

# Fly About

Northam Aero club (Inc.) Newsletter

Vol. 52 Issue No.12 December 2021



## In This Issue

- ◆ A Message from the President
- ◆ Club Captain's Report
- ◆ Next Club Comp
- ◆ Christmas Party
- ◆ Classifieds
- ◆ Trying Times
- ◆ Part 91
- ◆ Club Calendar

# Presidents Message

Hi all.

How quick has this year gone.

The Northam Aero Club enjoyed our Christmas lunch on the 12<sup>th</sup> December 2021 and once again it was very well attended with many members returning for the day.

The children were entertained by Father Christmas who arrived by helicopter from the South Pole. Many thanks to Claude, Matt, Sue, Heather, Liz, Sheryl, Kate and Marg who made the day a success. Without these volunteers the day would not have been so successful.

We were privileged to have had the D.F.E.S. crew attend. They have been on standby along with the two Ag Tractor Water Bombers at the Airfield. These AT-802A are 1600 horse power and carry 3,150 litres of water in their hoppers. They have one pilot and one crew member for each Aircraft and a helicopter with pilot and one air attack Supervisor. They have currently had at least 7 call outs to fires since being stationed at Northam Airfield. It is so interesting talking to them and they are able to use our club rooms when on standby and attend our bar on Saturday night.

Anyone hiring PGL a couple of reminders: (1) Make sure if you are flying away make sure you take the tie towns and use them. (2) If you take the plane out of the hangar make sure it is secure as willy willies are around because of the hot weather.

I hope you all have a Merry Christmas and a Happy New Year.

Cheers, Errol 0428 880 149

# Club Captains Report

Our December Flying Comp at Northam was 4 circuits.

1. Normal Circuit ----- Flapless Touch and Go
2. Normal Circuit ----- Touch and Go.
3. Glide Approach ----- Touch and Go.
4. Low Level Circuit ----- with Short Field full Stop.

All Pilots flew safely ,however as the judge's camera revealed, this Comp may need to be dusted off a bit more often. Still, we enjoyed the day!

CONGRATULATIONS TO ALL TEAM NAC PILOTS and CREW!

## RESULTS

Placing	Pilot	Aircraft	Points
First Place	Peter Hill		33
Second Place	Nick Kostov		31
Third Place	Peter Mackay H		30
Equal Fourth Place	Ian Berry		28
	James Hill		28

James plays back slow-motion film of all landings, this is a great addition to our TEAM NAC FLYING COMPS, It adds another layer of enjoyment for each pilot, most entertaining and great transparency to the judging process as each Pilot can see his score is correct as well as maybe learn from a different angle.

James sends each Pilot an emailed photo/video of his landings also!

Thank You to our Judges, you are pivotal to the smooth running and success of NAC Flying Comps here at Northam.

# Club Competition

Please note, No Comp in January - too hot, most pilots away etc.

So.....

## **NEXT TEAM NAC FLYING COMP SUNDAY 13<sup>th</sup> FEBRUARY 2022**

A cross country within 15 mile radius of Northam.

Hope to see all TEAM NAC PILOTS

at

Northam Sunday 13<sup>th</sup> FEBRUARY 2022

for the first

Flying Comp of the 2022 Season.

Until then, Stay Safe in the Festive Season!

God Bless, Peter Hill Club Captain

0450415947 [prh@aurora.net.au](mailto:prh@aurora.net.au)

p.s. Membership Renewals are due,  
Heather, our hard working Membership Officer, would like to  
hear from you soon. ([heatther1957@gmail.com](mailto:heatther1957@gmail.com))



