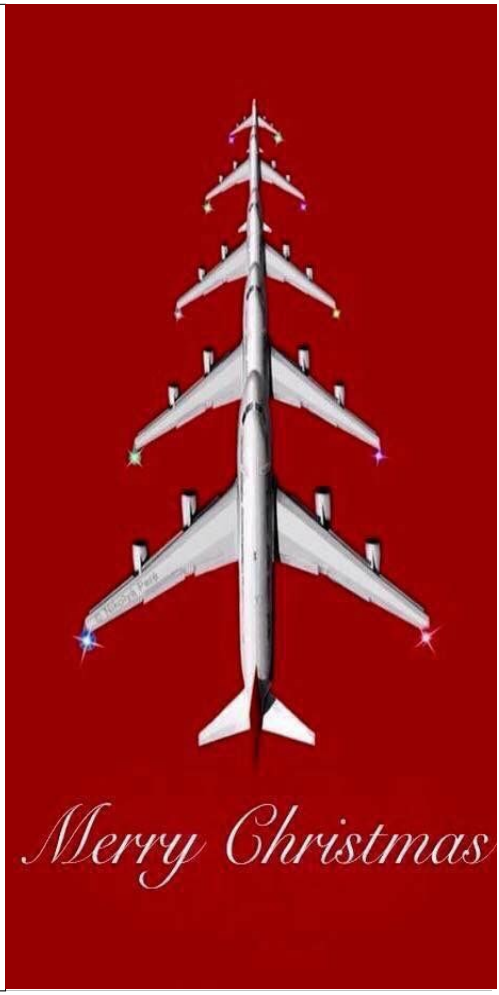


Close Calls

Complacency—The Sleeping Dragon—by Greg Ackman

Reprinted with courtesy of Flight Safety Australia Magazine

After 40 years and almost 5000 hours of general aviation flying I thought I had it down pat. But one Saturday recently I had a rude awakening that almost spelt the end of my flying career.

The warm summer day started normally as I refuelled the aircraft and topped up the tanks (first mistake). Then I was to meet some locals at the airfield to take an aspiring 15-year-old pilot for his second-ever flight after an aborted flight due to weather with another club member a few weeks prior. He was as keen as mustard and had been waiting patiently for over a month to go flying.

We all arranged to meet for lunch at the clubhouse and his Mum and friends had laid on a fine spread including the mandatory snags on the BBQ.

It was a lazy lunch and we talked flying and club news for about an hour and a half. By now it was 3 pm and the day was getting hotter, so I suggested that we make a move for some local flying. One of the family friends had never been in an aircraft and suggested that he come along for the ride as well. I did a few calculations and worked out that I was 26 kg under gross weight, so I said, 'why not' (second mistake). We strolled out to the aircraft and I fitted them with life jackets and briefed them on the entry and emergency procedures.

The taxi out and take-off was normal on the downhill runway and into wind which was about 5 knots from the right and about 15 degrees. I talked our intrepid potential aviator through the take-off and climb and although it was shallow it still seemed normal as we were heading downhill (third mistake). After flying around for about 15 minutes it started to get bumpy and remembering the lazy lunch where we ate a lot, I decided that we would return to the airstrip and do a couple of touch and goes.

Approaching overhead I noticed another aircraft landing downhill and it looked like he was having a hard time with the wind moving him around and into a quartering tail wind on that runway. Based on that observation I decided to change runways and land uphill (fourth mistake). The approach was normal but as I started to flare I noticed my ground speed was high and I was fighting moderate turbulence below the tree line. I initiated the go-around early before touching down (fifth mistake). As I was still at about 20 feet when I applied full power I did not raise the flaps.

When I looked up the trees were approaching fast, and the airspeed was not building. Something is wrong I thought. I resisted the temptation to drop flaps and I eased the nose down.

Slowly, almost painfully, the speed increased, and I raised the nose to clear the trees by about 20 feet!

