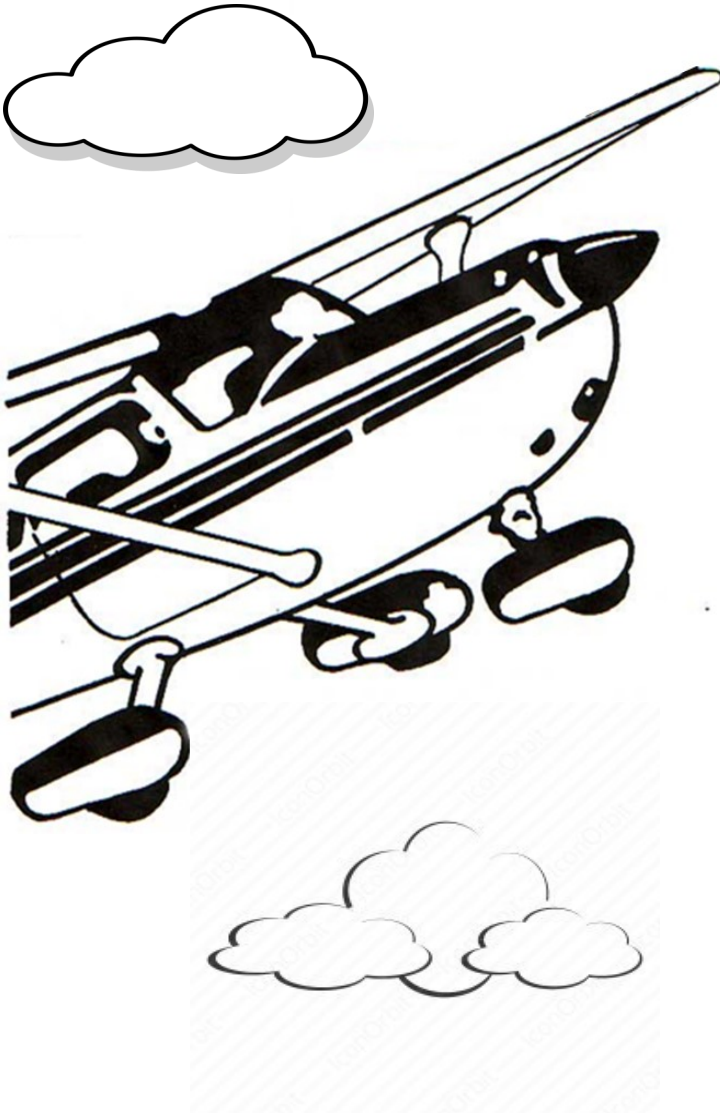


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 52 Issue No.2 FEBRUARY 2021



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Presidents Message

Hi all. Welcome to 2021, I hope you all had a Merry Christmas and a Happy New Year. A lot of people are complaining about the weather but let's face it January and February are our hottest months. Not a lot of flying has been done but that is due to the hot weather and the wind. I must admit it is not very nice up in the air when there are thermals everywhere, and of course gliders just love those thermals.

Anyone that has been around the club lately will notice that the Briefing Room has new doors, windows and Air Conditioner. The ceiling and parts of the Clubroom, Bar and Kitchen are all in the middle of a huge facelift and looks fantastic. Down the track I will advise members when we need a busy bee or two to put everything back indoors and do some painting so keep an eye on your emails.

On Sunday 14th March the Royals have invited us down to YMUL for a breakfast (0830 hours) and Flying Comp. The Mustang car club will also be there. This particular date crosses paths with our own Flying competition at Northam Aero Club and the Royals are aware of that but anyone that wants to be a part of the day, the invite is there. The competition at YMUL will consist of a flour bombing so let me know if you are interested, or contact Mick Harcourt so he is aware and can put your aircraft on the list to remove landing fees for the day and breakfast numbers.

On a sadder note we lost a long time Member/Pilot in Ray Howell on 31st January 2021. Ray was a very good friend of mine and a lot of other pilots around the club.

He held many positions in the Northam Aero Club and was also a Member of Royal Aero Club ... RIP Ray.

Cheers, Errol



Ray Howell and his wife Ruth

Club Captains Report

Hello all, Peter Hill here again

Sun. 14th Feb. was our TEAM NAC Flying Comp. "CROSS COUNTRY with

"STRAIGHT IN APPROACH"

A nice little Cross Country Air Trial with waypoints to be identified, several course and altitude changes etc. then a Straight In Approach and landing performance criteria .