James Hill at December  
Comp Northam

# Club Competition

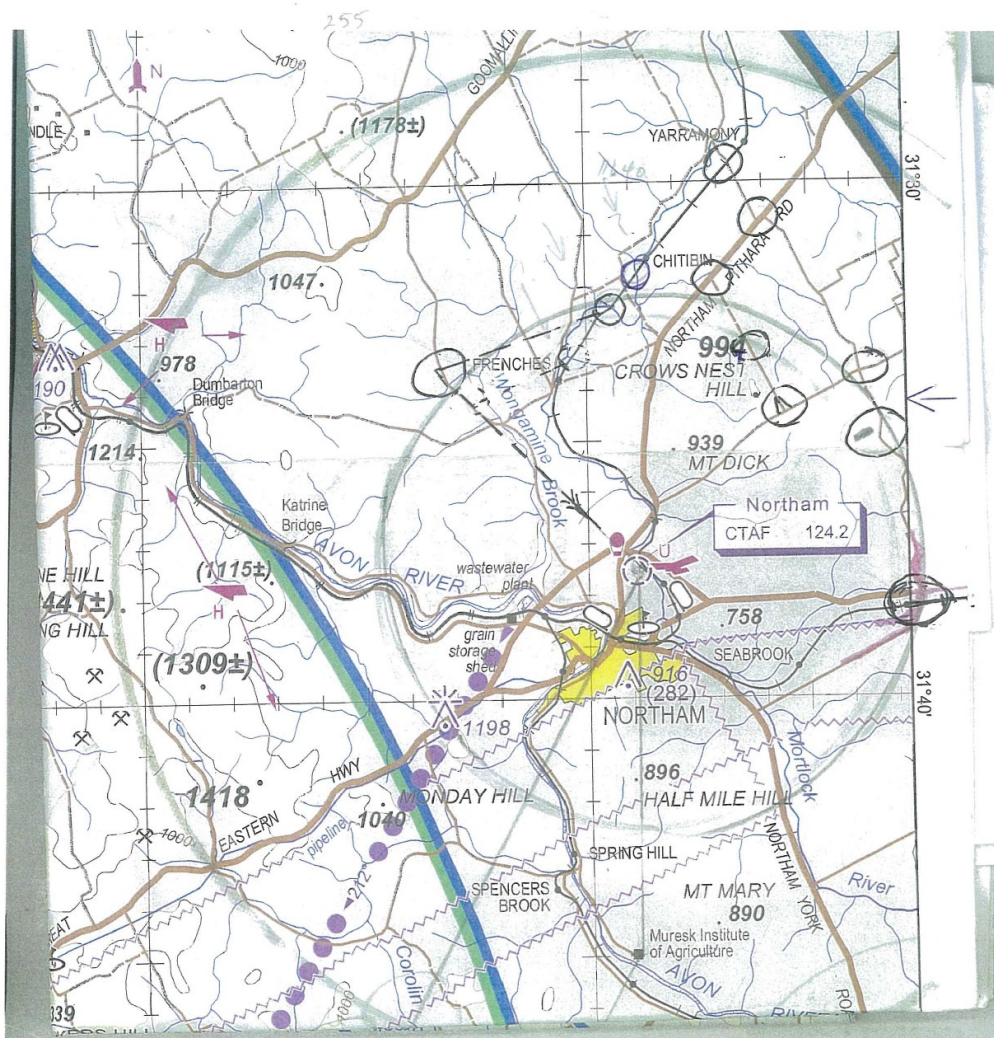
The next club competition is to be held on the  
13th February 2022

Please see below for the Comp notes:



TEAM NAC FLYING COMP... IFR ... ( I follow roads )

PILOT \_\_\_\_\_



# Club Competition



PILOT \_\_\_\_\_

CALL SIGN \_\_\_\_\_

NAC FLYING COMP -- IFR -- (I follow roads)

RUNWAY 32...Take off and depart crosswind (N/E).  
MAINTAIN 1,500 ft.

At Railway line:.. TURN PORT and follow Railway line.  
Stay right side of line to assist visibility.

AT FIRST RAILWAY BRIDGE: HOW MANY PYLONS SUPPORTING BRIDGE? \_\_\_\_ 10 Pts

AT SECOND RAILWAY BRIDGE: HOW MANY PYLONS SUPPORTING BRIDGE? \_\_\_\_ 10 Pts

AT INTERSECT OF RAIL AND ROAD:

Is there a FENCED COMPOUND AT THIS LOCATION? Yes / No .... 10 Pts

Are there any SOLAR PANELS in compound? Yes / No .... 10 Pts


TURN SOUTH EAST ALONG ROAD:

AT NEXT "T" JUNCTION TURN SOUTH WEST.

