Fly About

Northam Aero club (Inc.) Newsletter Vol. 54 Issue No.3 MARCH 2023

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Presidents Message

Welcome all to the March Fly About.

This will be MJ's final Fly About as he has had to stand back from the Editor's role due to personal reasons. I must sincerely thank Martin for his many hours of his volunteering to be our Editor. 27th May 2012 was the date he applied for the position as Editor and we have enjoyed a wonderful relationship during the past 10 years. I think we only gave him one year off. Once again, thank you MJ. I wish you all the very best. I hope we can get him over for our Ballooning Championships in May to say thank you properly.

The fantastic news is after 50 years we are finally getting our new toilets. There has been talk for several months to construct and we are assured they will be ready by the time the Northam Ballooning Event starts. Volunteers will once again be required so if you are available please put your name up. Just a reminder on the dates for the National Championships are from 7th May to 13th May 2023.

Thanks to Shane and Rachel Buck for supplying and installing the new taps in the kitchen.

The Fly in to YWOH was well attended by 8 pilots making the trip for the monthly club competition to Wongan well attended. Thanks muchly to Marg and Dave McFarlane for once again supplying morning tea and lunch.

Before landing at Northam Airfield it would be a good idea to do a strip inspection as we have had sheep on the Airfield over the last couple of weeks.

We must thank Aus Web Cams who have very generously donated 3 weather cameras that will be mounted at the Airfield. Once installed, they will be accessible via Google to our phones and Ipads to check the weather at Northam.

With the cooler weather now enjoy your flying,

Cheers, Errol.

PS Anyone wanting to take on MJ's role please let the Committee know.

Club Captains Report

A Navex to Wongan Hills with way points of approximately 60nm.

Points were lost for;

Some pilots identified Uberin Rock as the high point but then mistook it as being the rock with the large tank and communication aerial on it, that is 2.5nm further along track.
Mistaking CRERES Fields Airstrip with another strip 2.5nm south west
Having trouble identifying the commercial enterprise as Mulch 5nm east of YWOH

Our newly qualified pilot, Peter Hill the Younger was the only one who would brief himself on the affect that the tall trees would have on the landing distance available on the northerly approach to President Errol's short strip. Congratulations Peter the Younger

Everyone handled the entry to the Wongan CTAF very competently considering multiple planes arriving at different air speeds and co ordinating with an aircraft arriving at a farm strip only 3nm north east of YWOH.

We had seven pilots compete for 90 points, results came in from 83 to 65 points. The Captain once again decided as he knew all the answers not to compete. As the next competition coincides with Easter it will be on the **2nd of April.**

RESULTS

Placing	Pilot	Aircraft	Points
First Place	Bo Hannington	**RV6 VH-CBO**	
Second Place	**Peter Hill**	**C172 VH-EEN**	
Third Place	**Peter Hill Snr.**	**152 VH-BFC**	

Club Captains Report

Best landing of the day Phil Maley in VH-DUO.

Nick heading home to Northam

L–R James, Peter, Peter and Nick at Northam Aero Club Club Competition fly in to Wongan Hills.

Nick, Beau & Phil

All the planes parked up at Wongan Hills at Club Competition

On The Clocks

If you have an instrument rating or a Night VFR rating and you use it on any kind of regular basis, you're used to preparing, briefing, and executing instrument flight. But if you're not instrument or night rated, how would you go if you ended up in cloud, and had to replace the real horizon with an instrument?

Avoiding IMC

One of the many "lists of 3" in aviation is the three things that will save your life: the go-round, the 180 degree turn, and the decision not to take off. Wise use of the second and third items in this list has saved many pilots' skins.

In IMC, the 180 degree turn can save your life. And there was a good quote in the most recent Flight Safety magazine – it's not bad weather, but marginal weather that kills you. You're more likely to take off and "give it a go" in marginal weather than in clearly "Let's go home and watch Top Gun 2" weather. And as for the decision to take off or not, remember that as a private pilot there is no such thing as having to go flying. If there's any doubt about the weather, there's no doubt. Stay on the ground, and if you really must go somewhere, get in the car.