TEAM NAC Pilots and Crew gathered in the Flight Office to learn start times and grab a cuppa and cake, talk shop etc. Among our Visitors was one of the Founding Members, the evergreen Preston Smith, also a past Club Champion. As usual all TEAM NAC PILOTS had full Comp Sheets with 4 weeks to go.

TEAM NAC FLYING COMPS are all about PROFICIENCY, and systematically dusting off and honing basic flying skills we learned as students, and the close scoring of our Pilots in these Comps reflects the success of this approach, all TEAM NAC PILOTS enjoy the Comps and the Fellowship too.

Start times were staggered by 10 minutes or more for safety.

RESULTS:

First Place	Phil Maley	98 Points
Second Place	Nick Kostov	97 Points
Equal Third Place	Russell Steicke James Hill	95 Points
Equal Fourth Place	Ian Berry Jesse Stewart	93 Points
Fifth Place	Peter Hill	92 Points
Equal Sixth Place	Ashley Smith Phil Smith	91 Points

Judges were Nick, Jesse, and James. "We had a great day close up to the action."

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

NEXT NAC FLYING COMP is Sunday 14th March "Jennacubbine Air Trial" please mark your calendars.

All NAC PILOTS have full Comp Sheets with 4 weeks to go.... why not fly a practice run eh?

THANK YOU ALL,

Best Wishes, Peter Hill, Club Captain 0450415947

Do you need a drink?

It's a good question to ask in the bar once the aeroplane is safely tucked away. But at this time of the year, it's also a very relevant question when you're planning to go flying.

The effects of dehydration

On a normal day you lose 2 to 3 litres of water, through sweating, breathing and urine. If you're exerting yourself on a hot day you can lose a lot more than that. Exertion can mean going for a run, but it can also mean physically hard flying such as aerobatics or agricultural work. And as for passengers, taking them flying on a hot bumpy day and getting them to fill sickbags is a great way to dehydrate them.

Headache is a symptom of fairly severe dehydration. That's why a good hangover includes a headache – if you drink an excess of alcohol, you urinate an even greater excess of water, which leaves you dehydrated.

More importantly for a pilot, your brain is very sensitive to dehydration. Even small levels of fluid loss, before you feel thirsty, and well before you get to the symptoms of severe dehydration, can affect brain function. Like hypoxia, dehydration can be insidious (creeping up on you), and like hypoxia, it's likely to affect the higher-order brain functions first. That means it will affect your alertness and decision-making and, critically, the ability to recognize that your performance is degraded, even before you're thirsty. Flying on a hot bumpy summer day can be strenuous enough without adding degraded performance to the equation. That's why it's important to keep your fluid levels up.

Sweating

It's not just something you do before an exam or a flight test. It's the body's way of cooling itself. Your body gives off latent heat to evaporate sweat from your skin, which keeps you cool. But when the sweat starts running down your face and body, that means there's no evaporation going on, meaning your body is losing water without gaining the cooling benefit. On a humid day, when the air around you can't hold as much of the water vapour that your skin is giving off, more of the water ends up running down your body.

Drink more than thirst dictates

Most people get thirsty after they lose about 1.5 litres of fluid (more or less, depending on your body weight). Your thirst mechanism then tells you to drink a good few hundred ml of water. However, it's easy to switch off the thirst mechanism just by wetting your mouth with a small amount of liquid. You need to drink more than just the little bit that will quench your thirst.

You should drink 2 to 3 litres of water every day, and obviously more if you're losing more on a hot day or through exertion. Sipping small amounts often allows your body to absorb the water, which is much better than drinking 3 litres all at once, filling your bladder and subsequently wasting some of the water. Sipping small amounts and allowing your body to absorb the water also gives you more chance of your bladder endurance exceeding your flight time. In a 737 or an A330 that's obviously not a drama, but in a 172 it matters.

Ration your sweat, not your water

A key means of avoiding dehydration is to reduce the amount of water you're losing, especially in hot conditions. It's good to drink it, but it makes sense to do what you can to avoid losing it in the first place. Some tips include:

Wear light coloured, loose fitting, long clothing.

