Fly About

Northam Aero club (Inc.) Newsletter Vol. 50 Issue No. 2 March 2019

A Message from the President

Hi all,

Another month gone, doesn't time fly?

A lot has been happening at the Northam Airfield. Blackwell Plumbing at the Northam Shire's request have upgraded the water supply to FESA Water Tanks and the back row of Hangars.

A big thank you to Denis Beresford who made his time available to act as Airfield Controller while Blackwell Plumbing trenched through the undershoot of Runway 32. Thanks Denis.

The NAC has been advised by a company (Fugro) that they will be collecting data for Western Power starting on 22 March until early May. Fugro will be operating out of YNTM. It will be a Cessna 441 VH-VEW, predominantly white with blue stripes so just be a bit more wary. Weather permitting they will be operating 30 mins after first light till 30 mins before last light. Flying between 3,000ft to 4,000 ft AMSL. Because they will be emitting pulsating Lazer Light which is not visible in the visible spectrum they advise Pilots not to fly closer than 450 ft below this aircraft. Please see correspondence printed further in this issue of the Fly About for more information.

A new Constitution is being drafted as per new requirements for Incorporated Companies.

The draft copy will be sent out to every financial member of Northam Aero Club for comment and a meeting including all members will then be called to discuss and pass the Draft before it is sent off to Records. Please take part in the drafting of our new Constitution as it involves all Members in Northam Aero Club.

Once again, Happy Flying

Cheers, Errol

In This Issue

Vice President's & Airside Report

Hi to all members.

I write this as we coast over the top of Kangaroo Island at FL420 with a leisurely 506 knot ground speed in complete comfort on my way to the other side of the continent. The modern airliner still amazes me every time I get on one, the technology, performance and navigation involved all demonstrate just how far aviation has come. From a general aviation perspective the introduction of software such as Ozrunways and Avplan has brought to the private pilot some situational awareness tools previously only available in modern airliners and business jets. For those of you haven't that tried these systems download a free trial and make up your mind. I for one am a convert.

There is little to report on the airside front this month other than a new main water line has been laid to increase water pressure at the airport and it seems to have had a noticeable effect. PGL suffered a flat tyre on the weekend of the 16th, Pilots please keep an eye out for any FOD on the movement areas. The Skycam is working nicely and we have had a lot of positive feedback on this system as well as enquires from other aerodromes as to how to get one up and running.

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

We now have a DVD player in the clubrooms which is hooked up to the overhead projector, stay tuned for the notification of the next movie night.

This month's Crash Comics and Close Calls focus on pre-flight planning and pre flight inspections, the articles on doors opening in flight was published in 1977 and is still relevant today.

Club competitions are proving popular with numerous Pilots attending the March event. A real enthusiasm is building so please come along and have a go, its good for your flying skills, builds local area knowledge and as a side note the ladies never fail to put on a fantastic morning tea.

Safe flying…

P.S. and in this day of technology I was able to send this to our fantastic editor for inclusion in Flyabout inflight from a wifi connected Qantas 737!

Adam Price—NAC Vice-President

Page 3 Plane

OWNER:	Northam Aero Club
REGISTRATION:	VH-PGL
TYPE:	C172
YEAR OF MANUFACTURE:	1978
SEATS:	4
TOTAL TIME:	13,276.5
ENGINE TO RUN:	1846 hours
PROP TO RUN:	2055 hours
CRUISE SPEED:	105 knots
STALL SPEED:	52 knots
CRUISE FUEL FLOW:	38 litres/hour
HANGARED:	YNTM

Club Captain's Report - March 2019

"AVON GOLF TOUR RECONNAISANCE"

Our March Flying Comp was a Cross Country Air Trial conducted within a 20 N.M. radius of Northam Airfield.

TEAM NAC PILOTS overflew various waypoints and were also judged on Radio calls and their landings etc.

All pilots were given full maps and Comp Sheets 30 days prior as usual, so had ample time to understand/even FLY a practice run.
TEAM NAC aircrew overflew Northam Golf Club, Baker's Hill Golf Club, El Cabello Blanco Golf Club, Wundowie Golf Club and Toodyay Golf Club.

The airmanship and proficiency shown by all Competitors was excellent, and a good day was enjoyed by all Pilots and Crew!

Judges were James and Lachie, Brendon Cox and Jesse Price - THANK YOU !

"We enjoyed the landings very much".....
RESULTS March Comp.. Well done all.....

FIRST: Ashley Smith with a great display, (leads in the Club Championship)
Second : Peter Hill ("mumble mumble")
Third : Adam Price(close!)
Equal 4th : Russell Steicke and Trevor Sangston
Fifth : Howie Pietersie - nice to see you back Howie!
Sixth : Ian Berry close on our heels…

All scores were very close, all Pilots flying NAC comps each month give themselves every opportunity to dust off those skills we otherwise might not revisit as often as we could.
NEXT NAC FLYING COMP is
SUNDAY 14th APRIL..

"GOOMALLING RECONNAISSANCE"

A Cross Country Air Trial appr 60 n.m. within 20 n.m radius of Airfield. As usual all TEAM NAC PILOTS have full Comp Sheets and Maps 30 days to go. Hope to see all TEAM NAC PILOTS and Crew at Northam Sunday 14th April...

Usual Complimentary Morning Tea of course, see you there!

Kind Regards

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

Editor's Broadcast

Hello Fellow Aero Club Members

Another month is flying by and I hope you are all enjoying the beautiful - warm - flying weather!

If you get a chance, try and make some time to see the spectacular transportation of White Gum Air Park's OzJet Boeing 737 on the 27th March. Details in the Fly About. This is definitely not something that is seen every day and not to be missed! History in the making….

