Fly About

Northam Aero club (Inc.) Newsletter Vol. 50 Issue No. 4 May

A Message from the President

Hi all

The year is marching on. Hopefully all our Members have received the draft copy of our Constitution changes which need to be rewritten to meet the requirements of the Department of Mines, Industry Regulation and Safety Consumer Protection. All feedback thus far has been positive so our next step is to hold a meeting with the Members invited to officially approve the changes to our Constitution. The Special General Meeting will be held at 6.00pm on Friday the 31st May 2019.

Our next function to follow on the calendar is the Annual Dinner and then the Annual General Meeting so keep your eyes on the Calendar in the Fly About.

Prior to the start of the monthly meeting we had a couple of elderly pilots sheepishly wander into our Clubroom wanting to know if anyone could hand start an aeroplane as theirs had a flat battery. I readily offered my assistance as I have had to hand start mine several times. After more than several minutes trying we had no success. They decided to take off the canopy to charge the battery up. Not surprisingly they did not have a battery charger but Peter Scheer offered and delivered a charger. Of course they did not have a screw driver to remove the canopy on their very flash aircraft but we once again came to the rescue with tools. After 15 minutes or so on charge the very flooded motor started and ran. The canopy was replaced, the motor started and off they flew and we all returned to our meeting. Now there is nothing worse than being stuck at an airfield with a flat battery and it is very appreciated when you receive help. If you have your pilot's medical done by a certain doctor in Glen Forrest you may like to ask him about it.

Happy Flying all,

Cheers, Errol

In This Issue

Club Captain's Report - May 2019

Our Team NAC Flying comp was Sunday 12th May.

Yes that is MOTHERS DAY and some lovely MUMS were there!

They put on a lovely morning tea, Good on yer Mum!

Thanks go to all the ladies who filled the table with so many scrumptious goodies.

Flying Comp for the day was a cross country mini air trial, touring various bridges and other waypoints in the Avon Valley.

"A BRIDGE TOO FAR"

Pilots and crew enjoyed a lovely day with excellent flying conditions.

First Place was Trevor Sangston and his dad in his Bonanza - well flown!

Equal Second…. Ashley & Peter

Third place was Nick Kostov in his shiny Jabiru very close to the leaders.

Fourth place was young Howie Pietersie

Fifth was Russell Steicke

All pilots scored close together and flew safely, we enjoyed a nice day.

NEXT FLYING COMP IS SUNDAY 9TH JUNE

Circuits only - weather in June can be unsuitable for longer flights.

All pilots have a full coomp sheet with 4 weeks to go as usual

So plenty of time to get some flying practice in.

Hope to see all TEAM NAC PILOTS at Northam, Sunday 9th June for some easy flying.

Until then, best wishes

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

Here is the JUNE NAC FLYING COMP ...

SUNDAY 9th JUNE 9 am Northam airfield.
All NAC PILOTS have full Comp Sheet with 4 weeks to go..
Plenty of time to do a few practice runs?
Hope to see all TEAM NAC PILOTS Sunday 9th JUNE

NAC FLYING COMP.... CIRCUIT WORK.

1. NORMAL CIRCUIT FLAPLESS TOUCH & GO.

2. NORMAL CIRCUIT TOUCH & GO.

3. GLIDE APPROACH TOUCH & GO.

4. LOW LEVEL CIRCUIT SHORT FIELD FULL STOP.

Know your Radio Calls & do them.

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1. Normal Circuit flapless touch & go.
ON KEYS
10 Points.