AT NEXT "T" JUNCTION TURN SOUTH EAST AGAIN and fly along road.  
Where this GRAVEL ROAD \_ \_ \_ CHANGES TO SEALED ROAD \_\_\_\_

HOW MANY ROWS OF HAY BALES ON L/H SIDE OF ROAD? .... 10 Pts

HOW MANY ROWS OF HAY BALES ON R/H SIDE OF ROAD? .... 10 Pts

AT  "T" JUNCTION PERFORM RATE ONE LEFT HAND ORBIT:  
IS THERE A...

NEEDLE POINT OBELISK MONUMENT SOUTH SIDE OF JUNCTION? Y/N .... 10 Pts

HOW MANY ROUND TANKS AT THIS JUNCTION? .... 10 Pts

NOW TURN NORTH EAST AND FOLLOW ROAD. MAINTAIN 1,500 Ft.

AT NEXT CROSSROADS:

IS THERE A SHED JUST NORTH/EAST OF INTERSECTION? Yes/ No .... 10 Pts

NOW TURN SOUTH EAST UP ROAD FROM THIS INTERSECTION.

LOCATE CLAUDE'S AIRSTRIP:

IS RUNWAY ON EAST OR WEST SIDE OF ROAD? .... 10 Pts

AT GT.EASTERN HWY TURN STARBOARD -You are 5 miles East of YNTM.

RADIO: "INBOUND 5 Miles to East at 1,500 Ft. ETA \_ \_ \_ Northam." 10 Pts

Follow Gt Eastern Hwy

IDENTIFY GRASS VALLEY WHEAT BIN ON RAILWAY LINE:

IS WHEAT BIN NORTH OR SOUTH OF Gt. EASTERN HWY? ..... 10 Pts

RADIO: "JOIN BASE RUNWAY 32 NORTHAM". ..... 10 Pts

BONUS POINTS: LAND ON KEYS 10 Pts

RADIO: "LANDED AND CLEAR RWY 32 NORTHAM" 10 Pts



# Club Competition



TEAM NAC FLYING COMP -- IFR --. ( I follow roads )

PILOT \_\_\_\_\_


RWY 14.TAKE OFF,DEPART CROSSWIND TO EAST UP GT EASTERN HWY. CALL SIGN \_\_\_\_\_  
MAINTAIN 1,800 ft.

IDENTIFY WHEAT BIN ON RAILWAY LINE AT GRASS VALLEY  
IS WHEAT BIN NORTH OR SOUTH OF RAILWAY LINE? ..... 10 Pts

TURN TO PORT AT GRASS VALLEY TOWNSHIP,FOLLOW UNDERPASS ROAD.  
IDENTIFY CLAUDE'S AIRSTRIP. DESCEND TO 1,500 ft....  
IS RUNWAY ON EAST OR WEST SIDE OF ROAD? .... 10 Pts

AT NEXT CROSSROADS:  
IS THERE A SHED JUST NORTH EAST OF INTERSECTION? Yes / No .... 10 Pts

TURN SOUTH WEST ALONG SOUTHERN BROOK ROAD FROM THIS POINT.

AT "T" JUNCTION WITH  SIDE ROAD PERFORM LEFT ORBIT.  
IS THERE A....  
NEEDLE POINT OBELISK MONUMENT ON SOUTH SIDE? Yes/No .... 10 Pts

HOW MANY ROUND TANKS AT THIS "T" JUNCTION? .... 10 Pts

PROCEED NORTH WEST UP SIDE ROAD ....  
AS SIDE ROAD CHANGES FROM SEALED \_\_\_\_\_ TO GRAVEL \_\_\_\_\_  
HOW MANY ROWS OF HAY BALES ON LEFT HAND SIDE OF ROAD? .... 10 Pts

HOW MANY ROWS OF HAY BALES ON RIGHT HAND SIDE OF ROAD? .... 10 Pts

AT NEXT "T" JUNCTION TURN STARBOARD (NO,NOT FARM DRIVEWAY!)

THEN AT NEXT "T" JUNCTION TURN TO PORT UP ROAD.