Don't forget to pay your memberships and thanks to those that already have - without you all we wouldn't have a club!

Once again thanks to all the contributors for this month's Fly About.

Karin
NAC Fly About Editor
northamaeroclubsocialdirector@gmail.com

New Members!

The NAC would like to welcome Nick Kostov. We look forward to seeing more of you around the club Nick!.

We hope you enjoy the friendship, fellowship and flying at the NAC.

Congratulations!!!

Aeroclub Member Neil Whitmarsh tied the knot to the lovely Lilian this month! Congratulations to you both for a wonderful future together. A little birdy tells me that they may just feature again in next month's Fly About.

Our Ref: 52567001
Date: 27 February 2019

Fugro Australia Land Pty Ltd
Level 1/53 Brandl Street
Eight Mile Plains, 4113
PO Box 10, Sunnybank, 4109
Queensland
Tel: +61 7 3841 3433
http://www.fugro.com/

The President
Northam Aeroclub
PO Box 247
Northam, WA
6401
Australia
dowref@bigpond.net.au

Dear Errol,

Collection of airborne LiDAR data - Western Power supply network in WA

Fugro Australia Land Pty Ltd was awarded a contract to collect airborne LiDAR data of the Western Power supply network in Western Australia. The data captured is used to identify potential bushfire risks (vegetation proximity to power lines).

The aircraft used is operated by Corporate Air, it has been fitted with a Reigl VQ1560i Laser and emits a pulsing laser beam which is NOT in the visible spectrum. The Laser is a line scanner and produces a 60 deg field of view (30 deg either side of vertical), see below:

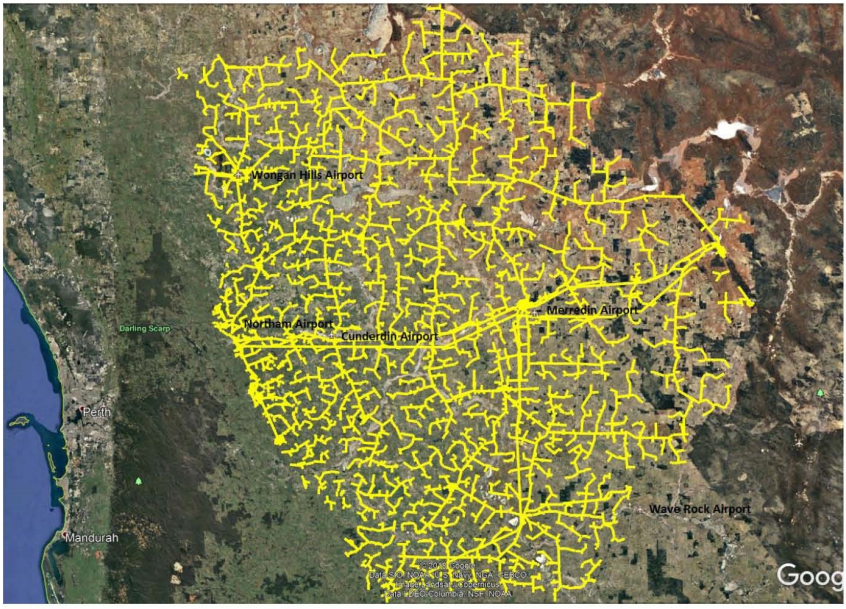
A Naked eye Ocular Hazard Distance (NOHD) of 450 ft (137m) below the aircraft exists, all pilots flying in the area should be aware of the hazard. We request you advise all flying Instructors, students and anybody else operating out of your airport a Cessna 441 we will be operating in the area for an extended period starting on or around **22 Mar until early May** and an Ocular Hazard exists while capturing each individual line within the project area.

Aircraft Details:

Aircraft Type:	Cessna 441
Aircraft Rego:	VH-VEW
Colour:	Predominantly white (blue stripes)

Operating Area:

We will base and operate from Cunderdin Airport until the Cunderdin Campaign Area has been completed. The extent of the operating area is shown below:



Dates/Times:

We estimate it will take approximately 42 days to complete.

Dates: 22 Mar - 4 May inclusive

Operating hours: 30 minutes after first light until 30 minutes before last light

Operating altitude: Between 3000ft and 4000ft AMSL

Flying is subject to suitable weather conditions, the cloud base must be above 4000ft AMSL before capture is possible. If any pilot requires information about the daily flight plan/s for VH-VEW please contact one of the Operators listed below. If any other information is required regarding the project or aircraft please feel free to contact the Fugro or Corporate Air representative.

If you have any scheduled specific operations that may impact our operations in the Campaign Area we would ask you to contact one of the Operators listed below with the details. This would allow us to plan our flights accordingly to minimise the risk of any incidents.

Contact Details:

Fugro Australia Land Pty Ltd
Chris Moyle
Email: c.moyle@fugro.com
Mobile: 0410 452 011

Sensor Operators:

Neil Kelly
Email: nfk55@optusnet.com.au
Mobile: 0407 086 857

Sylvain Esclapez:
Email: s.esclapez@fugro.com
Mobile: 0429 855 306

Corporate Air (Aircraft Operator/Owner)
Andrew Webb
Email: awebb@corporate-air.com.au
Mobile: 0416 004 504

Yours faithfully,
Fugro Australia Land Pty Ltd

Chris Moyle
Project Director, Power Asia-Pacific

DEPARTING SOON
OzJet 737 to York WA

This is the first time anything like this has happened in Perth. VH-OZX has rested on the airside bitumen for almost 10 years.

After 2 years of hard work with help from many volunteers, the time has come to transport this Jet Airliner 100kms via road to York WA.