Just as I passed over the tree line beyond the end of the runway the stall warning horn blared, and I got a big shot of adrenaline. I was hanging in the air and not climbing an inch!

OMG high density altitude—it dawned on me in that moment!

Thankfully, the ground falls away by about 50 feet so I again eased the nose down to build up some speed. Trying again to climb I was rudely interrupted by the stall warning again yelling in protest. After about one mile the speed crept up by a few knots, so I gently turned into wind by about 10 degrees and was rewarded with a meagre climb. I then gingerly raised the flaps and rejoined downwind for a full stop landing.

My legs couldn't stop shaking and I was grateful that the passengers seemed to have not noticed the situation as they were all beaming after we landed.

For the next six hours I relived that go-around over and over many times and I realised that I had come within a hair whisker of pranging the aircraft and killing my innocent passengers. But why?

Complacency allowed me to miss all the cues and warnings that were plainly there to see but I had not been astute enough to add it all up as I should have done. Flying is a serious business and if you take a lazy attitude with it then you will eventually get bitten on the bum. What did I do wrong?

It seems that there was a whole series of culminating events that led me to an almost fatal end. Firstly, I knew I was going to be flying on a hot day with high density altitude, yet I still filled the aircraft with fuel when I intended to only do a short local flight. Secondly, I left the actual flight until the hottest part of the day when I could have done it hours earlier. Thirdly, I falsely rationalised that I could take a third person on board just because I was under gross take-off weight. I then compounded the matter by doing a go-around on an uphill runway heading over trees. The icing on the cake was that I in fact landed with a quartering tail wind and that was almost enough to nail the coffin closed.

Luckily for me I had 3500 hours on type and I was able to nurse the aircraft carefully to extract myself from the situation. I have no doubt in my mind that if I had done anything differently in terms of recovery then we would have certainly been into the trees. The temptation to raise flaps and pull up the nose was very, very hard to resist. Thankfully, I realised the situation immediately and initiated the correct recovery technique that I had already thought about some time before. It brought forward the thought that in flying it is not *if* it will happen but *when*.

I had spent the last 5000 hours thinking about all the many scenarios and working out what I would do. This paid off for me that day as only a cool head and planned action could have recovered a nasty situation. In retrospect, I realised my failing was that I had become complacent and I was only paying lip service to a very serious business. I survived and have definitely learnt my lesson about being lazy towards a very demanding and challenging environment that takes no prisoners when you get it wrong.

I lived only because I didn't panic and worked through the problem. Very fortunately, I extracted myself from the hole I had dug for myself by being flippant with the very serious business of flying. The lesson is don't be complacent, be diligent and treat every flight as another lesson in risk management. The life you save may belong to an innocent passenger!

Aero Club Xmas Party—9th December 2018

While Santa's reindeer had a rest from the heat, Claude stepped in and delivered Santa safely and right on time!

Santa's cheer never fails to bring a smile to everyone's face !

Secret Santa gift giving - lots of fun (and quite a few chocolates to be eaten!)

Food fit for a Kingdom. Lots of laughs were had by all, a great day to end the year.


WA
SS100 H

Some Special Correspondence

Gren Putland would like to share a lovely email he received from Gordon Power—747 Skipper who wrote the foreword for the NAC First 50 Years.

Hullo Gren,

I went into Sydney last Friday in the hope that the book had arrived. Yesterday I had more success.

Firstly, can I say how proud and humbled I am to have been given the honour of the 'Foreword'.

When I learned to fly there were many flying clubs in Sydney. I, together with my schoolmate, Norm Field would leave home around 04:30 to drive out to the Royal Aero Club at Bankstown where we would have our lessons. Afterwards we would often spend time at the clubhouse chatting to other aspirants.

We both initially flew with the then Canadian Pacific Airlines in Canada so as to gain the required experience to join Qantas. Norm, who also joined Qantas, is now the president of the Retired Pilots Association.