IDENTIFY ROAD/RAIL LINE INTERSECT:  
IS THERE A FENCED COMPOUND AT THIS LOCATION? Yes / No .... 10 Pts

ARE THERE ANY SOLAR PANELS IN COMPOUND? Yes / No .... 10 Pts

PROCEED SOUTH WEST UP RAILWAY LINE : CLIMB TO 2,500 ft.

AT RAIL BRIDGE OVER CREEK: PERFORM LEFT HAND ORBIT.

HOW MANY PYLONS SUPPORTING RAIL BRIDGE? .... 10 Pts  
CONTINUE SOUTH WEST.

AT NEXT RAIL BRIDGE OVER CREEK:

HOW MANY PYLONS SUPPORTING RAIL BRIDGE? .... 10 Pts

NOW TRACK WEST /SOUTH WEST approx 3 miles.

NOW TURN PORT ONTO 140 DEGREES ....  
ALIGN AIRCRAFT WITH RWY 14 YNTM FOR STRAIGHT IN APPROACH.

RADIO: "INBOUND 5 MILES TO NORTH WEST AT 2,500 ft  
FOR STRAIGHT IN APPROACH RWY 14, ETA \_\_\_\_ NORTHAM.... 10 Pts

RADIO: "ESTABLISHED 3 MILE FINAL STRAIGHT IN RWY 14 Northam.... 10 Pts

RADIO: "ONE MILE FINAL STRAIGHT IN RWY 14 FULL STOP NORTHAM"... 10 Pts  
BONUS POINTS: LAND ON KEYS 10 Pts

RADIO: "LANDED AND CLEAR RWY 32 NORTHAM" 10 Pts

# Club Christmas Party

## Northam Aero Club Christmas Party 2021

Thank you to all the wonderful people that put together a great day to celebrate our Christmas party at the Northam Aero Club this year.

The DFES crew that was in house on the day keeping our regional areas safe and opening up the huge aircraft for all to see and providing plenty of photographic opportunities.

Captain Claude for his trusty helicopter piloting skills to carry Father Christmas in to town for the spreading of Christmas cheer to all the children.

Father Christmas for taking time out of his busy schedule to call in and visit our humble club.

The ladies in the kitchen that prepare and clean up the clubhouse for our big day.

Our President who is always on hand to mow the lawn just before helicopter is due to arrive and clean out the amenities building so that Father Christmas is comfortable before he sets off for home to the North Pole.

Thank you to all and lots of good food, good cheer and a catch up with old mates was had by all.

It was good to see Ted Cook back in the house after a long absence. Welcome back Ted.





# Club Christmas Party





# Club Christmas Party

The perfect photo – captured the McFarlanes with their aircraft and Crofty's Cessna in the background. Welcome to Father Christmas and pilot Claude.



Captain Claude  
and  
Father Christmas



# Club Christmas Party

Getting those presents out of the sack can be a pesky business.



A bit of history – Steve was Ted's instructor back in the day (1980's) caught reliving the past in front of the water bombers at Northam Airfield.



# Club Christmas Party

Jeanette Masters and  
Beth Smith



Isabelle Woodhouse  
and  
Sylvia Bristow-Stagg



# PART 91 - Trevor Sangston

## Where does it say I'm not allowed to do that?

### A dog's breakfast

Rules for carrying passengers? CAO 20.16.3. Radio phraseology? AIP GEN 3.4. How low are you allowed to fly over houses? CAR 157. Hemispherical cruising levels? AIP ENR 1.7. Registration of aircraft? CASR 47. Are you allowed to carry passengers when doing PFLs? CAR 249. What instruments must you have in flight? CAO 20.18.

One of the aims of CASA's regulation reform in recent years has been to consolidate the dog's breakfast of different rule books. Eventually CAR's and CAO's will cease to exist, and all the laws will be in Civil Aviation Safety Regulations (CASR's). A recent example of the consolidation is putting all the rules about licensing – previously in CAR's and CAO's – into one place in CASR 61, which is why we all now have "Part 61" licences. Another useful example is the one that came into force on December 2<sup>nd</sup>, which is CASR Part 91. CASR 91 has been around for a while, but it didn't have much in it. It's still titled "General Operating and Flight Rules", but as of this month it contains a lot of the rules you'd previously have found (after much searching) in CAR's and CAO's as well as CASR's.

