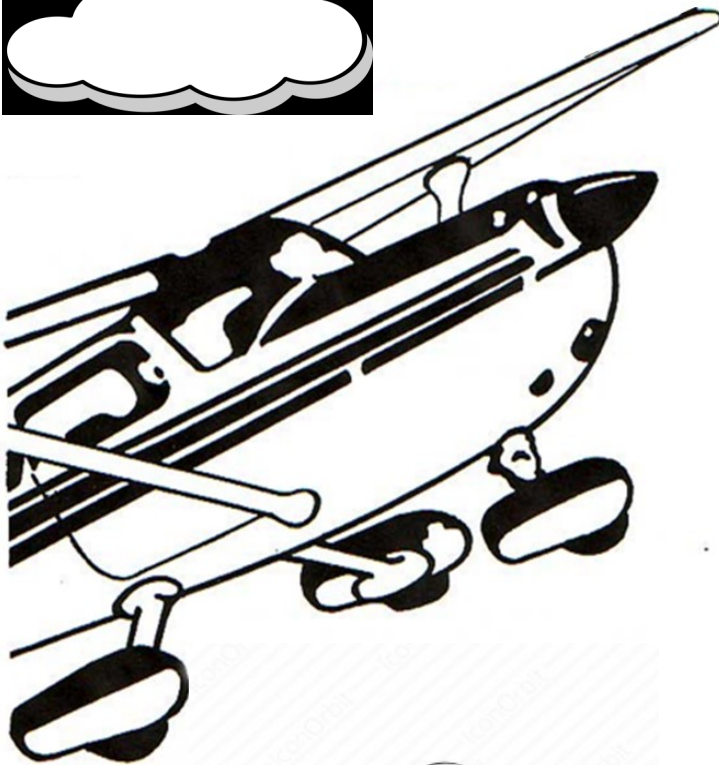
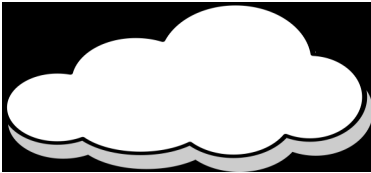


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 51 Issue No.1 January 2020



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- ◆ A Message from the President
- ◆ Club Captain's Report
- ◆ Club Calendar
- ◆ Pick the Aircraft
- ◆ Classifieds

Presidents Message

Welcome back members and Happy New Year to all.

We look forward to catching up with as many members as possible during the next twelve months.

David Currey, CEO of the Royal Aero Club of WA has sent us notification in writing that they have taken the decision to waive landing fees at Murrayfield Airfield as a goodwill gesture to promote general aviation. The only stipulation being that all Northam Aero Club members must notify RACWA of their aircraft registrations in advance so that they can notify AVDATA of the exemption. Contact RACWA to notify at (08) 94170012.

Keep enjoying this great weather to explore more of WA.

Cheers,

Errol

Membership Now Due

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)



Club Captains Report

Hi, and welcome to 2020 FLYING COMP SEASON.
NEXT FLYING COMP at NORTHAM Sunday 09/02/20.
"I FOLLOW ROADS-- lots of them!"
a short Cross Country Air Trial
within a 5 mile radius of Northam Airfield.
Sunday 9 th February 9am start.
Hoping to see all TEAM NAC PILOTS at Northam
Sunday 9th February 9am start

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

Club Captains Report



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 MOMUMENT 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 Captains Report



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

PILOT _____

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

CALL SIGN _____

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"