Don't miss this opportunity to see an aircraft of this size being transported by truck.

DEPARTURE SCHEDULE
OZJET 737 VH OZX

DATE

- WEDNESDAY
- MARCH 27
- 0900 AWST

SECTOR ROUTE

- PERTH AIRPORT YPPH
- DUNREATH DRIVE
- TONKIN HIGHWAY
- ROE HIGHWAY
- GREAT EASTERN HIGHWAY
- GREAT SOUTHERN HIGHWAY
- BALLADONG STREET
- YORK ROAD
- GOLDFIELDS ROAD
- CAMMERON ROAD
- WHITE GUM YORK WA YWGM

Grass - The Highs & the Lows

Adam Price—NAC Vice President

Operating on and off a grass surface can be one of life's pleasures. A well looked after surface provides a cushioning effect that makes the worst of landings feel somewhat respectable. A good landing on a smooth grass surface makes you feel alive and certainly puts a grin on your face.

Although a grass surface from the air can look perfect there are a number of underlying factors that need to be considered when operating on and off a grass surface.

Grass is a brilliant surface to operate from however it requires a little bit of extra thinking and planning as well as Threat and Error Management (TEM) to allow it to occur safely. This short article is intended to provide the membership with some proactive tools with regard to grass runway operations.

1. What do you know about the surface?

- When did you last walk or drive the surface? As a grass surface is unlikely to be certified there is no guarantee of its integrity or a requirement for a daily inspection.
- Have you spoken with anyone else who has operated off the surface recently?
- Are you aware of any fox or rabbit holes? (sand patches are often a good indication).
- What do you know about any corrugations or rough areas? How level is the surface, ruts and corrugations are difficult to sight from the air.
- How long is the grass, is it short and neat like a football oval or does it have spinifex clumps growing through it with the associated lumps and bumps? For safety consider long grass to be anything more than ¼ of your wheel diameter.
- Standing water is difficult to see on a grass runway, have a think about the areas it may lie in and avoid them if there has been any recent precipitation or watering activities. Acceleration through standing water is sluggish.
- The condition of the grass surface will change with seasons, this needs to be taken into account when planning any activities.
- If the surface is boggy don't come to a stop if you can avoid it as you may sink down to the axles, also if the surface is boggy conduct maximum radius turns whilst taxiing

2. **Are your wheels big enough?**
    - Operating off grass with small wheels can be challenging if not dangerous. The smaller the wheel realistically the flatter the surface you need. Think about trying to push a shopping trolley versus a motorcycle over grass and you can understand the relationship between the large and small wheel.
    - If in doubt take the gravel or bitumen option
3. **Performance**
    - Aircraft manufacturers take into account short dry and long wet grass in the take-off and landing data, so what do you know about the surface from the air? If you land will you have enough length to get airborne again? A wet surface will significantly increase the take-off roll and dramatically more so if the grass is long.
4. **Braking action**
    - Braking action will change dependent on how level the surface is, length of the grass and whether or not it is water contaminated.
    - Friction on a wet surface is less than on a dry hence expect reduced braking action.
5. **Is your aircraft suitable**
    - Be familiar with and practice your aircrafts soft field operating techniques.
    - If there are ruts and corrugations are these going to cause your oleos to compress to full deflection and induce damage.
    - Do you have enough propeller clearance?
    - Is the surface suitable with the apparent crosswind?
6. **Are you suitable?**
    - Have you done your research on the grass you intend to land on?
    - If in doubt conduct a runway inspection at safe height in safe manner and in accordance with regulatory requirements
    - Understand your aircraft performance charts and operating techniques

Below are some photos taken at Northam of fox holes. These are sometimes impossible to see from the air and realistically you wouldn't know they were there until you put a wheel into one. Obviously the larger the wheel the more chance you have of getting away with it, but if a small aircraft with say 6.00 tyres was to put a main or tailwheel into one of these holes you are looking at major damage.

Fox hole approximately 200mm round at the entrance and 1 foot deep, perfectly camouflaged with the surroundings and no visual indication from the air that it exists.

Fox hole (note the deceased rabbit on the left) approximately 300mm wide and nearly 2 feet deep, the sand around the hole is the only indication present from the air regarding this hazard.

Seen Around the Field

Top Left - Peter & Annette take part in the Sunday Flying Comp

Top right - Club members Ashley Smith & Howie Pietersie - loitering in the briefing room.

Above - Comp judges James and & Jesse

Right - Beth, Preston, Kate & Gail enjoying morning tea and the club comp.

Left - Judge James tallying the scores

Right - Comp pilots waiting for the results.

Below—Peter Hill getting ready for the comp.

Close Calls

Complacency Can Kill — by Staff Writers

Reprinted with courtesy of Flight Safety Australia Magazine

Many years ago I was over the moon to be offered casual weekend work flying joy flights in an aerobatic, radial-engine warbird. I had just moved into a new management role with a large operator but I missed the line flying. I was really looking forward to being paid to roar about and turn upside down – a complete contrast to my previous flying role.

It had been many years since I had used my aerobatic endorsement and I had never flown this type of aircraft before, but a check flight with the chief pilot quickly quelled any reservations. My aerobatics were surprisingly tidy. The aircraft was designed as a training aircraft for communist-bloc pilots and was a delight to fly. The fun of rediscovering my aerobatic skills reminded me why I had pursued a career as a pilot.