All food requires water to digest. Some food, including many types of fruit, contains enough of that water, but meat and fatty food use up a lot of water for digestion.

The best fluid for hydration is water. Anything else, including coffee, sports drinks or soft drinks, requires some of the water you're drinking to process it. Also, caffeine is a diuretic, and while urinating is an essential part of cleaning your body out, it obviously defeats the purpose of hydration.

Stay out of the sun if possible. It's easier said than done, but as an example, a couple of considerations we often use at Northam are to do the external preflight before pulling the aeroplane out of the hangar, and to think about where the sun is and to park the aeroplane so the cockpit will be in the shade at the start of the next flight.

Move slowly. Give yourself plenty of time to do your refueling and preflight, so you don't need to rush around and exert yourself.

Happy flying, and make sure both you and the aeroplane have had sufficient fluid intake!

VALE—Raymond Birch Howell

12th May 1928 to 31st January 2021

I first met Ray at the Northam Aero Club in the early 90's when I started flying. He was Club Captain and advised me I needed to come and fly the monthly competitions adding, "That's where you really learn to fly a plane. Boy was he right. Everything from forced landings, longest glide, fastest around the tower, HMS YNTM, precision circuits, and go arounds. Ray had score sheets and air judges for all of them. He loved to fly down to the city and and show the city pilots how we country pilots fly. When we would land down there and Ray climbed out of the plane I could not get over how he knew everyone and he had all the drum on how to beat them at their competitions. When I advised Mick Harcourt of Ray leaving us, the stories started coming. Mick said Ray was like a lot of Northam Pilots, we all landed too slow. Straight away I thought of that time Ray was on final 32 Rwy at Northam's dirt strip when the stall warning came on. Ray was P.I.C. and I strongly suggested Ray to add power and put the nose down. Ray looked at me and said "What?" I hit the power and Ray put the nose down. Not a bad landing actually. When we were taxiing back to the hangar I mentioned "Ray you need to maybe put the nose down when the stall warning comes on". Quick as a wink his reply was "What stall warning? I cant hear that I'm deaf" Ray must have thought about that and after that we had our dirt strip at Northam bituminized. Ray was P.I.C. again and I was once again Air Judge and Ray was starting to land a little faster. We were once again on final on Rwy 32. He wanted to hit the spot to win the spot landing 1st place. He set CMP up around 70 knots and then forced the nose down to hit the spot. The air speed shot up to 85 knots, we hit the ground and bounced back in the air. I suggested he go around, "I've got this" he replied. When we touched down we were half way down the runway, only to bounce again and again and again. I could see the fence coming up real fast and the screeching of the tyres on the bitumen. We pulled up and Ray turned the plane around and taxied back to the closest taxiway with the comment "They call that a four point landing in the air force". I didn't dare mention the fact that is the case with a tail dragger. That week CMP had to have new tyres fitted as the canvas was showing.

Ruth was Rays wife and the love of his life and after Ruth passed away Ray was so disheartened and never got over losing his Ruth. As the Minister Brett Butler mentioned a few times at Ray's funeral after hearing stories of Ray's flying he decided not to fly with Ray. This takes me to when Ray after flying with me as Air Judge in several of his flying competitions, he asked me if I could take Ruth up for a fly. I jumped at the opportunity. He also added "she won't fly with me". When Ruth was up in the plane looking down she was like a little girl, so amazed. One thing Ray would do being a member of Royals, he would always advise me of any events or flying comps at Jandakot or Murrayfield so we could fly down for them. Ray would always like to take the controls to fly back to Northam. I would fly over the escarpment and when we had Mount Dale and Mt Bakewell in our sights I would hand the controls over to Ray advising him to stay right of Mount Dale and left of Mt Bakewell. No big deal as they stand out. We did not have GPS in those days only maps. "Easy" says Ray I looked down and was doing calculations and had my eyes down for a minute or two. Ray was like those actors on TV when they are driving cars while talking to the passenger, never looking where they are going and never seeming to crash into anyone or anything. Well when I looked up I could not see Mount Dale or Mt Bakewell. I asked Ray "Where are those two peaks you are meant to be flying to?" "Up in front of us" was his reply. When I asked him again he looked up and could not find them. He had done a 90 degree turn to the right, off course. We have so many stories about Ray so feel free to put pen to paper. His loves in life were Ruth, Flying, his model T Ford and his Church.