A number of the CASR Parts, including Part 91, are supported by Manuals of Standards (MOS) as well as the AIP.

### Legalese

Like the CAR's, the CASR's are laws, therefore they have to stand up in court, which means they're written by lawyers for lawyers: "Subject to subregulations (4) and (4B), for subregulation (1), the holder is taken to have a valid instrument proficiency check for an aircraft type ....." The AIP is meant to be a more practical everyday set of rules, written in plainer English. For example, CAR 172 states, in legalese, that a pilot of a VFR flight must maintain the visibility and distance from cloud specified by CASA. AIP sets out the actual distances based on different classes of airspace. If CASA wanted to prosecute you for breaking the rules, they'd prosecute you for breaching CAR 172, not AIP ENR 1.2.

As an aside, the CAR's and CASR's contain plenty of instances of the term "strict liability". All that means is that the prosecution doesn't need to prove intent. A speeding fine is an example of strict liability. The cops don't care whether you were hooning, playing with your phone, playing hanky-panky with your front-seat passenger, or just not paying attention. "75 in a 60 zone, \$200 and 2 points. There's your ticket Sir, have a nice day."

# PART 91 - Trevor Sangston



<https://www.casa.gov.au/sites/default/files/2021-08/plain-english-guide-part-91-new-flight-operations-regulations-interactive-version.pdf>

## CASR Part 91 scope

Most of Part 91 is rules that already exist, but some of the main changes that may affect us as VFR pilots include rules to:

- Restrict the practice of certain in-flight emergencies and who can be on board at the time;
- Give greater discretion for the pilot in command to decide if it's okay for a passenger to use a portable electronic device;
- Permit the carriage of documents electronically;
- Amend the minimum altitude at which a cruising level must be used during VFR flight.

To illustrate the scope of the updated Part 91, including rules that haven't changed but have simply been added to this Part, here's a plain English sample of some of the rules that are included:

- 91.105 – you must carry your licence and medical when flying;
- 91.185 – you are not allowed to do aerobatics in cloud (well, who'da thunk that?);
- 91.265 – you're not allowed to fly lower than 1000 ft over a town;
- 91.395 – if you're doing a straight-in approach you must give way to other aircraft in the circuit;
- 91.455 – you must carry fuel as required by the MOS;
- 91.565 – you must give your passengers a safety briefing as per the MOS;
- 91.805 – your weight and balance must be within limits.

Most of these rules were previously scattered throughout the arcane depths of the CAR's.



# PART 91 - Trevor Sangston

## Manual of Standards

The Part 91 MOS elaborates on the rules set out in CASR. For instance, CASR 91.235 states that the MOS may prescribe alternate requirements. Chapter 8 of the MOS sets out those requirements, most of which are also in AIP ENR 1.1.

Examples of items in the MOS that are or have been in the AIP or CAO include:

Chapter 2 – VMC criteria (previously in AIP ENR 1.2, which now refers you to the MOS);

Chapter 9 – flight notification requirements (also in AIP ENR 1.10);

Chapter 19 – fuel requirements (previously in CAR 234, with Civil Aviation Advisory Publication [CAAP] 234 outlining the actual numbers);

Chapter 20 – safety of people and cargo, including safety briefings (CAO 20.11 and 20.16);

Chapter 26 – aircraft equipment (CAO 20.18).

Because there's also quite a bit of legalese in the MOS, CASA has seen fit to avoid the need for you to consult a lawyer who charges a GA pilot's weekly pay packet for ten minutes of his or her time. To this end, they've produced a plain English guide: <https://www.casa.gov.au/publication/plain-english-guide-new-flight-operations-regulations>. Each rule in this guide has a reference to the relevant rule in Part 91 and, where applicable, the MOS. The guide only costs a couple of dollars (the postage will cost you more than the booklet), so it could be a great Christmas present for your favourite rule-breaker!

Again, most of the rules haven't changed. They're just a bit more accessible, and as far as most of your everyday operational rules go, CASR Part 91 and its MOS are as close as CASA has got to a one-stop shop.