I was rostered to take over from the other pilot at lunchtime the very next day, with three joy flights to conduct in the afternoon. Each flight followed a similar profile; a short transit to the training area before flying a basic aerobatic sequence consisting of loops, slow rolls, barrel rolls and stall turns. I did feel a little uncomfortable with my lack of familiarity with the aircraft. As a full-time pilot I had logged many hours flying one type and was used to knowing my aircraft and its systems inside out. However, I knew that if I took things slowly and regularly referred to the checklist I would be OK. The pneumatic air system and metric gauges were unfamiliar to me at first but the simplicity of the aircraft meant that I was soon able to dispense with the checklist.

The pilot I was taking over from told me that he had refuelled the aircraft so I should have enough fuel to finish the day without needing to refuel again. The endurance was specified as just under two hours. Take-off to landing was almost exactly 20 minutes plus taxi time, so I calculated that my three flights would leave me with sufficient reserves. The fuel gauges, like most in this category of aircraft, were virtually useless.

It was a beautiful day for flying; clear and cold. The first two passengers left the hangar with ear-to-ear grins and empty sick bags. The final flight ended with the sun low in the sky and we were treated to a beautiful orange and pink sunset as we pitched into the circuit with the canopy cracked open to let the bracing slip-stream wash over us. After taxiing back the long way to let a large multi-engine aircraft depart, we shut down in front of the hangar as the customer's husband and young children filmed from the tarmac.

It was the passenger's birthday and her husband had bought the flight for his wife as a present. I helped her out of the cockpit, another satisfied customer, and congratulated myself on a job well done. I was proud of my flying and pleased that my efforts to make sure the passengers enjoyed their flights had paid off. The only downside was that I had not had any break between flights. As each passenger unstrapped, I barely had enough time to do a quick walk around before greeting the next passenger and beginning the process again.

I spend half an hour cleaning oil off of the cowl and fuselage whilst admiring the robust profile of the old warbird. Just before pushing the aircraft inside the hangar for the night, I ordered fuel so that the oncoming pilot would not need to refuel before the next flight. I knew the refueller quite well and we chatted amiably as he set about filling the tanks. As he completed the paperwork, he made some comment about thinking the tanks were smaller than they were. I thought nothing of it at the time but after I pushed the aircraft into the hangar, his comment began to bother me. I checked the docket and saw that he had pumped about 120 litres into the aircraft. I felt myself go white as I realised that I had used every drop of the usable fuel! It was sheer dumb luck that had allowed me to taxi back to the hangar without the engine failing due to fuel starvation. I was even more horrified when I recalled my track back to the aerodrome – over a large cold lake. I was horrified.

As a professional pilot I had never even come close to running out of fuel – that was the domain of cowboy operators and low-timers wasn't it?

How could I have been stupid enough to put my passengers and myself in that situation?

On reflection, I identified a number of errors that contributed to my very narrow escape. I realised that I had failed to lean the mixture after take-off and consequently my fuel burn was much higher than predicted. If I had been more familiar with the aircraft I could have been cued by the sight of the mixture lever being in an abnormal position during the transit to and from the training area. Dispensing with the checklist was irresponsible, particularly as I was apprehensive about my lack of experience with the aircraft type.

Furthermore, I had not visually confirmed the fuel level prior to accepting the aircraft from the other pilot, or even once during the afternoon – a schoolboy error. Did the other pilot say he had refuelled before, or after, his last morning flight? His casual assurance that I would have enough fuel for the rest of the flights would have been of little comfort to us as we ditched on our return to the airport. Just a simple glance inside the tanks between flights would have been enough to recognise the need for more fuel, but I had allowed time pressures to distract me from the most basic safety and airmanship checks.

The primary factor though was my complacency. I had convinced myself that flying a relatively simple aircraft on joy flights would be an easy task and I failed to take the appropriate amount of care. The memory of the happy family welcoming their mother after her birthday flight and the thought that I had nearly brought about her demise haunted me for weeks, but it was all that I needed to remind me that complacency is a potential killer.

Videos of the Month

Click on the title links to watch this month's videos

(only available for email recipients of the Fly About)

747 Mothership

Boeings radical plan to make the 747 an airborne aircraft carrier

USN Blue Angels

Van Halen and the USN Blue Angels Demonstration Squadron

March 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1	2 Bar— Peter Hill	3
4	5	6	7	8	9 Bar— Adam Price	10
11	12	13	14	15	16 Bar—Mick Clements	17
18	19	20	21	22	23 Bar—Matt Bignell	24
25	26	27	28	29	30 Bar— Peter Scheer	31

April 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3	4	5	6 Bar— Ashley Smith	7
8	9	10	11	12	13 Bar— Crofty	14 Club Comp
15	16	17	18	19	20 Bar— Howie	21
22	23	24	25	26	27 Bar— Peter Hill	28
29	30					

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

South East View

North West View

AIR SAFETY NAVIGATORS

Bar Roster

March 2019

16th March	Mick Clements
23rd March	Matt Bignell
30th March	Peter Scheer

April 2019

6th April	Ashley Smith
13th April	Crofty
20th April	Howie
27th April	Peter Hill

May 2019

4th May	Adam Price
11th May	Mick Clements
18th May	Matt Bignell
25th May	Peter Scheer

June 2019

1st June	Ashley Smith
8th June	Crofty
15th June	Howie
22nd June	Peter Hill
29th June	Adam Price

July 2019

6th July	Mick Clements
13th July	Matt Bignell
20th July	Peter Scheer
27th July	Ashley Smith

Bar Hours - Saturday 5pm - 7pm

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

NORTHAM AERO CLUB Inc.