Good preparation and judgment ought to stop you becoming a "Continued VFR flight into IMC" statistic. That includes getting and reading all the available weather information, which doesn't just mean the area forecasts and TAFs. That could be the Northam airfield Skycam or your mate at the destination saying, "Mate, I don't care what the TAF says. This muck won't clear till after lunch." If you do decide to get airborne, and you're in any doubt, plan an alternate even if the forecast doesn't strictly require you to.

And as for crosswinds, where an aeroplane's limit may be 15 knots but you don't feel happy in more than 10, you can have your own minimums for flying in marginal weather. For instance, you may decide that if the cloud forces you below 2000 ft AGL, you'll turn around or land at the nearest aerodrome. Good planning means you'll always know which aerodrome that is, and where. And of course, you'll turn around if the back door looks like it's closing.

On The Clocks

Into the clouds

But how would you manage if it all went wrong, your Plan B fell flat and you found yourself in IMC? If you're a VFR pilot and you don't have any recent practice in instrument flying, your problems start straight away. If you find yourself in IMC on a VFR flight, you've probably already lost some degree of situational awareness (SA), whether from bad planning or another reason, so you're stressed and under the pump to begin with.

A key item in a night take-off is "Rotate onto the clocks" – eyes inside and into the instrument scan the moment you're airborne. The same applies once you lose sufficient visual reference for VFR flight. Get your head inside and start trusting your instruments.

The currency requirements for night and IFR flying are more stringent than for VFR flight, and even if your instrument flying experience is only what you did in your PPL training, you can understand why – flying on the clocks is a higher workload for anyone, but especially so if you don't have an instrument rating or a NVFR rating, or if you're not current. Take out the real horizon, which is big enough that your peripheral vision allows you see that you're right way up even if you're not really paying attention, and substitute a little instrument in the middle of your panel, and life has just got a whole lot harder. A 3° pitch up or down is very noticeable if your eyes are outside, but it can very easily go unnoticed if you're on the clocks and your scan goes missing for a few seconds. With that increased workload, your SA – thinking about fuel, diversion aerodromes, asking for help – will probably deteriorate further.

And as for marginal weather rather than bad weather being the killer, if you're in and out of cloud, there's the temptation to look outside hoping to see enough visual cues, rather than committing to the instruments.

On The Clocks

Spatial disorientation

Accidents involving spatial disorientation generally mean loss of control, so they're usually fatal. Spatial disorientation happens because your senses give you conflicting information. The most important balance organs in your body are not your ears; they're your eyes. (If you don't believe that, stand on one leg, which is probably no trouble. Stay on one leg and now close your eyes.) It's your eyes that tell you the ground is horizontal (more or less), the walls are vertical and the sky is up. It's your eyes that you have to believe when you're on instruments. For instance, if you're established in a balanced level turn, your proprioceptive organs ("seat of your pants") will tell you that the seat is "down", and your ears will eventually tell you your wings are level. It's only your eyes, via the instruments, that will tell you the truth.

If you lose concentration and don't stay focused on the instruments, it's likely you'll end up one wing low, and if that happens slowly enough, the roll will be too gentle for your inner ear to detect. The best case scenario is that you eventually look at the attitude indicator, realise what's wrong, and level your wings. Your ears will detect that movement, and because they thought you were wings level, they'll now tell you you're banked. That's one example of the leans, and the only way out of that is to trust your instruments.

If you drop a wing, the worst case scenario comes from the relationship between directional stability, which wants to point the nose into the relative airflow, and lateral stability, which wants to pick up a dropped wing. Directional stability in most light aeroplanes is strong, which makes it easy to hold a heading, and lateral stability is weaker, which makes it easy to turn. So if a wing drops, rather than lateral stability lifting the wing up, directional stability will win, and the roll will be followed by a yaw, a roll, a yaw, and eventually a spiral, which in many "continued VFR flight into IMC" cases has ended very badly.