---

2. Normal Circuit Touch & Go
ON KEYS
10 Points.

---

3. Glide Approach / simulated Engine Failure...
abeam or overhead threshold @ 1500 ft.
Touch& Go.
ON KEYS 10 Points.

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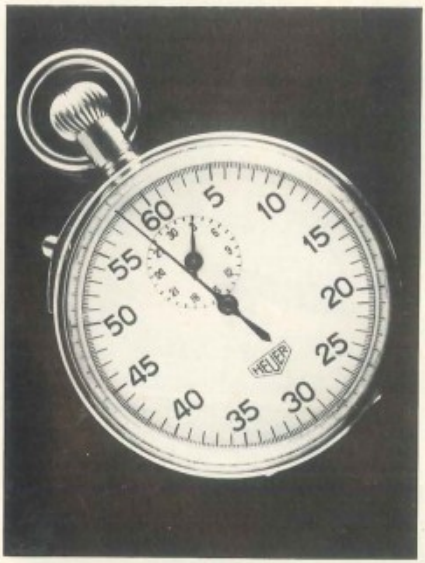
4. Low Level Circuit Short Field Full Stop.
ON KEYS 10 Points.
Full Stop < 300 Me from Keys 10 Points.

Page 3 Plane

OWNER:	Geoff Danes
TYPE:	Varijet
SEATS:	1
TOTAL TIME:	7 hours in jet configuration
	520 in conventional configuration
ENGINE:	Turbomeca Palas
FUEL BURN:	Excessive!!
CRUISE SPEED:	220kts
STALL SPEED:	47kts
CRUISE FUEL FLOW:	16 litres/hour
HANGARED:	Jandakot
PERFORMANCE:	AWESOME!!

178 seconds...



'Pilot continued visual flight into adverse weather conditions.' Familiar words? For those associated with aircraft accident investigations they are, for they summarise the type of occurrence which continues to cause the greatest loss of life in Australian general aviation accidents — in spite of the publicity given to the subject over the years. One would think that the futility of pressing on in bad weather should be obvious, but without getting into the pilots' minds, the compulsion behind their fatal decision will remain elusive. This article, courtesy of *Transport Canada*, attempts to reproduce the thoughts of a pilot who gets himself into cloud in what might be a typical scenario. Read it and if you are ever tempted to press on in marginal weather recall its advice. If then, for whatever reason, you decide to continue, and lose visual contact, start counting down from 178 seconds. That is how long a pilot who has no instrument training can expect to live after he flies into bad weather and loses visual contact — according to researchers at the University of Illinois. Twenty student 'guinea pigs' who flew into simulated weather all went into graveyard spirals or roller-coasters. The outcome differed in only one respect: the time required until control was lost. The interval ranged from 480 seconds to 20 seconds. The average was 178 seconds — two seconds short of three minutes.

Here's the fatal scenario...

The sky is overcast and the visibility poor. That reported five kilometre visibility looks more like two, and you can't judge the height of the overcast. Your altimeter says you're at 1500 but your map tells you there's a local terrain as high as 1200 feet. There might even be a tower nearby because you're not sure just how far off track you are. But you've flown into worse weather than this, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those none-too-imaginary towers. With no warning you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You swallow only to find your mouth dry. Now you realise you should have waited for better weather. The appointment was important — but not that important. Somewhere a voice is saying 'You've had it — it's all over'.

You now have 178 seconds to live. Your aircraft feels on an even keel but your compass turns slowly. You push a little rudder and add a little pressure to the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but your compass is now turning a little faster and your airspeed is increasing slightly. You scan your instrument panel for help but what you see looks somewhat unfamiliar. You're sure this is just a bad spot. You'll break out in a few minutes. (But you don't have a few minutes left...)

You now have 100 seconds to live. You glance at your altimeter and are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine RPM is in the red — and the airspeed nearly so.

You have 45 seconds to live. Now you're sweating and shaking. There must be something wrong with the controls: pulling back only moves that airspeed further into the red. You can hear the wind tearing the aircraft.

You have 10 seconds to live. Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough, but it's at an unusual angle — you're almost inverted. You open your mouth to scream but... ●

Videos of the Month

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

(only available for email recipients of the Fly About)

CONCORDE

Concorde from the Cockpit

DRACO

The world's most badass bushplane

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

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.