PO Box 247

NORTHAM WA 6401

Dear Member,

Your membership to the Northam Aero Club expires on the 31st December 2018 and therefore membership fees for 2019 are due. There is no increase to the annual membership fees. Please also ensure that your contact details are updated and correct as this will enable us to keep our records and membership details current. Membership may be paid in person at the Northam Aero Club bar on Saturday nights from 5-7pm, by cash and cheque or paid directly into the:

NAC Bank Account
Westpac Bank
BSB 036-107
Acc No 69-2937

* **Please include your name on the Netbank deposit or we will be unable to process your membership.***

If you no longer wish to be a member of the Northam Aero Club please complete the form below, tick 'Not Renewing' and return the form in the stamped and addressed envelope provided.

The Northam Aero Club offers members the opportunity to purchase a personalised club polo shirt and or cap. Please see the enclosed flyer and if you wish to order a polo shirt and or cap complete the required details below. Payment must be included with your membership fees. Orders will be processed in February. Gift vouchers and or Trial Introductory Flight vouchers are also available for purchase and are a great Christmas gift for flight enthusiasts. We are also asking members to indicate their preference in how they receive the monthly 'Fly About' magazine. Email is preferred, however a paper copy is still available.

A reminder to members that the Northam Aero Club is a family orientated club and that the bar is open each Saturday night from 5-7pm, with a pilot's competition held once a month, on the second Sunday, commencing at 9am. Members and families are invited to attend to participate as passengers in the flights as well as to enjoy the sausage sizzle, which are both complimentary. All members also receive, either by post or email (preferred) a copy of the 'Fly About' each month which highlights the previous month's activities, upcoming events and other flight information.

For any queries, regarding membership information or apparel please contact Peter Scheer
Mob 0408 802 955.

Yours Sincerely,

Peter Scheer

Honourable Secretary

Northam Aero Club Membership & Apparel Order Form

Name: _____ ◯ Not Renewing

Address: _____

Phone: (Home) _____ (Mobile)_____(email) _____

Type of Membership: ◯ **Adult ($55)** ◯ **Junior ($10)**

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

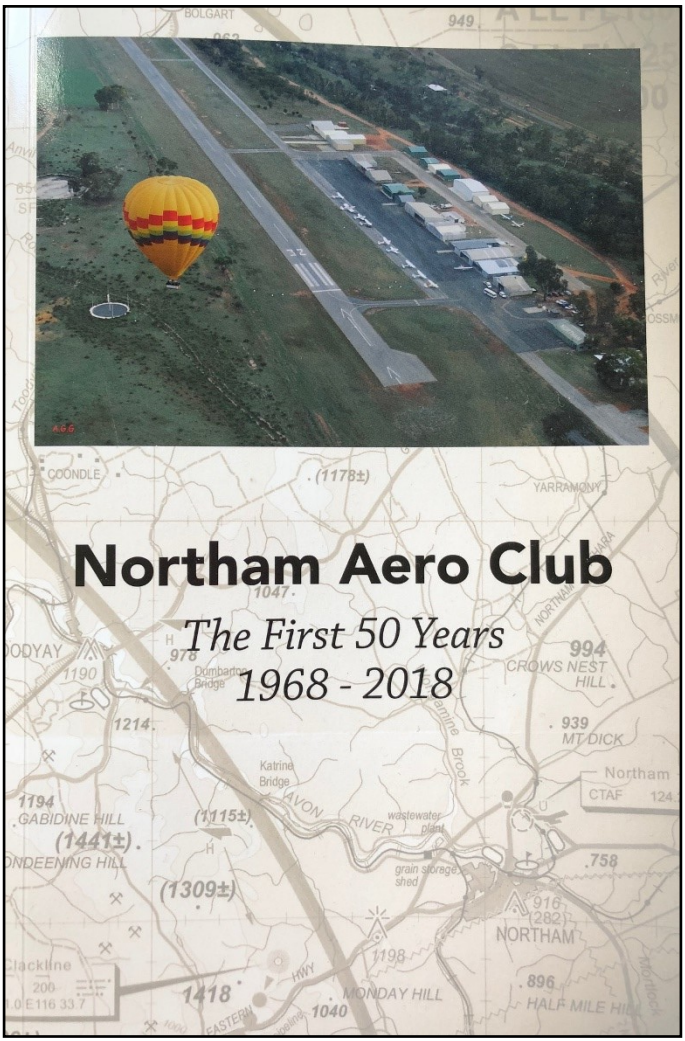
Northam Aero Club Cap $20

Northam Aero Club Polo Shirt $35 (Personalised)

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.

The Thin Blue Line

Kevin Lathbury - NAC

Often when pilots contact me to book an AFR, I ask them if they'd like to practice anything other than the minimum required, and I often ask if they'd like to practice an entry into controlled airspace. Sometimes the reaction suggests I've just invited my victim – oops, candidate – into the Chernobyl exclusion zone, rather than merely past the thin blue lines on a chart. Such is the fear that CTA inspires in some pilots who haven't done it for quite a while.

But it's really not that scary. If you're well-prepared, you only have to ask the controllers nicely for what you want, and then just do as you're told. Easy, right? Here's a refresher for those who haven't ventured past those blue lines on the VTC/VNC/OzRunways/AvPlan for a while.

Preparation means you know what you want, how to ask for it, what to expect, and how to stay ahead of the aeroplane. Let's use an example. You want to, in the words of Chuck Berry, "get your kicks on Route 66." You want to fly from Northam to Jandakot via Victor 66 at 3500 ft. A look at the VTC will tell you the CTA segment is from The Lakes Mine via Helena River Reservoir (better known as Mundaring Weir) to Canning Dam.

