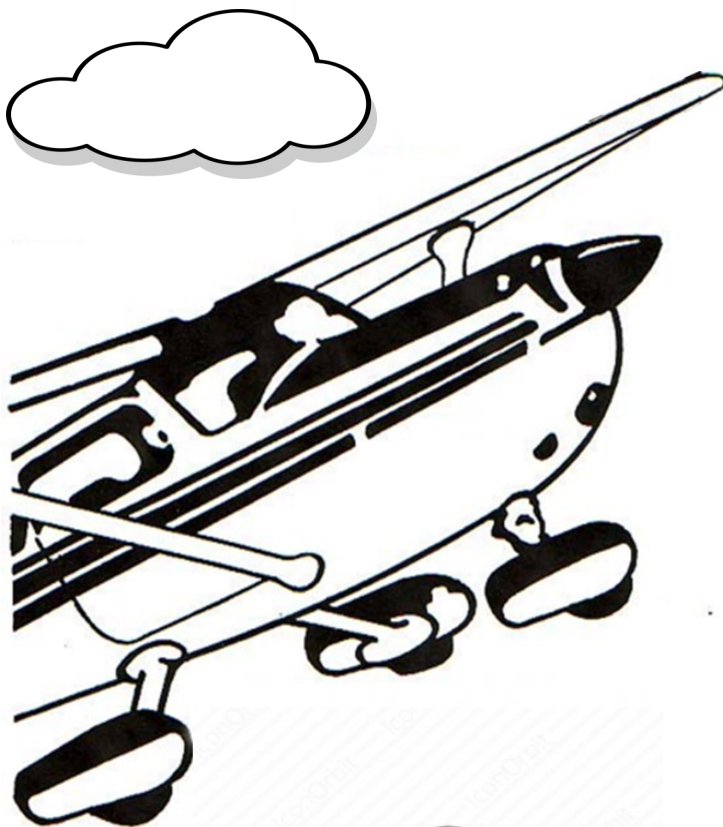


# Fly About

Northam Aero club (Inc.) Newsletter

Vol. 53 Issue No.7 JULY 2022



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# Presidents Message

Hi all,

Another successful year and another AGM.

Even though there were a lot of apologies, the 2022 Annual General Meeting of the Northam Aero Club was well attended.

With the formalities taken care of there were no issues to discuss.

All reports were submitted and I would like to once again sincerely thank our Committee for the past year's voluntary service.

Denis Beresford as the Returning Officer announced the new Committee which was elected unopposed. We now have President Errol Croft, Treasurer Rachel Buck, Secretary Susan Clements.

Our new 2year Committee Members are Liz Ellis Bar Manager, Dave McFarlane Club Captain and Dave Beech looking after our Club Plane reports.

Peter Hills has stood aside from his role of Club Captain and I take this opportunity to sincerely thank Peter for his many years as Club Captain. I cannot remember Peter missing any club competitions as Club Captain.

Our new Bar Manager Liz is going overseas and upon her return we are looking forward to organising Saturday night functions so keep your eyes open either in the Fly About or our Facebook page.

Our Club Plane has been well flown last year and as I mentioned in the last issue we are looking for another Instructor so if you know of someone please call me or email. A huge thanks to Kevin our tireless Instructor as he keeps our members up to date, not only with our students, but also his articles for the Fly About.

With all these freezing mornings keep using that carby heat and come to think of it that cabin heat as well, because it can get very, very cold in the cabin.

Cheers, Errol

# Next Club Competition



## NAC COMPETITION TIMED CIRCUITS (2)

PILOT \_\_\_\_\_

Call sign \_\_\_\_\_

TIME STARTS	WHEELS OFF
-------------	------------

HOURS	MINUTES	SECONDS

### Short Field Take Off from start of black top < 300 meters

10 Points

FIRST CIRCUIT IS TOUCH AND GO

### Short Field Full Stop Landing < 300 meters from keys

10 Points

SECOND CIRCUIT IS FULL STOP

RADIO CALLS, KNOW YOUR CALLS AND DO THEM .....