The key point here is that if you keep your wings level, you won't end up in a spiral. Focus on that first, then worry about other actions that will help you, including:

On The Clocks

- Turn pitot heat on;
- Turn your strobes off if they're disorienting;
- Climb above the highest ground;
- Do a 180° turn (or continue straight ahead if you're in CB, rather than add stress to the airframe by turning);
- Talk to ATC, and declare an emergency if need be;
- Aim to get back into VMC and land at the nearest suitable aerodrome;
- Maintain terrain clearance until you're visually established in the circuit area.

The scan

It's different in a glass cockpit, with the flight information all on the one instrument, but in an old-fashioned conventional cockpit with the basic six flight instruments laid out correctly, good instrument flying involves a selective radial scan:

- Selective – you look at the instruments that matter, and don't waste brain space on the others.
- Radial – the hub of the wheel is the AI/AH, and your eyes go back to that after every other instrument you look at.

Scan – don't fixate on any one instrument, even the AI.

For example, if you're flying straight and level, your aim is a straight line, a constant height, and balance. That determines which instruments to focus on in your scan.

On The Clocks

In a climb or descent, you want a constant speed, so take the altimeter out of the above scan and add in the ASI.

All turns on instruments are Rate 1, meaning 3° per second, or 2 minutes for an orbit. The little lines on the turn coordinator below show a Rate 1 turn, but since some TC's wobble around a bit, it's better to focus on the AI. The angle of bank for a Rate 1 turn, which of course you remember from your very earliest IF training, is roughly TAS/10 + 7. For instance, at 100 kt, Rate 1 means about 17° angle of bank. When you're under the pump, a couple of degree either way will be neither here nor there.

So in a level turn (constant height, constant angle of bank, in balance), once you've put the right amount of rudder in, you can basically focus on the AI and the altimeter, and bring the DG into the scan as you approach your desired heading. And to make it easier to see that desired heading, don't forget to use the heading bug before you turn.

If you're rusty and you'd like to brush up on flying on the clocks, CASR 91.720 says you can simulate IMC – put the hood on – as long as you have a safety pilot who's qualified to fly the aircraft. The rules don't say it has to be an instructor. But if you want some good practice, including in recovering from unusual attitudes, make a note to add that into your next flight review.

Happy flying, and remember if you die in a weather-related accident, it'll be blue skies and sunshine for your funeral.

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.
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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

MARCH	
4th	1700-1900
11th	1700-1900
18th	1700-1900
25th	1700-1900
APRIL	
1st	1700-1900
8th	1700-1900
15th	1700-1900
22nd	1700-1900
29th	1700-1900

MAY	
6th	1700-1900
13th	1700-1900
20th	1700-1900
27th	1700-1900
June	
3	1700-1900
10	1700-1900
17	1700-1900
24	1700-1900

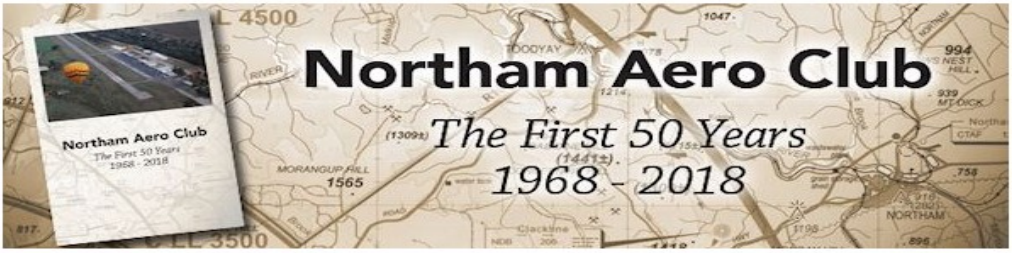
THE BAR IS OPEN EVERY SATURDAY EVENING

Next Club Committee Meeting

Next Club Committee meeting is:
Sunday 9th April 2023 at 13:00
(1:00pm) at the Clubrooms

March/April 2023

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



$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

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- *5 hours - less 5%*
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For all further enquiries please contact:

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

Aircraft Bookings: Matt Bignell - 0407 873 700

Next Club Competiton

Next Competition 09:00, Sunday 2nd April 2023

The competition is a week early due to Easter.

Cheers, Dave McFarlane

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