Those club house days were great opportunities to learn from other pilot's experiences (good or bad). Added to that were the competitions days of streamer cutting with rolls of toilet paper and a simulated engine failure with three turns of a spin before gliding down and landing closest to a fence, in the form of a ribbon held at a height of six feet.

Long weekend safaris offering joy flights for ten shillings in a Tiger Moth were also an opportunity to get to know some of pilots we later met in the airlines. In that regard I still keep in regular contact with two of the pilots I first met all those years ago at the aero club.

When my son Justin was learning to fly I often went with him to the flying school at Camden. There one arrived, had a lesson, 'paid your money' and then departed. There was no camaraderie and there was no clubhouse and little opportunity to meet and get to know any other pilots. Flying schools are all about business.

Thus I find it heart-warming to see that the Northam Aero Club has and is maintaining that tradition of the original concept of a flying club.

Many thanks to you and all who were involved in producing a quality record of Northam Aero Club's first 50 years. Let's hope there is another book yet to be printed in another fifty years.

Bar Roster

December 2018

22nd December	Closed
29th December	Closed

January 2019

5th January	Peter Hill
12th January	Adam Price
19th January	Mick Clements
26th January	Matt Bignell

Bar Hours - Saturday 5pm - 7pm

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

December 2018

NAC NORTHAM AERO CLUB

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
17	18	19	20	21	22 Bar—closed	23
24	25	26	27	28	29 Bar—closed	30

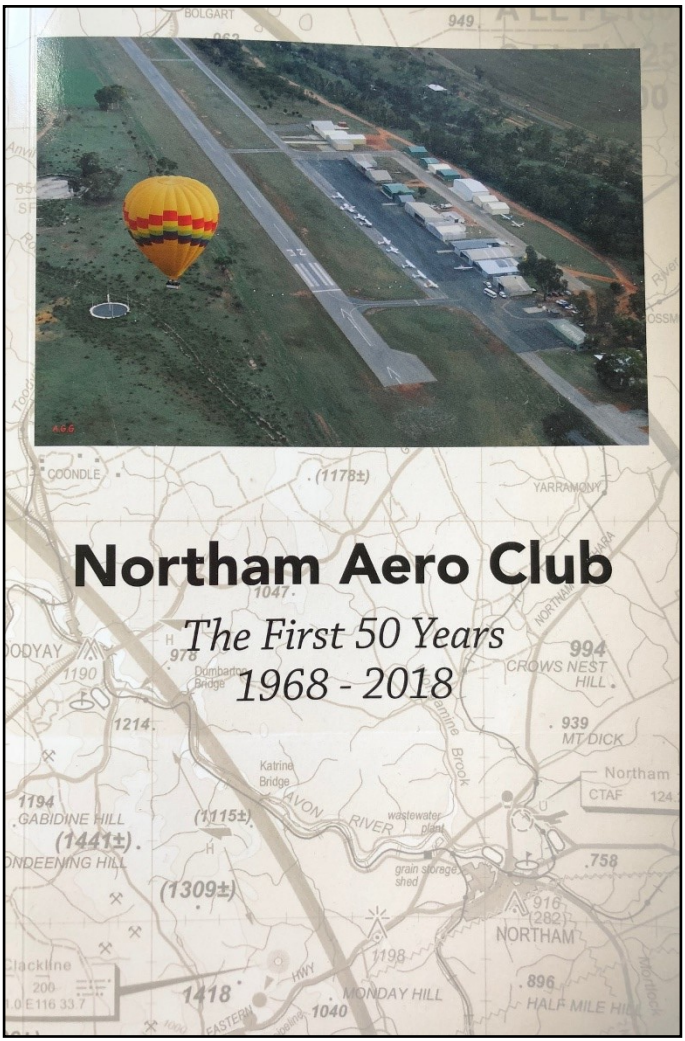
January 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5 Bar—Peter H	6
7	8	9	10	11	12 Bar—Adam	13 9am - Club Competition NAC Committee Meeting
14	15	16	17	18	19 Bar—Mick	20
21	22	23	24	25	26 Bar—Matt	27
28	29	30				

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.