CLOSEST TO NOMINATED TIME 50 Points

SECOND CLOSEST TO NOMINATED TIME 45 Points

THIRD CLOSEST TO NOMINATED TIME 40 Points

FOURTH CLOSEST TO NOMINATED TIME 35 Points

TIME FINISHES	WHEELS OFF
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HOURS	MINUTES	SECONDS

# After Sunset Sortie

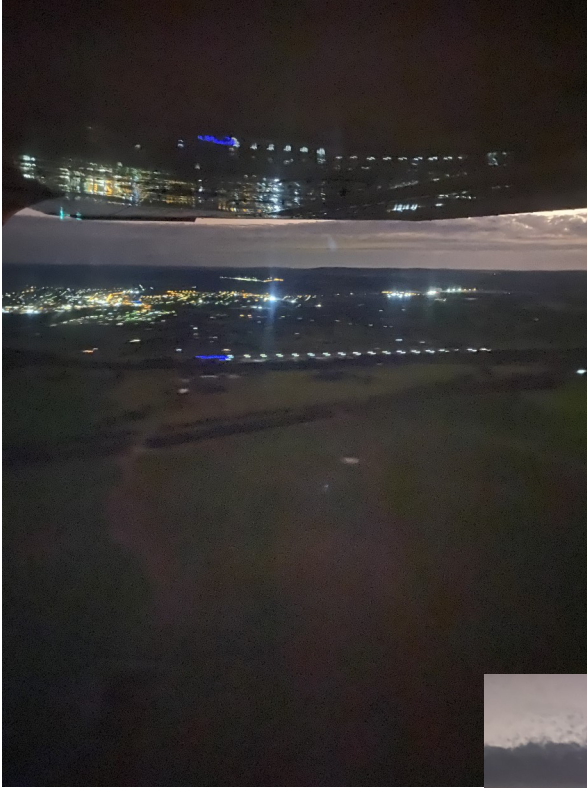
Club member Damian O'Driscoll has sent in some great pictures of an after sunset sortie where he jumped on board PGL with our instructor Kevin Lathbury for Damian's very first after dark ride in a light aircraft.



As the sun sets PGL is readied for flight.



# After Sunset Sortie

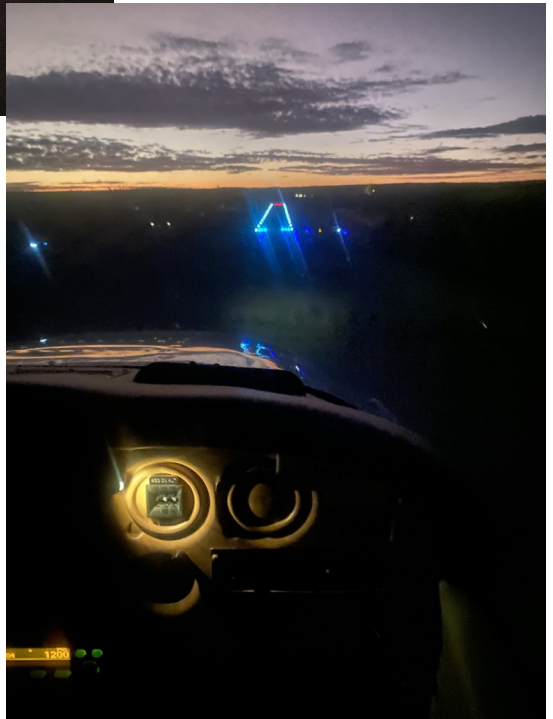


An eerie reflection of the Northam Town lights in the underside of the wing of PGL, with the runway lights glowing in the foreground.



How lucky are we to have such a brilliantly lit runway?

Those runway lights look awesome!