So what do you need? Firstly, make sure your charts are up to date. Next, you'll submit an ICAO Flight Notification. There are two types of Flight Notification on NAIPS – the SARTIME one and the ICAO one. If you just put in a SARTIME notification, Airservices assumes you're only putting it in so someone will come looking in the right place for the wreckage when you crash, and bring the right number of body bags, so they only pass it on to CENSAR and not to Perth, meaning Perth won't be expecting you. If you want a clearance, you need to put in an ICAO notification. They're more detailed, but don't be put off if you haven't done one for a while. The great thing about doing it electronically is instant feedback – if you make a mistake, NAIPS spits it out at you, highlights the error, and won't accept it until you've ironed out any mistakes.

More preflight planning: a look at the vertical steps on the chart tells you that at 3500 ft, you'll enter CTA about 3nm SW of The Lakes Mine, so you need your clearance before you reach the mine, and if you don't have it, you'll need to turn around and stay outside CTA.

How to ask for the clearance: basically, how can you help ATC to help you? Firstly, you can ask for the clearance with time and space to spare. When you switch from Northam CTAF, you'll switch to Perth Centre on 135.25, and as per the ERSA entry for Perth, this is the frequency to use to ask for your clearance. Ask for it as soon as you switch to Centre.

What does the controller need to know? Who you are, where you are, and what you want. Aircraft transmissions are in italics; controller transmissions are in bold.

Perth Centre
Cessna 172 PGL
2 nm west of Clackline, 3500
Request airways clearance
That's all they need. You've put in a notification, so they're expecting you, and now you're just telling them you're there. There's no need to ask for frequencies or transponder codes or anything fancy. Just ask them for what you want – a clearance – and let them worry about the details.
Because Perth is a radar environment, the first thing they'll do is give you a discrete transponder code.

PGL, squawk code 0564

Switch your transponder to Standby, dial up the code, and because you read back anything to do with routes, runways or numbers, you'll read back, with your callsign at the end:
Squawk 0564, PGL

After a minute or two, Centre will then tell you they have the little green dot on their screen with "PGL" next to it.
PGL identified, 4 nm west of Clackline

After a few more minutes, they'll probably tell you to change frequency to get your clearance. You've done all the hard work, so you don't need to know the frequency they'll use. Just wait, read back the frequency they give you, and switch to it.
PGL, contact Perth Approach 132.95 for your clearance

132.95, PGL

Approach are expecting you, and they have you on radar, so they know exactly where you are. You don't need to tell them your position.
Perth Approach, PGL, maintaining 3500

PGL, track Lakes Mine, Helena Valley Reservoir, Canning Dam, maintain 3500

There's a route and a number in that, so you read it all back:
Lakes Mine, Helena Valley Reservoir, Canning Dam, 3500, PGL

Then you just need to do what you've promised. Staying on track is important, as is maintaining your assigned altitude. And when you exit CTA just before Canning Dam, the controller will talk to you again:
PGL, clear of controlled airspace, frequency change approved (or words to that effect)

All you need to do is acknowledge and change frequencies – comms back to Perth Centre on 135.25, and transponder back to 1200.

Class D

Perth is Class C airspace – radar-controlled. Controlled airspace without radar coverage is Class D. Jandakot is an example, but let's leave that for another time. Apart from the former GAAP's, other Class D aerodromes include the likes of Broome, Karratha and Alice Springs.

The main differences are that they can't identify you on radar, and they don't have discrete Approach and Departure frequencies. They typically only have Tower. So when you call them for a clearance, it's the same as the call to Perth Centre, but it's on Tower frequency, and they're relying on you to know where you are. Change your transponder code to the frequency for non-radar CTA, which is of course 3000, listen to the ATIS, then call:

Broome Tower
Archer HKA
15 nm southeast, descending though 4000
Received Charlie
Request airways clearance

Then, as for Perth, you just do as you're told. No more frequency changes, and Tower will give you a clearance via a VFR approach point, so make sure you know which point to expect and how to find it using your trusty GPS, OzRunways or, heaven forbid, the VTC and the Mark 1 eyeball!

And if you want to go past those thin blue lines on the chart and you haven't done it for a while, Murray or I will be happy to run through the procedure with you on the ground, or jump in an aeroplane for a quick trip to Jandakot or somewhere more exotic like Rotto.

Crash Comics

Reprinted with courtesy of the ATSB

What is likely to happen if a door on the aircraft you are flying comes open in flight? If it is the cabin door, there will be a sudden, unnerving roar, a disturbing rushing of air — and probably some embarrassment because you think you should have checked it more thoroughly before you took off!

But sometimes there could be more serious problems — buffeting, loss of performance resulting from the disturbed airflow, and even controllability problems, especially at higher airspeeds.

This in fact was the experience of a Baron pilot departing from a secondary airport after having his aircraft serviced. The work included adjustments to the cabin door latching mechanism and though the pilot and passenger were certain they had closed the door correctly, it flew open just as the aircraft took off. The pilot retracted the undercarriage, reported the problem to the tower and returned for an immediate landing. Meanwhile, the passenger in the right-hand seat held the door closed as best he could, but even using two hands it was still open about 10 centimetres. As he flew a circuit for landing, the pilot felt a sloppiness and some buffeting in the elevators and kept the speed above 100 knots. Also, because he believed the starboard elevator was largely ineffective, he decided to use no more than 10 degrees of flap for his approach which he made at a higher than normal speed. The landing was accomplished safely. Only the pilot and one passenger were on board at the time and from the feel of the controls during the brief time the aircraft was in the air, the pilot wondered how the elevators would have coped with the disturbed airflow if the aircraft had been fully laden.