A great Xmas present and a must to have on your shelves.

Seen About the Field

Top - some of the regulars at the Club bar

Left - "while Sandra's not looking…."

Bottom Left - Fields of Gold

Bottom Right - see what happens when you're not authorised!

Reading the TAF

Kevin Lathbury - NAC

How long since you've waded through a Terminal Aerodrome Forecast like this one for the famous Avalon airport? This one definitely fails the private pilot's "five finger test" – it's more than 5 fingers long so it's automatically time to leave the aeroplane tucked up in the hangar and go home and put Top Gun on. Commercial pilots need to be a bit more discerning than that. They can't afford to stay on the ground based on a cursory glance at a TAF like this one, but for a private pilot, there's never anything wrong with making one of the safest decisions you can make in flying – to stay on the ground.

TAF YMAV 050502Z 0506/0606
30014KT 9999 -SHRA BKN060
FM050700 27006KT 9999 -SHRA BKN050
FM051000 17006KT 9999 -SHRA SCT010 BKN020
FM060000 24010KT 9999 -SHRA SCT010 BKN020 BKN050
TEMPO 0510/0518 8000 BR BKN005
TEMPO 0518/0524 4000 RA BKN005
TEMPO 0600/0606 4000 SHRA BKN008
PROB30 INTER 0506/0514 VRB20G35KT 3000 TSRA SCT050CB
RMK
T 26 22 17 15 Q 1001 1002 1005 1004

But let's put aside that horror TAF, and decode the one below for Albany.

TAF YABA 050104Z 0502/0514
26020G30KT 9999 -SHRA SCT025
FM050600 23012KT 9999 -SHRA SCT035
INTER 0502/0506 26025G40KT 3000 SHRA SCT015 BKN025
T 15 11 10 09 Q 1012 1015 1016 1016

TAF YABA 050104Z 0502/0512

The first line is about times. The issue time is always a six-figure group with Z at the end, time zone Zulu being the military version of UTC. So this one was issued on the 5th of the month at 0104Z (You don't really need help to convert that to local time do you? No? Good.)

The issue time includes minutes. The validity times don't. This one is valid from 0200Z to 1400Z on the 5th. Often you may not take too much notice of these times, but if your briefing includes two current TAFs for an aerodrome, you can pick the more recent one.

26020G30KT 9999 -SHRA SCT025

Line 2 is weather. It's always in the same order: wind, visibility, weather, cloud.

Wind: 260 true, 20 knots, gusting to 30. Maximum speed is given if it's at least 10 kt greater than the mean wind speed.

Visibility: a four-figure group, with 9999 meaning 10 km or greater.

Weather: Light showers of rain (this is an Albany TAF after all.) Many of the abbreviations for weather phenomena are from French – mist is BR (brouillard), smoke is FU (fumee), hail is GR (grele, or God rocks).

Cloud: amount and height above ground in hundreds of feet. Here it's scattered at 2500 ft. 1 to 2 OKTAS is FEW, 3 to 4 is SCT, 5 to 7 is BKN (broken), and 8 is OVC (overcast). As a rule you don't care if it's FEW or SCT, but if it's BKN or OVC you can expect to be stuck below it, and if its BKN or OVC below 1500 ft you need an alternate. That's why BOM is careful about the distinction between 4 and 5 OKTAS.

If the visibility, weather and cloud are as per a normal Northam summer day, the TAF will say CAVOK (ceiling and visibility okay). More specifically, this means visibility at least 10 km, no cloud below 5000 ft and no cumulonimbus or towering cumulus at any level, and no weather phenomena.

FM050600 23012KT 9999 -SHRA SCT035

The next part of a TAF is significant variations. There are seven of those on the Avalon TAF above, hence its comprehensive failure of the 5-finger test. The variations are either:

FM – from a certain date and time, the conditions will change, and stay that way until the next FM or until the end of the validity period.