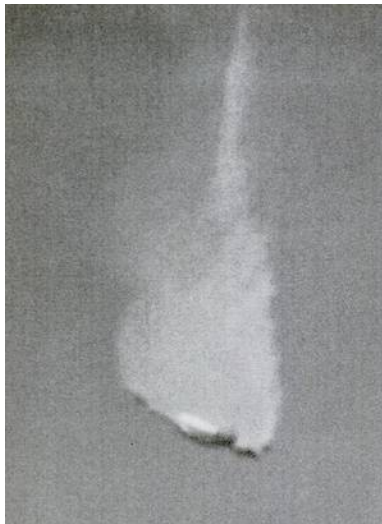


An old Japanese proverb, “When the sky is blue, Fuji is angry”, had a tragic ring of truth on a fine clear day in March 1966. A Boeing 707 belonging to BOAC took off from Tokyo and crashed southeast of that famous mountain. Even if you’re not old enough to remember 707’s or what BOAC stood for, you’ve probably heard of the phenomenon that led to the demise of the aircraft and all 124 people on board. They flew into a mountain wave.

Typical preconditions for mountain waves to form include:

- A significant range, at least 1000 ft above the surrounding terrain;
- Winds greater than 20-25 knots at the mountain tops;
- Wind at right angles (or thereabouts) to the range;
- A subsidence inversion above the mountains.

An inversion will trap the air rising on the upwind side and force it to descend on the downwind (lee) side, which can give rise to very strong downdraughts and rotors. The downdraughts may be too strong for an aircraft to outclimb, and the turbulence may be enough to break an aeroplane apart, as it did to BOAC Flight 911.



*Photo taken by an onlooker as BOAC Flight 911 died. The cloud is fuel escaping from the tanks.*



The investigators of that accident found a passenger's camera that had skipped two frames, and they determined that a load of at least +7.5G would have been required for that to happen. The F-14 that Maverick and Rooster nicked from under the noses of the Persians was built for that kind of load, but an airliner (or "commercial airliner" as the media would say, as though there's another kind) is not. The 707 lost its tail surfaces, followed by the engines, and finally the section aft of the rear doors. A US Navy A-4 involved in the search for the 707 encountered the same mountain wave. The Skyhawk pilot reported that his head was banging from side to side against the canopy (thank God for helmets) and he was in and out of control. Somehow he got his aircraft pointing more up than down, got out of the turbulence and got home safely. The maximum and minimum readings on his g-meter when he landed were +9 and -4.

If there's enough moisture to form cloud, the cloud shape at the top of a mountain wave will follow the pattern of air movement, and you may see lenticularis (lens-shaped) clouds – a good indication of danger.



*Lenticular clouds*

There are plenty of locations in Australia where mountain waves can form, and where lee side turbulence can be a concern. Perth Airport is internationally notorious for the lee side turbulence in the easterly winds off the Darling Range. The airport is far enough away from the hills for rotors and dangerous downdraughts to not be much of a problem, but the turbulence can make early morning landings on Runway 03 or 06 a handful.

When I worked at Moorabbin Airport I did quite a bit of aerial photography flying. On one of those days we were out to the east of town taking photos of houses in the Dandenong Ranges, which are basically the southern end of the Great Dividing Range, where it runs east-west. There was a strong northerly blowing, and at one point the photographer indicated an area south of the hills where there were some houses on his task list. We were no higher than the tops of the hills and I told him that with a northerly, the lee side turbulence would probably mean we'd be bouncing around too much to get good photos. He insisted we try – and fair enough for not giving up that easily – so we flew east until we were in the lee of the ranges. Sure enough, it was a washing machine. No control problems and no damage to the aeroplane, but the photographer agreed not to waste his time taking blurred photos from a bouncing camera.

My son and I climbed Bluff Knoll a few years ago when there was a strong southerly bringing low clouds. We were in and out of the clouds walking to the top, but the sight from the carpark, which is on the north of the mountain, was quite spectacular. The clouds were down to within a few hundred feet of the ground, and we could see them spinning in the rotors caused by the mountain waves. That was a very visible indication that flying there would have been a very bad life choice; even the birds were sensible enough to stay earthbound. But on a clear day, such as that fateful day in 1966 when the westerlies brought no moisture because they were coming off the Asian continent, those rotors won't be visible.