Merry Christmas, and remember as summer takes hold, **keep your speed up in the climb!**



# “Trying Times” - Bernie Hush

**O**n Saturday morning November 27<sup>th</sup>, 2021 I attended Virgin Terminal at Perth Airport, to travel to Adelaide, South Australia in anticipation of picking up my newly purchased, Aeroprakt Foxbat AL22LS.

I check-in and lodged my baggage and carried in possession my Approved G2G and my SA Government app.

Surely, I thought to myself it should be ‘smooth sailing’ from here..... How wrong was !!!

Before I go further, I have a disclaimer that I am not a good pilot, still learning heaps, nor am I a good writer, so please bear with me as English is not my 1st language.

It all started in April 2021, when I was bidding in an online aircraft auction, where a flying school liquidation, Soar Aviation company in Moorabin, Victoria, were selling their aircraft.

Earlier in the auction, I was just mucking around as the early bids are low. Whilst bidding I just casually mentioned to my wife that I was bidding on an aircraft, and she gave me a ‘clearance’ to buy, further she told me to get a newer aircraft, and spend a little more. At that point, I need not to be told twice!!

At the conclusion of the bidding at the auction website, I knew I was below the reserve price, therefore I thought that’s it.

I received a generic email stating the reserve was not met and the auctioneer will contact the vendor for further instructions.

I thought, here we go, more money will be needed and I wasn’t prepared to pay any more.

I didn’t think much of it until, I received a phone call from the sale manager, who stated that the vendor has accepted my bid, but the aircraft is not currently airworthy.

I was told the vendor will pay for the repair as it was stated in the lot description that the aircraft was airworthy. I thought surely that couldn’t be that bad.

As I had agreed with the terms of the online auction, and the vendor had accepted my bid, I had to pay in full to complete the deal.

In late, May 2021 after numerous phone calls, I was told the aircraft parts will be there and will take a few days to repair it and will be ready soon.

So I bought a Qantas ticket and flew to Melbourne a little earlier to spend a few days with a friend who lives in Melbourne.

That should be easy, I thought and, once again, I was so wrong.!

# “Trying Times” - Bernie Hush

On the day I arrived in Melbourne, I went to Tyabb airport and I saw my aircraft in pieces and was told it would not be ready for another week.

At the same time, there is a new Covid-19 exposure in Victoria and I was sure that they (WA Government), would close the WA border soon.

I purchased a Jetstar flight for the following night and arrived back at 2am next morning and the border closed at 9am. Phew! that's a close call.

Thanks to Covid-19 pandemic and borders opening and closing, I decided to wait a little longer, albeit the aircraft was not ready until July!

Apology for the long preamble but long story short, an opportunity presented when the SA opened their border to Victoria, and I was able to organise a ferry pilot to meet me in SA.

November 27<sup>th</sup>, 2021 was the day and I arrived in Adelaide and caught an Uber to Strathalbyn (SA).

I did my aircraft familiarisation with the ferry pilot and thought I would make a “bee line” flight to SA/WA border.

It was 4pm (SA) local daylight saving time (0530 UTC), so I checked the weather, wind, flight plan and did a Sarwatch with a fellow pilot and took off heading north routes as follows:

Stonefield at 007 degrees and 60 NM, then Clare valley at 335 degrees and 57 NM, then Port Pirie at 306 degrees and 41 NM.

I could have made it to Whyalla but Pt Pirie had better reviews on Oz Runways notes.

Overall the flight progress was good, about 20 kts tailwinds and flight time was 2 hours.

After a had good meal and overnight rest and on Sunday Nov 28<sup>th</sup>, at 6am after checking the weather, winds, flight plan and did a Sarwatch, I took off .

The route was as follows as follows:

Whyalla at 286 degrees for 26 NM, then, Ceduna at 278 degrees for 201 NM, then, Nullarbor at 277 degrees for 378 NM, then, Forrest (WA) border at 279 degrees for 148 NM



# “Trying Times” - Bernie Hush

Day 2 was a good day and the flight progress was about 15-20 kts tailwind and I stopped at Nullarbor Roadhouse to refuel with Unleaded Premium 98.