Editor's Broadcast

Hello Fellow Aero Club Members

Welcome to another, albeit late, edition of the Fly About. Having been away in a much warmer part of the world, I haven't been around much to record the "goings on" around the field. Of note is an important meeting on Friday night that you are all invited to attend:

Special General Meeting

Northam Aero Club Constitution

The Northam Aero Club's Constitution needs your vote to be finalised before being submitted to the Department of Mines, Industry Regulation and Safety Consumer Protection.

Under Part 12 of our existing constitution, the Northam Aero Club President, Mr Errol Croft, has instructed that a Special
General Meeting be convened at the NAC club rooms, Withers Street, Northam on the 31st May, commencing 6.00 pm.

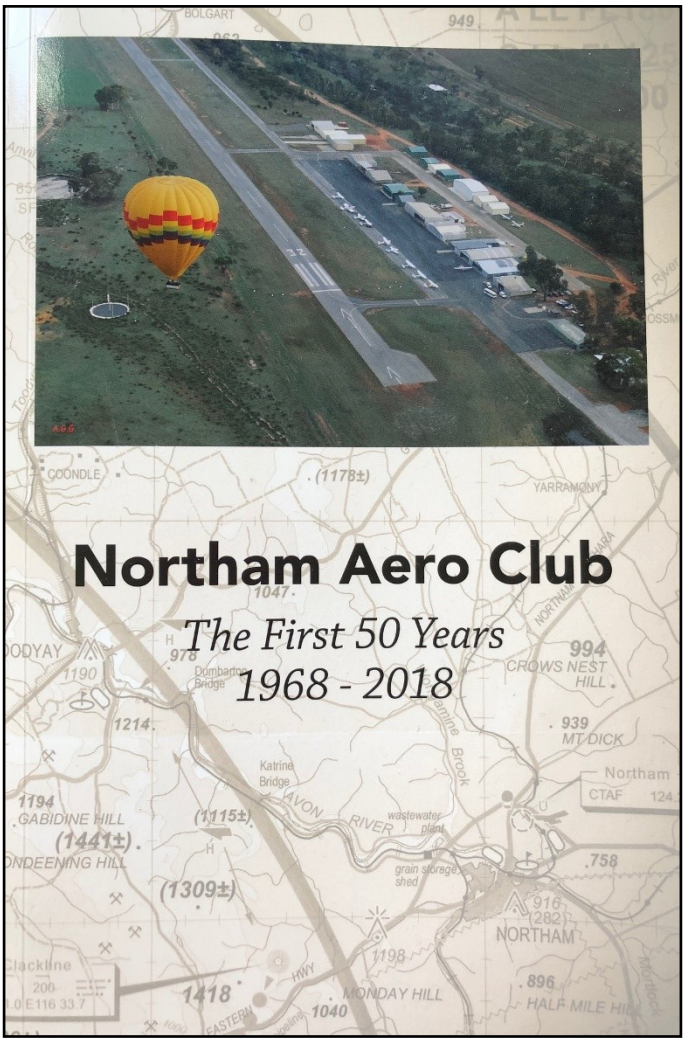
Further information can be obtained
from Peter Scheer - NAC Secretary

Karin
NAC Fly About Editor
northamaeroclubsocialdirector@gmail.com

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.

May / June 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
27	28	29	30	31 NAC SPECIAL GENERAL MEETING	1 Bar - Ashley	2
3	4	5	6	7	8 Bar - Crofty	9 Flying Comp
10	11	12	13	14	15 Bar - Howie	16
17	18	19	20	21	22 Bar - Peter Hill	23
24	25	26	27	28	29 Bar - Adam	30