BECMG – an ICAO abbreviation that only came into Australian forecasts a few years ago. It means the conditions will change more gradually than a FM, and the change will happen between the two times stated in the BECMG.

INTER – intermittent deteriorations lasting for up to 30 minutes at a time, and occurring between the two times stated.

TEMPO – the same as an INTER, but the deteriorations are for up to 60 minutes.

Any time you see INTER or TEMPO, you know something on that line is below the alternate minima for VFR flight – cloud ceiling of 1500 ft and visibility 8 km.

For the Albany TAF, the FM line is basically the beginning of a new forecast. From 0600Z on the 5th, the conditions will change from those on the second line to those on the third – wind 230° true at 12 knots, no change in visibility or weather, and cloud scattered at 3500 ft.

INTER 0502/0506 26025G40KT 3000 SHRA SCT015 BKN025

The INTER means intermittent deteriorations between 0200Z and 0600Z: wind 260° true at 25 knots gusting to 40, 3000 metres visibility, showers of rain, and 3 to 4 OKTAS of cloud at 1500 ft. In this case it's just the visibility that's below VFR alternate minima.

Note the FM time has minutes in it, but INTER, TEMPO and BECMG entries only have day and hour.

T 15 11 10 09 Q 1012 1015 1016 1016

The last line is temperature and QNH, starting at the start of the validity period, then every 3 hours after that. So if your arrival time is within 9 hours or so from the start of the TAF period, you have a QNH you can use. Normally you probably just use the QNH of an aerodrome within 100 nm, as per AIP ENR 1.7, but a TAF gives you another option.

To make the whole exercise practical, let's pick the right parts out of the Albany TAF for a particular arrival time. If your ETA is 9 a.m. local, you're interested in the first line, which starts at 0800 local, and the INTER, which applies between 0800 and 1400 local. So you'd hope for the conditions in the first line, as described above, but plan for the INTER conditions, meaning 30 minutes holding fuel. Or, more sensibly and more fuel -efficiently for a private pilot, you'd delay your departure so you arrive after the INTER and don't need holding fuel.

If your arrival time is 3 p.m. local, you're interested in the FM, which applies from 1400 local. Line 2 no longer applies, and neither does Line 4 because the INTER finishes at 1400 local. Being a sensible pilot, you may of course carry extra fuel just in case the INTER conditions last longer than forecast, but there's no legal requirement to do so. Carrying extra fuel would just mean you're applying the very old adage that the only time you have too much fuel is when you're on fire.

As for the Avalon TAF, part of the reason it's a doozy is because it's valid for 24 hours, but it's actually no harder than the Albany one once you cross out the lines that don't apply. There are only three lines that will apply for any ETA. Firstly, the prevailing conditions will be either those on Line 2 (from 0600 to 0700), Line 3 (0700 to the next FM, which is 1000), Line 4 (1000 to 0000), or Line 5 (0000 till the end of the TAF period, which is 0600).

Secondly, one of the three TEMPOs may apply. Lastly, because the 30% probability of an INTER overlaps with the first TEMPO period, that line may apply too.

Happy flying, and if in doubt about the weather, remember rain and thunderstorms and all that stuff look much nicer from ground level. The only weather phenomenon that looks better from the air is the full circle of a rainbow!

More ways of expressing time:

0700Z

Navy – 6 bells on the morning watch

Air Force – 7 o'clock in the morning, too early to be out of bed

Army – the big hand is on the 12 and the little hand is on the 7

Bush pilot – it's Thursday morning

Reprinted with courtesy of the ATSB

FILES FROM THE INCIDENT

TOO CLOSE FOR COMFORT!

AT Port Moresby, Papua, a Cessna 182 was departing for a private flight to Kairuku. After taxi-ing to the holding point for the duty runway, the aircraft was seen running up in the normal way. The pilot then reported ready and the tower controller cleared it for take-off. The aircraft entered the runway and began what appeared to be a normal take-off, but on lifting off, it immediately assumed a steep nose-up attitude. The aircraft then turned sharply to the left and began a series of erratic climbs and descents. A few moments later, the pilot transmitted a Mayday call requesting a clearance to make an emergency landing on the duty runway.