I made it to Forrest airport (photo) at 3pm local (WA) time. I was very tired and decided to stop, refuel and rest. I met the airport manager hosts, Gary and Miriam who are great hosts. I enjoyed walking around the historical site of old hangar, old BOM building and The Indian Pacific railways lines.

I had a good rest and agreed with the Forrest airport reviews I had read.

I recalled that day flying over The Great Australian Bight (photo) and enjoyed a lovely view from the air.





# “Trying Times” - Bernie Hush



## Forrest Airport

On Monday November 29, 2021 I started early at 4.30am did my preflight, checked the weather, blah blah and the bloody fog came in. I waited for a couple of hours before I was able to take off safely and flew in a westerly direction.

I thought to myself, I have been having a great trip and heaps of tail winds and you guessed it, I was so wrong again!

My routes was as follows:

Kalgoorlie 266 degrees for 344 NM, then  
Northam at 256 degrees for 256 NM, then  
and final destination, Jandakot Airport.

At approximately 30 minutes into my flight from Forrest and maintaining cruising level of 6500 feet, I noticed the ground speed (GS) had been getting slower and slower and at that time about 20 kts headwind. I tried to fly at different level without any good changes on GS.

As I fly westward the wind forecast were gusting to 36 kts. This was not good and my progress was very slow, the flight took 4 hours and 20 minutes before I arrived at Kalgoorlie. My fellow SARWATCH pilot mate was getting worried and tried to contact me via text. I was also getting worried too, I had to brace myself, holding on to the aircraft frame with one hand, the other on the joystick. I was getting tossed like a 'green garden salad' and it was not fun anymore.

# “Trying Times” - Bernie Hush

The Kalgoorlie Super Pit was an awesome view, landed at the airport, refuelled with 87 litres which indicated an hour of fuel left.

Before I took off, I gave way to a Qantas link jet and after take off I climbed to 9000 feet to get some smooth flight.

During the trip, I would like to think I did IFR ( I Follow Railway) from Forrest to Kalgoorlie, then IFR ( I Follow Road) from Kalgoorlie to Northam and IFR ( I Follow (Oz) Runway) from Northam to Jandakot Airport via Mt Dale.

I reported at Wugong Dam, ATC requested I make a straight in approach to the airport, disregard the Forrestdale reporting point. He (ATC), then asked me to veer right and do a left final to 24R, clear to transit 24L to land. Needless to say, that instructions totally confused me and I'm easily confused, so ATC told me to do the normal approach. I told ATC I'll overfly 24L at 1500 feet and descent on downwind for 24R.

I landed on 24L threshold ( near taxiway B6) and stopped and turned off runway on taxiway B5 in approximately 100-150 metres. (Peter, now I should be ready for the next NAC landing competition). I changed from airport frequency to Jandakot Ground and parked my aircraft.

I then realised why ATC instructed me to come straight and take the short cut, coz there is not even one numpty pilot flying at 24L training circuit due to rough and gusty conditions except me.

Flight time was 9.7 hours. I was stuffed and tired but I had to make to Jandakot to start my 14 days home quarantine.

The things a man has to go through, to get his aircraft... one numpty, grumpy pilot :-)