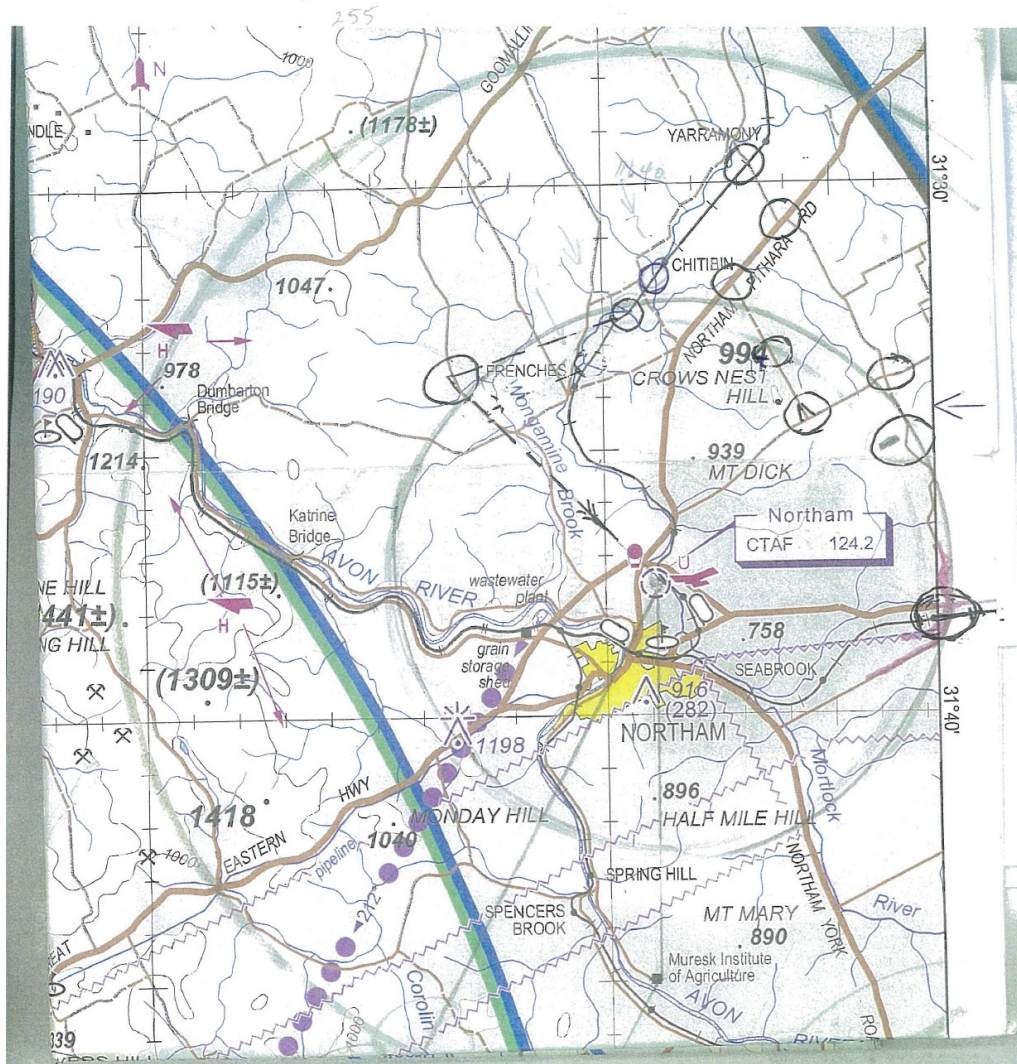
10 Pts

Club Captains Report



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

PILOT _____



Missed Approach

Of the many clichés or adages of aviation, one of my favourites is that there are three things that will save your life: the go-around, the 180 degree turn, and the decision not to take off in the first place. Here are a few thoughts on the first of those items.

Why?

How many can you add to this list of reasons to go around?

1. Aircraft on the runway;
2. Too much energy on approach (too high and/or too fast);
3. Significant overshoot turning final, or otherwise not lined up early enough;
4. Wind or turbulence beyond what you feel comfortable landing in;
5. Your Jetstar A320 GPWS tells you “Too low – gear” on approach to Ballina because you forgot to lower it;
6. Instructor wants you to show him one on your Flight Review.

How?

Everyone has practised go-arounds, or missed approaches, enough times in training to have a pretty fair idea about doing them safely. The main thing, of course, is to get the aeroplane climbing safely. Once you’ve applied full power and got that happening, then you can worry about retracting gear, retracting flaps (one stage at a time so you don’t dump a whole lot of lift at once and sink when you’re close to the ground), and moving to the dead side of the runway (or the live side at Jandakot). And if you really must yabber on the radio to tell the world you’re going around, you can do it after that.

A key point about going around, and one that many people have come to grief by ignoring, is that once you’ve made the decision to go around, go around. If you change your mind as you’re doing a missed approach, and think “Actually, I reckon I can make it now”, you’re asking for trouble.

Like all accidents, the QF1 accident in Bangkok in September 1999 (was it really 20 years ago?) had a number of contributing factors, but a key one was that when the captain (who was the non-flying pilot) saw that they were going to land long, he told the FO to go around. But as the FO did that, the aeroplane’s inertia meant it was still sinking, and the wheels touched the runway. When the captain felt that, he retarded the thrust levers and they landed. For reasons best described in the accident report, the crew didn’t use reverse thrust, as a result of which they overran the runway and, depending on who you believe, caused enough damage to write the aeroplane off. It was, of course, not written off, thus allowing Qantas to still claim they’ve never lost a big jet. The captain’s initial decision to go around was good. He should have let the FO get on with it.

Avoiding them

Everyone can make a mistake in the circuit, such as being too high and fast on final, or not allowing enough for a tailwind on base and overshooting the turn onto final. A point that won't get much argument is that it's good training and practice that enables you to get configured early on base, to judge how your profile is going and adjust accordingly, and to deal with curly crosswinds. All the tips and tricks and techniques for flying a good circuit can be the subject of another article.

Decisions

Does anyone disagree that the hardest thing about a go-around is making the decision to do it? It's easy to push on and try to land when a go-around means another 5 or 6 minutes, or another \$30 or whatever the going rate is, in the air.

More importantly, it's easy to push on when the alternative is an admission of defeat. And let's face it, most of the reasons for going around, such as not getting stabilised on approach, or deciding the conditions are beyond you, are admissions of defeat. And who can argue that the typical pilot's ego has a bit of trouble with that!