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,

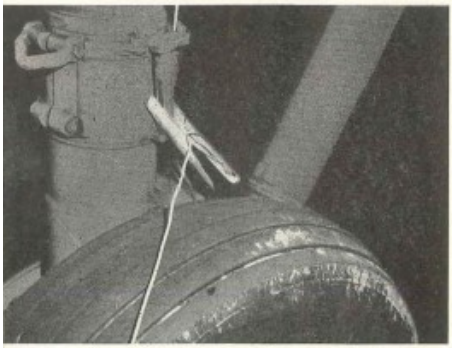
Northam Aero Club Committee

Northam Aero Club Cap $20

Northam Aero Club Polo Shirt $35 (Personalised)

Crash Comics

Reprinted with courtesy of the ATSB



..don't give STATIC ELECTRICITY a CHANCE!

While an aircraft refuelling tanker was being filled at an oil company's bulk terminal at Fremantle, Western Australia, an explosion inflicted fatal injuries to the tanker driver who was conducting the loading. Though not strictly an aviation accident, its inclusion in the Digest is warranted by the obvious lessons that can be applied to aircraft refuelling practices.

The tanker, a semi-trailer unit with a carrying capacity of 6,600 gallons, was being loaded with aviation turbine fuel. On its previous trip the vehicle had carried a load of motor spirit. The vehicle tank comprised six separate compartments, four of which had already been filled to capacity. Compartments three and four in the centre section were being filled simultaneously from separate hoses. When about three-quarters full, vapour in the No. 3 compartment exploded, causing severe and extensive burns to the driver's head, arms and upper part of the body. The driver later died from his injuries. Weather conditions at the time of the explosion were fine with a moderate wind, a temperature of 60° and 45 per cent. humidity.

The explosion was attributed to the combination of inflammable fuel vapour with a spark of sufficient energy to ignite it, and efforts were made to determine how and why this had occurred during what is a normal, everyday procedure in the oil industry. A number of possible external sources of ignition, such as sparks caused by friction, unauthorized smoking, or atmospheric effects, were considered but none could be substantiated. The remaining possible ignition sources were electro-static discharges caused by either

ineffective earthing of the vehicle and filling equipment, or by an electro-static charge generated within the flowing fuel itself.

It was found that the prescribed bonding procedures had been correctly followed, the earthing cable having been connected to the vehicle on its arrival at the filling stand and left attached throughout the operation. The filling stand and pipe line system were tested for electrical continuity and earthing and were found satisfactory. The vehicle and its attachments were similarly tested and showed complete electrical continuity. The vehicle's electrical equipment was also checked and found faultless.

It is well known in the oil industry that a petroleum product flowing in a pipeline system or from a discharge valve, can generate a static charge within itself. This phenomenon is the subject of constant research to develop means of counteracting its effects and tanker loading procedures have been evolved to reduce, as far as practicable, the amount of static charge generated in the flow of fuel through the filling equipment and into the vehicle tank.

Tanker loading operations are carried out in a manner calculated to reduce splashing and turbulence to a minimum. This is accomplished by filling the tanker compartment either through the bottom outlet of the tank or through a tube which forms an integral part of the tank, extending from the filling hatch almost to the bottom of the compartment. With the latter method, the filling stand hose is attached to the top of the loading tube and filling should initially proceed at a slow rate until the base of the tube is submerged. The rate of flow is controlled by a spring loaded valve in the filling stand pipe system, and is actuated by a lanyard held by the person conducting the loading operation. Tension on the lanyard opens the valve; releasing it allows the valve to close automatically.

At the time of the explosion, two hoses were in use, filling two compartments simultaneously. After commencing to load one compartment, it is believed that the driver, contrary to standing rules, had tied down the loading valve lanyard, and had proceeded to fill the adjacent compartment from the second hose. The loading rate through the first hose was thus not adequately controlled during the operation.

To meet customs duty requirements it is usual to measure the temperature of the fuel in the tanker after the compartments have been filled. The reading is obtained by lowering a thermometer into the liquid through the compartment hatch. The type of thermometer used is 18 inches long and is enclosed in a brass casing to which is attached a length of cord for suspending the instrument in the liquid.