# 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 ☐

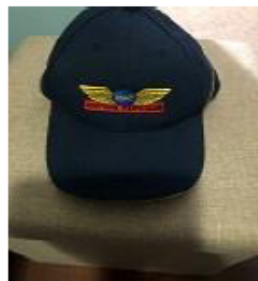
"Fly About" magazine Yes ☐

No ☐

Many thanks,  
Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised



# BAR ROSTER



**NORTHAM AERO CLUB**

## Bar Roster

**2021**

Opening Hours

*Saturday 5pm - 7pm*

July		2021
3rd	-	Matt
10th	-	Dave
17th	-	Howie
24th	-	Peter
31st		mike

October		
2nd	-	Croffy
9th	-	Dave
16th	-	Sue
23rd	-	Mike
30th		Peter

AUGUST		
7th	-	Croffy
14th	-	Dave
21st	-	Sue
27th-3rd Sep	-	Ballooning

November		
6th	-	Matt
13th	-	Dave
20th	-	Howie
27th	-	Croffy

September		
4th	-	Peter
11th	-	Dave
18th	-	Matt
25th	-	Howie

December		
4th	-	Mike
11th	-	Dave
18th	-	Sue
25th	-	closed

IF UNABLE TO DO YOUR ROSTERED  
DAYS PLEASE MAKE ARRANGEMENTS  
TO SWAP WITH SOMEONE  
*Manager*

# Next Club Competition

**NEXT NAC FLYING COMP is scheduled for:  
Sunday 13th February 2022**

***NOTE TIME NOT YET SET:***

**Next Club Committee meeting date and time has  
not been set yet, members will be advised.**

## Bar Hours

The Bar is now re-opened.  
Please check with Matt Bignell for opening times.  
New bar roster to be published after AGM.  
0407 873 700

## NAC Website access QR code

We are slowly sliding into the new  
technological world!

Here is the latest High-Tech way to access  
the NAC website.

If you are “QR” code ready then simply  
scan this code with your phone or tablet  
and you will be taken to the club website.

What will they think of next!

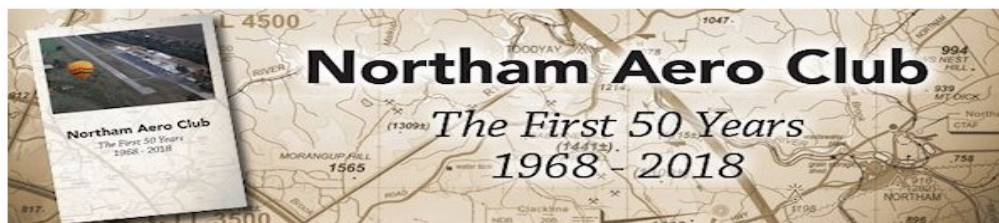


*(QR code reader apps can be downloaded from the App store or Play store)*

# Dec/Jan 2021/22



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



*\$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*



## LEARN TO FLY **Recreational Aviation** **Capital of the West**



**Ph Errol 0428 880 149 or Dave 0416 242 846**

**[www.northamaeroclub.com](http://www.northamaeroclub.com)**



**Western  
Airmotive  
Pty Ltd**

30 Eagle Drive Jandakot  
Western Australia 6164  
Ph: +61 8 9332 7655  
E: [airspares@westernair.com.au](mailto:airspares@westernair.com.au)  
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# NAC Cessna 172—VH-PGL

## Hire Fee Structure

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*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](mailto: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**

Errol Croft

E: [dowref@bigpond.net.au](mailto:dowref@bigpond.net.au)

T: 0428 880 149

**Vice President**

Matt Bignell

E: [big.matty@hotmail.com](mailto:big.matty@hotmail.com)

T: 0407 873 700

**Secretary**

Susan Clements

E: [info@northamaeroclub.com](mailto:info@northamaeroclub.com)

T: 0488 441 274

**Treasurer**

Dave McFarlane

E: [nactreasurer@bigpond.com](mailto:nactreasurer@bigpond.com)

T: 0428 743 031

**Club Captain**

Peter Hill

E: [prh@aurora.net.au](mailto:prh@aurora.net.au)

T: 0450 415 947

**House & Grounds**

Vacant

**Aircraft**

Dave Beech

E: [dbeech@iinet.net.au](mailto:dbeech@iinet.net.au)

T: 0438 016 903

**Flight Training**

Kevin Lathbury

E: [Kevinlouise62@gmail.com](mailto:Kevinlouise62@gmail.com)

T: 0434 000 217

**Flight Training**

Murray Bow

E: [bowie1@iinet.net.au](mailto:bowie1@iinet.net.au)

T: 0424 160 750

**Aircraft Bookings**

Matt Bignell

E: [big.matty@hotmail.com](mailto:big.matty@hotmail.com)

T: 0407 873 700

**Fly About Editor**

Martin (MJ) Jacobson

E: [auswideaviation@bigpond.com](mailto:auswideaviation@bigpond.com)

T: 0408 439 160

**Membership Officer**

Heather Deegan

E: [heatther1957@gmail.com](mailto:heatther1957@gmail.com)

T: 0248 738 808

**THE NORTHAM AERO CLUB (Inc.)**  
**PO Box 247 NORTHAM**  
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