Have a plan

If you're a professional pilot, chances are you have SOPs that dictate when you have to go around, such as an S-turn onto final or not having landing flap down by 300 ft AGL. If you fly twins, your training will have included engine-out landings, and you don't want to do a missed approach from close to the ground when one engine is not turning. So you'll have established a "decision height", say 300 ft AGL, and you won't go below that height unless you're certain you can land. So at 300 ft, if you think you may be too high, or you think the wind may be beyond you, or if you're not sure the idiot in front of you is going to get off the runway in time, you cut your losses and go around. And in twin training, at some stage you'll do a single-engine landing and as you're approaching the keys the instructor will tell you to go around. He's looking for you give him a firm "No – not from down here."

Since every day's a school day, and since I'm still learning, I'll share a recent "Should have gone around" moment. Because I don't like the idea of going around from close to the ground at night, I've always briefed myself on a 300 ft night-time decision height. But it's not much good if you don't make a conscious decision: "Yes it looks good" or "No I'm not sure about this." At 300 ft AGL I was too high. Because I kept going, I then ended up in a bit of a bind, clearly about to land too long but not wanting to go around at 100 ft AGL. I chose landing too long as a safer option than going around from low down, but that wouldn't have been a dilemma if I'd employed the concept of a decision height properly.

Bar Roster

Bar Hours - Saturday 5pm - 7pm

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

January

4th - Closed
11th - Howie
18th - Adam
25th - Dave

April

February

1st - TBA
8th - TBA
15th - TBA
22nd - TBA
29th - TBA

May

March

7th - TBA
14th - TBA
21st - TBA
28th - TBA

June

January/February 2020



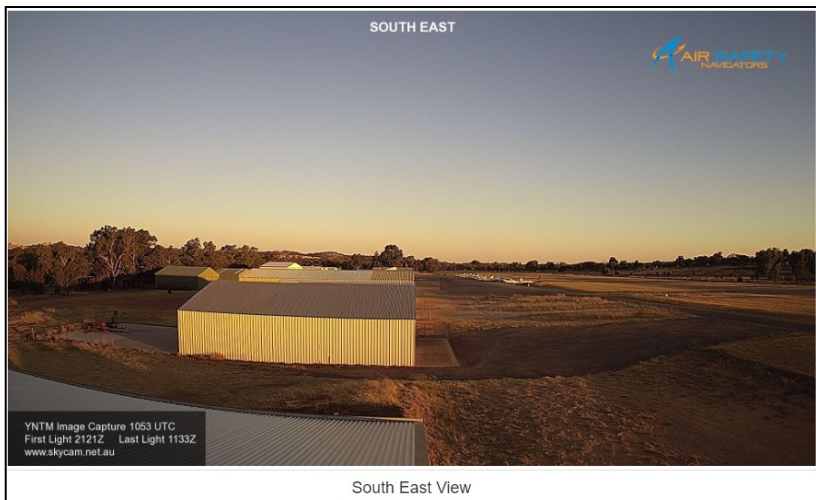
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1 New Years Day	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26 Australia Day
27	28	29	30	31	1	2
3	4	5	6	7	8	9

NORTHAM AIRPORT SKYCAM

Northam Airport now has a Skycam:

<http://www.northam.skycam.net.au/>

The Skycam system at the Northam Airport has been installed to improve pilot situational awareness with regard to the weather. This webcam is funded and will be maintained by Air Safety Navigators as part of our commitment to aviation safety, the local flying community and in support of our home airfield. Images are now available on Ozrunways and Avplan



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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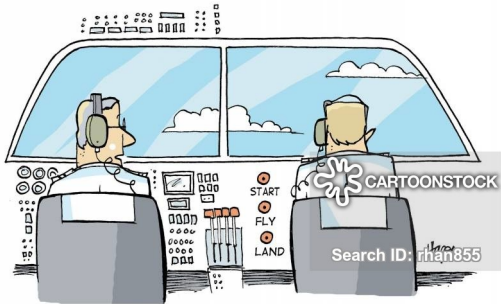


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A Little Humour



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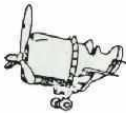
**How different
Engineers would
Design an Airplane**



Armament Engineer



Production Engineer



Powerplant Engineer



Equipment Engineer



Aerodynamic Engineer



Electrical Engineer



Pick the Aircraft

See how many of these aircraft you can name!!



Novembers Answers

A. Pilatus PC 24

B. Pilatus PC 12

C. Pilatus Porter PC 6

D. Pilatus PC 7

E. Pilatus PC 21

F. Pilatus P 2

Expressions of Interest

Dry Hire—1967 Cherokee Six

Contact—Ian Hall 0428 420 012

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

50/50 Share Sale

Vans RV7A

VH-ZDB

Looking for a 50/50 share or a possible outright sale considered

- *Aircraft built in Nungarin and first flew in 2005*
- *Faultless history*
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- *Always hangared*

For more information please contact David Watkins

E : dwatkins8@me.com

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 - \$220 per hour

Dual Training - \$330 per hour

TIF's - \$165 per 1/2 hour

Briefing - as required

Instructor (in owner's aircraft) - \$100 per hour

Pre-paid Discounted Block Rates Available

- 5 hours - less 5%
- 10 hours - less 10%
- 20 hours - less 15%

Student pilots may use the discounted block rate for aircraft hire only

Instructor fees remain as priced above

For all further enquiries please contact:

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

Matt Bignell - 0428 962 001





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