The pilot no doubt believed he was 'playing safe' in maintaining a higher than normal airspeed during the approach, but his controllability problems would have been less if he had used the normal approach airspeed, as recommended for this situation by the owner's manual for the type. The Baron has been flight-tested by the manufacturer with the door open and airflow disturbance is minimal at the recommended airspeed. The aircraft is adequately controllable under these circumstances.

However, some aircraft types have not been flight tested in this respect and consequently no recommended procedure is specified in the manuals for these. In such cases a safe approach and landing can usually be made using an approach airspeed at or slightly above the normal value. But where any doubt exists as to the amount of residual elevator response which will be available to flare at the normal approach airspeed, it may be prudent to carry out a handling check at a safe altitude at speeds reducing to the normal approach IAS.

Overseas experience has in fact shown that controllability problems from the disturbed airflow are not usually the real cause of accidents which result from doors opening in flight. In most cases the aircraft, despite some loss of performance, is still quite controllable, and the problem is rather the pilot's reaction to the sudden, unexpected distraction of the open door. As a result there is a tendency to concentrate on the problem rather than flying the aircraft, and the pilot either loses control or flies into the ground.

Perhaps the most potentially dangerous door openings are those involving the nose locker door, particularly on twin-engined aeroplanes, where the door or the contents of the nose locker can inflict serious damage to one of the propellers.

Some readers will remember the accident to the Beech Queen Air at Albuquerque, New Mexico, reviewed in Aviation Safety Digest No. 87. Just as the Queen Air became airborne on take-off, the nose locker door opened, spilling the contents on to the runway and breaking the tip off one blade of the port propeller. Well over 1500 metres of runway remained in which to land the aircraft but instead the pilot feathered the damaged propeller, attempted to go around, lost control and crashed. All nine persons on board were killed. The point to note is that it was loss of control, rather than the open door or the damage it inflicted, which was responsible for the accident.

A five year review of instances in which cabin, nose locker, and inspection doors opened in flight on Australian aircraft revealed 282 reported occurrences — 27 involving airline aircraft, the other 255, general aviation aircraft. Of the latter, 118 involved single-engined aircraft and the other 137, multi-engined aircraft. Study of the circumstances of the 282 occurrences is continuing, but basic statistics available for three popular types of twin-engined aircraft — the Beech Baron, the 400 Series Cessnas and the Piper Navajo — are representative of the general information.

In the case of the Beech Baron, the over-wing cabin door was involved in 75 per cent of the instances. Nose locker doors were involved in 15 per cent. Of the total occurrences only 10 per cent were assessed as being associated with inadequate maintenance or maladjustment of the doors and their fastenings.

Nose locker doors accounted for 50 per cent of the 400 Series Cessna occurrences. The remainder were equally divided between the cabin door, the wing lockers and the cabin emergency hatch. Again only some 10 per cent were assessed as being associated with improper maintenance of components.

Piper Navajo door openings in flight mainly involved the cabin door, with 15 per cent involving the nose locker door. The maintenance percentage was again some 10 per cent.

For all three of these types of aircraft, some 90 per cent of the door openings resulted in the intended flights being abandoned.

Statistics can be misleading if all the factors are not taken into account. But all pilots — in particular the commercials and senior commercials who mainly fly the aircraft types mentioned — should be concerned that inadequate procedures or pre-flight inspections appear to be involved in some 75 per cent of all reported door openings. Some might wish to reply that the latching mechanisms of some aircraft doors leave something to be desired. Yet if this is so, it is surely all the more reason for the pilot-in-command to exercise all the care and supervision he can. It is also good reason to report door problems to the Department, thus providing a fund of information from which further detailed study can be undertaken with a view to seeking design improvements.

Faulty, doubtful or difficult latches should be adjusted without delay, rather than be tolerated and thus become a potential source of difficulty. In the case of the Queen Air in New Mexico, attention to the nose locker latching system at the proper time could have saved several lives.

But if the worst comes to the worst and despite all reasonable precautions you find yourself with an open door in flight, do not allow the emergency to pressure you into making some ill-considered decision.

Instead, keep your cool, plan the best course of action and do it calmly and deliberately. Some aircraft owners' manuals contain instructions for closing an open cabin door in the air, such as first opening a window then side-slipping the aircraft. But this can be tricky, particularly if the flight is a single pilot operation. Nearly always the best advice is to restrain the door if possible and make a normal approach and landing as soon as it is safe to do so.

Remember, when the door comes open it is not usually the hole in the aeroplane that imperils the flight — it's the pilot's actions that count!

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

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Congratulations Peter Hill for correctly answering the February Aircraft Recognition Competition! There is a $10 voucher waiting for you at the club bar. Must be Peter's buy at the bar next!

February's Answer :

- *Boeing YL-15*

Just for fun……

Things Found at an Airport

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J L N V H N A O O
Y A W N U R W G O C L U L
I E O T K S T N E M U R T S N I W
E I O S F G H G C X L T P A S C V W B
W L R Y V D L O H S E R H T M G C U N I E
C M N S T A I R W A Y C U R B A N Z E X Z
Z Y Y L C N O I F H A L G R V C C R A A X X W
C U L U A D A I R F I E L D H R B H H H U C Y
J K A R F D X M M K L H V C O Y C T E R M I N A L
Z C C M T O U C H D O W N Z O N E U Y U O P Y A C
W O O F R Y E B N E N P G A T E L G J M T A N U J
K N S F N F A A C G N I K R A M E G D E A V P Z Y V
P E D M E E G T O U K T Z T Z H H W T R I L J A L S
M D N W N G S P N N O I T A T S R E H T A E W N T M
H I E A V B S T O L I P Z A P M A L W X I P H H B
S W G L N M C R A X E W P C E F T Y I X F G B X J
D E Y P X T P O S F C M Q Z N R C X A P I V M E L
F Y O O E E L K I Z R A D I O Q T I L A V U E
B O R D B N T Y R K H N A L X V U A J K D U K
M E E U X O B E H Z A P R O N A G Q W F Y
H A C K Y W R T L L S R E G N E S S A P K
Z L X B E I R Z P M T T K H R K V Z C
C C Y R D U X I X U N D R H S W T
Q P G C U T T B E M X N Y
E K G H U O C K N
C W Z