Rest in Peace young Ray you are now again with your love of your life Ruth.

Club Captains Comp Pics



"Phil Maley wins Feb Flying Comp at Northam in crosswind conditions too!"

MEMBERSHIP FEES NOW DUE

Hi All, just a quick reminder that membership fees fall due on the 31st of December each year.

Please see the form on page 12 of the Fly About for fees, bank details and club items for purchase.

Club House Renovations

This is the first major Renovations to the club since it was built , J & A are the contractors Matt Bignell is the project manager and the job is expected to take a few weeks or so

There will be a opening do of sorts when finished.

The briefing room doors where upgraded for security and ease to use



Next Club Competition

NEXT NAC FLYING COMP is scheduled for:

Sunday 14th February 2021

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

Next Club Committee meeting at 13:00 (1pm)

Sunday 14th February 2021 , at NAC Clubrooms



JENNACUBBINE AIR TRIAL

PILOT: _____

CALL SIGN: _____

TAKE OFF AND DEPART CROSSWIND TO EAST AT 1,500 Ft

RADIO: "Northam Traffic _ _ _ TAXI RUNWAY _ _ Northam". 10 Points.

RADIO: "Northam Traffic _ _ _ ENTER BACKTRACK RWY _ _ Northam". 10 Points.

RADIO: "Northam Traffic _ _ _ ROLLING RUNWAY _ _ Northam". 10 Points.

RADIO: "Northam Traffic _ _ _ Departure Crosswind Rwy _ _
124.2 tracking 090* maintaining 1,500 ft Northam". 10 Points.

FIND DEMPSTER STRIP NORTH SIDE GT.EASTERN HWY GRASS VALLEY.
IS AT EAST OR WEST END OF DEMPSTER STRIP? _____ 10 Points.

TURN LEFT ONTO TRACK 340° TO OVERFLY CLAUDE'S STRIP.

AT QUARRY TRACK 290 ° TO INTERSECT NORTHAM PITHARA Rd
IDENTIFY 5 ACRE FARMLAND EAST SIDE OF ROAD:
IS THERE A BOAT FLOATING IN A DAM TIED UP TO A JETTY? _____ 10 Points.

TURN RIGHT ON EAST SIDE NORTHAM PITHARA Road
IDENTIFY A CHURCH... WRITE HERE COLOUR OF ROOF _____ 10 Points.

NOW TRACK NORTH UP RAILWAY LINE TO JENNACUBBINE.
WHAT COLOUR IS SILO /WHEAT BIN ON RAILWAY LINE? _____ 10 Points.
ON _ _ _ SIDE OF ROAD : IS THERE A TENNIS COURT? _____ 10 Points.

NOW TRACK 245° FOR PONDS EAST OF TOODYAY.....

CLIMB TO 2,500 Ft

AT PONDS ON EAST SIDE OF GOOMALLING TOODYAY ROAD:
IS THERE A SWIMMING POOL? YES/ NO _____ 10 Points.
ALSO, WRITE HERE COLOUR OF TENNIS COURT _____ 10 Points.

NOW TRACK INBOUND FOR NORTHAM AIRFIELD. 120 °
RADIO: "Northam Traffic _ _ _ 10 Miles N/WEST
124.2 at 2,500 Ft. INBOUND
for CIRCUIT ARRIVAL TIME _ _ Northam" 10 Points.

AT 5 MILES IS THERE A ROUND WHITE DAM? YES/NO _____ 10 Points.

ABEAM GRAIN SILOS:HOW MANY LARGE PONDS/ 4 OR 6? _____ 10 Points.

RADIO " Northam Traffic _ _ _
JOINING MID FIELD CROSS WIND RWY _ _ Northam". 10 Points.

RADIO: TURNING MID DOWNWIND RUNWAY _ _ Northam". 10 Points.

BONUS POINTS: LAND ON KEYS 10 Points.

RADIO: "Northam Traffic _ _ _ LANDED AND CLEAR
RUNWAY _ _ Northam". 10 Points.

Bar Hours

0407 873 700

Feb/Mar 2021



NORTHAM AERO CLUB

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					20	21
22	23	24	25	26	27	28
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	26	27	28
29	30	31				



\$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

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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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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