If you're high enough above the peaks or far enough downwind, the worst you can expect is some turbulence. But if you're planning to cross a range and you can't give the tops a good 1000 ft of clearance, for instance because of cloud, or if you're planning to fly close to the hills and below the peaks, have a look at the wind forecast. Mountain waves have only caused that one major airline crash, but they've brought plenty of light aircraft to grief, so if the conditions look good for mountain waves, it may be a good day for a Plan B.

Kevin.



# A Tornado Hits Bull Creek Museum

The British Royal Air Force has donated one of its retired Tornado GR4s to WA's Aviation Heritage Museum at Bull Creek.

The Bull Creek museum is the only museum outside the UK to have a GR4 on display.



The original Tornado was a Multi-Role Combat aircraft (MRCA) that first entered service in 1979. It was subsequently upgraded to the GR4 model, which featured a heads-up display, better cockpit displays, night vision, and GPS.



On Thursday 19 May the Tornado's fuselage, wings and fuel tanks were transported to the Museum. The transport of these components undertaken by two semi-trailers, a 100-tonne crane and a forklift.

# A Tornado Hits Bull Creek Museum



A Tornado with full compliment of armament

The Tornado entered service in 1979, as a vital component of the Royal Air Force (RAF). It is a twin-engine aircraft with a tandem-seat cockpit, to be crewed by a pilot and navigator/weapons officer.

The main function of the Tornado GR4 is its ground attack ability, that is, low to medium level bombing.

In 2019 the Tornado GR4 was officially retired from the RAF.

In 2022, RAAFA was gifted a retired Tornado GR4 to be displayed at the Aviation Heritage Museum in Perth, WA. The gifting of this aircraft was particularly significant, as the Aviation Heritage Museum is the only one, outside of the United Kingdom, to be gifted an aircraft of this kind.

The gifting of this aircraft recaptures the spirit of the original Imperial Gift from the RAF to Australia, which led to the formation of the RAAF.

# Wylie Wheels & Art

**\$20**

Registration includes:  
Saturday Evening Arts viewing &  
Burger from the Wylie Men's Shed &  
Sat or Sun entry into the  
CBH Agricultural Museum

*Bring your  
Planes,  
Cars  
& Bikes*

To Wyalkatchem:

Show & Shine in the main street for cars & Bikes

Wildflower Tours operating ALL weekend

Visit other Points Of Interest\*

**17 to 18  
September**

**Full Welcome Saturday with  
Show & Shine Sunday**

Art Expo 16-19 Sept

Wildflowers

Painting classes

Metal Pouring

Wylie Museum

Kids Events

Food & Market stalls



Sneak peek at Wylie Museum



Wyalkatchem Sunday Arts Group

Presented in conjunction with the 2022 Wylie Arts Expo



# Wylie Wheels & Art Weekend Extravaganza



**Arts & Crafts Expo**

16 to 19 September 2022  
Wyalkatchem Town Hall

## **Calling all artists**

Expo open to ALL  
West Australian  
Artists to exhibit FREE:

## **Perth Based Artists:**

Artworks can again be dropped off at  
**Jacksons Drawing Supplies**  
**Balcatta store**  
on a date TBC and will be returned to  
the store at the end of the Expo.

**Sat to Mon 17-19 Expo**  
**open 9:30am –5pm**

Members of the WSAG will be in attendance  
and completing artworks -

Other visiting artists are free to join them  
with free use of acrylic paints and brushes

\*canvases available at cost price

**Morning and afternoon tea will be available**  
for a small fee.

**Other events on weekend include**

Indigenous Art Workshop  
Lost Wax Sculpture Workshop  
Bus trips to Wild Flower Reserves  
Indigenous guide in flower and bush tucker  
recognition.