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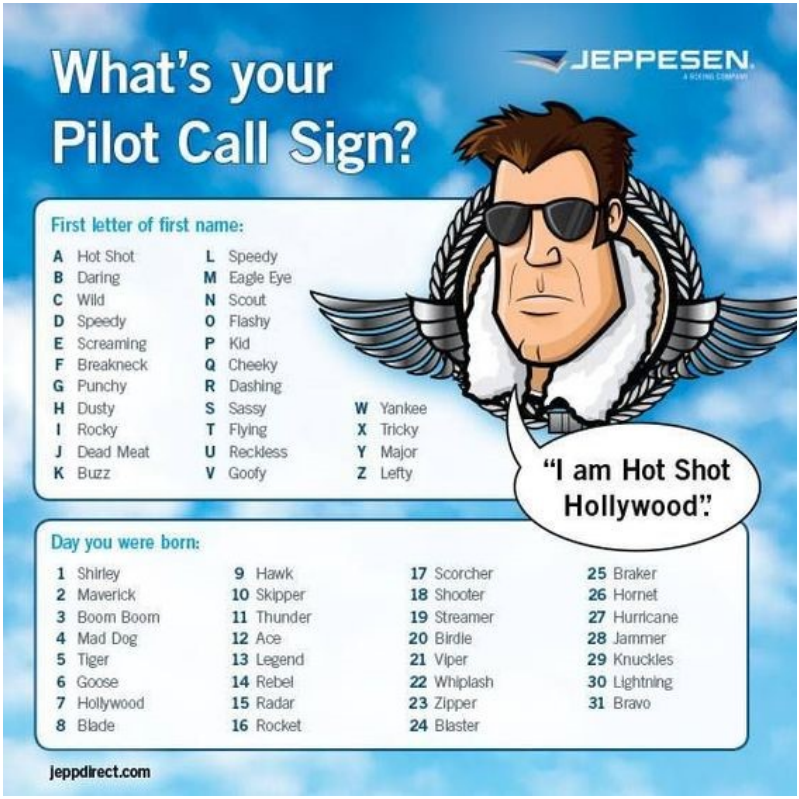
Fun Facts:

On July 23, 1983, Air Canada's Flight 143, with 69 people on board ran out of fuel at an altitude of 41,000 ft. The pilot managed to glide the plane down safely as he was a very experienced glider pilot. 22,300 pounds of jet fuel had been put in instead of 22,300 kg.


What's your Pilot Call Sign?
JEPPESEN
First letter of first name:
A Hot Shot
B Daring
C Wild
D Speedy
E Screaming
F Breakneck
G Punchy
H Dusty
I Rocky
J Dead Meat
K Buzz
L Speedy
M Eagle Eye
N Scout
O Flashy
P Kid
Q Cheeky
R Dashing
S Sassy
T Flying
U Reckless
V Goofy
W Yankee
X Tricky
Y Major
Z Lefty
"I am Hot Shot Hollywood".
Day you were born:
1 Shirley
2 Maverick
3 Boom Boom
4 Mad Dog
5 Tiger
6 Goose
7 Hollywood
8 Blade
9 Hawk
10 Skipper
11 Thunder
12 Ace
13 Legend
14 Rebel
15 Radar
16 Rocket
17 Scorcher
18 Shooter
19 Streamer
20 Birdie
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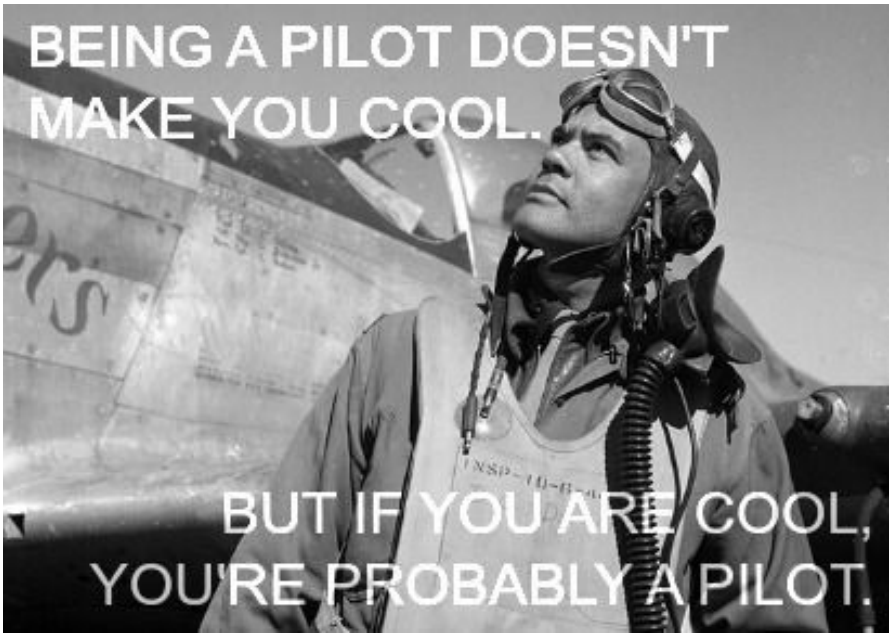
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