The aircraft was cleared to land immediately, the crash alarm was sounded, and the fire crew turned out. Eventually, after making a wide circuit during which the aircraft continued to manoeuvre in an alarming, erratic manner, it was more or less lined up with the runway but appeared barely under control. About a third of the way down the runway, still airborne, control seemed to be regained and the aircraft touched down smoothly. A fire tender followed it as it rolled to a stop, and taxied to its parking area and shut down.

Shortly afterwards, the pilot telephoned the tower to explain his hair-raising experience. The report he wrote later speaks for itself:

" . . . I started up for a private flight to Kairuku with three passengers on board.

Receiving a taxi clearance from Port Moresby tower, we proceeded to the holding point for runway 14, where I commenced the run-up and pre-take-off checks, but forgot the last and most basic of all—checking that the controls were functioning normally!

We were cleared for take-off. With 20 degrees of flap selected, I lined up and opened the throttle. The aircraft became airborne at about 65 knots and immediately entered a very steep climb. Corrective action taken was to apply forward pressure to the control column but then I discovered that the controls were jamming. Fearing a full-power stall, I tried applying elevator trim, which relieved the situation temporarily. I was also worried that the starboard wing might drop, so I applied a little rudder to counteract this which consequently turned us to port. Then the nose dropped away, so the trim was used to correct it. I transmitted a "Mayday" call and requested an immediate landing on runway 14. With the aircraft pitching rather violently, I tried to keep it under control with the use of power and trim.

Because only the rudder controls were left, the turn on to final was very wide, and as a result I used up a lot of runway before finally lining up and landing. At first, I thought all this had been caused by a mechanical fault, but on taxi-ing in realised what I had done, or in this case had not done. The control column lock was still in place!"

Cessna pilots and operators, accustomed to the normal Cessna internal control lock, which incorporates a red metal "flag" to cover the master or magneto switches when in place, may wonder how a pilot could fail to notice that the control column lock had not been removed. So did our Inspector of Air Safety—until he found that the standard control lock was missing from

this particular aircraft and that a small metal bolt was being used in its place! Even though a piece of red cloth had been attached to the bolt to make it more conspicuous, it still escaped the pilot's notice until, very relieved to be safely on the ground again, he was actually taxi-ing in!

Although this fact does not excuse the pilot's gross omission in forgetting to check the controls for freedom of movement before taking off, it is abundantly clear that the operators of the aircraft, by allowing such an unlikely and obscure type of "control lock" to be used at all, had set the stage for a very serious and probably fatal accident. The fact that such an accident was finally averted in this case was due only to the pilot's presence of mind and his skilful handling of the aircraft, in combination with reasonably smooth flying conditions and, no doubt, a large measure of what we can only call luck!

Accidents in which pilots have been deprived of control after take-off by locks unintentionally left in place have occurred all too frequently throughout the history of heavier-than-air flight. Nearly always the results have been catastrophic. Spared the fate that has befallen so many others in a like predicament, the pilot of the Cessna has no doubt learnt a lesson he will remember for the rest of his life. But all of us who share his experience through the pages of the Digest—pilots, engineers, operators and owners—can also profit by it. We can resolve never to condone any makeshift operating practice, such as the one that contributed to this incident, that could conceivably become a link in a chain of events leading to an accident.

ARE YOUR SEATS SECURE?

AT Darwin, Northern Territory, a flying instructor was being given a periodic flight check by her chief flying instructor, in a Cessna 172. Returning to the circuit area, the chief flying instructor, occupying the right hand seat, indicated he would take over, and he slid his seat into the fully forward position to do so.