Artists entry forms including conditions are available at  
[www.wyalkatchemcrc.com](http://www.wyalkatchemcrc.com)

at the Wyalkatchem CRC or Call 08 9681 1500  
Lot 5700, Railway Terrace, Wyalkatchem

**16 to 19  
September  
2022**

**Gold  
Coin  
Donation  
To View  
Artworks**



## **Vehicle Competition**

17-18 September 2022

Railway Terrace Wyalkatchem

Full Welcome Saturday with  
Show & Shine Sunday

Show & Shine in the main street for  
Cars & Bikes

Guided Wildflower Tours operating  
ALL weekend

Visit other Points Of Interest including:

**Art Expo 16-19 Sept**

**Wildflowers  
Museum**

**Kids Events**

**Face Painting**

**Magician**

**Market stalls**

**\$20**

Registration for Show & Shine includes:

Saturday Evening Arts viewing &

Country Style Burger plus  
weekend entry into the

**CBH Agricultural Museum**



# Next Club Competition

## **NEXT NAC FLYING COMP:**

TIMED CIRCUITS

Team NAC Pilots: Please see attachment for full details.

See you at Northam Aero Club Comp

Mark your calendars! Complimentary morning teas as usual etc.

Cheers, Dave McFarlane Club Captain 0428 743 031

**09:00, Sunday 14th August 2022**

**Next Club Committee meeting is:  
Sunday 14th AUGUST 2022  
1:00pm at the Clubrooms**

## 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)*

# Membership Renewal & Apparel

## Northam Aero Club Membership & Apparel Order Form

Name: \_\_\_\_\_ ☐ Not Renewing

Address \_\_\_\_\_

Phone: \_\_\_\_\_ Email \_\_\_\_\_

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

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

Apparel: ☐ Club Polo Shirt \$35.00 – Size \_\_\_\_\_ Name on Shirt: \_\_\_\_\_

100% breathable polyester jersey knit, snag resistant. Knit collar with contrast tipping.

Mens sizes S M L XL 2XL 3XL or 5 XL (185gsm standard 3 button)

Womens sizes 8 10 12 14 16 18 20 22 or 24 (Ladies 215 gsm with open V with 2 press studs)

Club Cap \$25.00 plus \$8.00 postage ☐ Caps also available from the Bar

Total enclosed \$ \_\_\_\_\_

If you would like to receive an invoice please tick ☐

"Fly About" magazine Yes ☐

No ☐

Many thanks,  
Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised





# BAR ROSTER



## BAR ROSTER 2022

AUGUST	
6th	1700-1900
13th	1700-1900
20th	1700-1900
27th	1700-1900

JULY	
2nd	1700-1900
9th	1700-1900
16th	1700-1900
23rd	1700-1900
30th	1700-1900
SEPTEMBER	
3rd	1700-1900
10th	1700-1900
17th	1700-1900
24th	1700-1900

**THE BAR IS OPEN EVERY SATURDAY EVENING**

**Stay tuned for a new Bar Roster in the coming issues of the**

**Fly About**

# July/Aug 2022



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
18	19	20	21	22	23 Bar 1700–1900	24
25	26	27	28	29	30 Bar 1700–1900	31
1	2	3	4	5	6 Bar 1700–1900	7
8	9	10	11	12	13 Bar 1700–1900	14 Club Competition 900hrs and Committee Meeting 1300 hrs
15	16	17	18	19	20 Bar 1700–1900	21
22	23	24	25	26	27 Bar 1700–1900	28
29	30	31	1	2	3 Bar 1700–1900	4



*\$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**



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



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and pilots' supplies"**

# NAC Cessna 172—VH-PGL

## Hire Fee Structure

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*Private Hire - \$260 per hour*

*Dual Training - \$370 per hour*

*TIF's - \$185 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**

Rachel Buck

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

T:

**Club Captain**

Dave McFarlane

E:

T: 0428 743 031

**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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