Taking hold of the controls, the chief flying instructor relaxed back in his seat, but immediately it unexpectedly fell backwards, and he was half-somersaulted into the rear seat compartment. The effect of the sudden backward pressure which the chief flying instructor involuntarily applied to the control wheel, combined with the rapid change in centre of gravity position, caused the aircraft to nose-up violently. To make things more difficult for the pilot in the left-hand seat, who immediately tried to regain control, the senior instructor's feet became hooked beneath the lower rim of the control wheel. Although the pilot in the left-hand seat recovered control very quickly in the circumstances, considerable height was lost before she could do so.

It was subsequently learned that a week beforehand, another pilot had removed the seat while the aircraft was used for parachute jumping, and that when he replaced it, he omitted to reposition the forward seat rail stops. Thus, when the chief flying instructor moved his seat forward in flight, the front leg runners slid off the front end of the seat rails. Restrained then only by the rear leg runners, the seat slid back on the rails and tipped over backwards until it came to rest against the cushion of the aircraft's back seat. Although the pilot who removed the seat was properly authorised to do so, he had entered no details of its removal and replacement in the aircraft's Maintenance Release. As a result, the seat's installation was not checked by the operator's maintenance staff.

This incident is similar to one reported in the Digest two years ago, when an Examiner of Airmen, preparing to conduct an instrument rating check, suffered a similar experience in the right-hand seat of a Cessna 411. In this case also, the seat had been removed previously and was not properly replaced.

The two cases show that there is a potential for incidents of this sort whenever a seat is removed and replaced in an aircraft. Fortunately in both these instances that have came to notice, experienced pilots have been occupying the left-hand seat, and in one case the aircraft was still safely on the ground. But what might the consequences have been if the pilot in the left-hand seat was an inexperienced student and the instructor's seat had failed at a critical stage of flight—for example (as would be quite likely) immediately after take-off? It is well to remember too, that even a seat adjustment which is not properly latched, could produce consequences very similar in outcome.

Test Your Aircraft Recognition

For the chance to win a $10 Aeroclub bar voucher name the aircraft and the manufacturer below.

The winner will be the first and closest to the mark. Email your responses to Northamaeroclubsocialdirector@gmail.com

WINNER!!!!

Congratulations Peter Hill for correctly answering the November Aircraft Recognition Competition! There is a $10 voucher waiting for you at the club bar. Runner up was Russell Steicke ! Come on guys— you need to be quicker off the mark to beat Peter Hill!

November's Answer :

- *CA28 CERES Crop Duster*

Classifieds

For Sale

TECNAM P2008 LSA. 2011, 430hrs TT. VH reg, Aerial work & Private Category. Bolly prop, electric AH/DG, aux alternator, GMA 240 Coms, 30 Nav/Com with CDI. Garmin 495 GPS, Garmin GTX327 Txp/ Mode C. 118Ltrs fuel, 115kts Tas, 20ltr/hr. LAME maintained, one owner, exc cond, always hangered inland WA. Fresh 100 Hourly.

$130,000 plus GST

0428935635

For Rent

Hangar Space

Suitable for 2 aircraft

Jabiru Size - $150 per month

C182 size - $250 per month

Prices negotiable

Contact David Kerr

E : davedragon68@gmail.com

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

Aircraft for Sale

Mooney 20E

CSU Retractable Undercarriage

Engine

126 hours since new

Lycoming IO-360-A1A 200 HP

25 Nov 2024

Propeller

126 hours since new

Hartzell HC-C2YK-1BF

27 Nov 2018

Other

Airframe total hours - 5187.2

$45,000

plus 200 hours of wet hire

For more information please contact

Milton Brooks

M : 0414 763 347

E : milt_brooks@hotmail.com

Aircraft for Sale

Piper Cherokee PA28-180

VH-RXA

- *100 hours on rebuilt engine*
- *New windows*
- *Corrosion proofing*
- *New Alternator*
- *Lots more!*

$35,000

For more information please contact MJ

M : 0408 439 160

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

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

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 - $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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Matt Bignell - 0428 962 001

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