After the accident, a brass thermometer case was found in the affected compartment. The non-conductive thermometer cord had been burnt through but its upper end was attached to an external valve handle near the compartment filling hatch and it was estimated that the thermometer would have been about two-thirds submerged at the time of the explosion.

It is known that metallic objects immersed in a statically charged liquid and insulated from the surrounding tank structure, can become the source of a static discharge. In this instance, the brass thermometer case could have acted as a base for the collection and concentration of static charge from the fuel. Accumulated in this way, the charge could then have flashed across to a nearby section of the tank structure, thus providing the ignition for the explosion. It is of interest that the cord on which the thermometer was suspended was made of nylon thread.

In the absence of tangible evidence of any other source of ignition, the investigation concluded that the explosion had resulted from an electro-static discharge from the unearthed thermometer while it was suspended in the partially filled tank of fuel.

COMMENT:

Fuel handling accidents have been responsible for destroying several aircraft in Australia. In at least one case, the cause was attributed to a discharge generated in unearthed refuelling equipment.

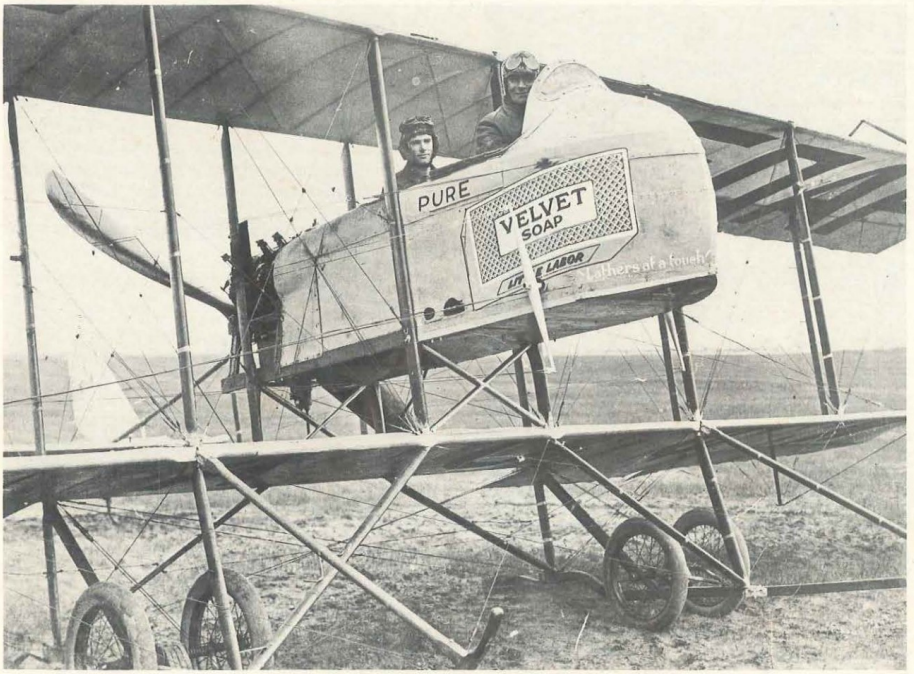
There is no room for liberties with the handling of aircraft fuels, and it is essential that all fittings and components used in a refuelling operation be adequately earthed. This is one reason why the Department, and some of the oil companies as well, have warned against the use of plastic containers and funnels for refuelling (see "Petrol and Plastics Don't Mix", Aviation Safety Digest No. 38, June, 1964).

Apart from having an adverse chemical reaction from continual contact with fuels, plastic articles can accumulate a heavy static charge. Because the plastic will not conduct electricity, the charge cannot be earthed properly by earthing cables and clips. A statically charged plastic utensil can therefore quite easily cause a spark when placed close to metal fittings such as a fuel tank filler neck or a refuelling hose nozzle.

We have noticed that some light aircraft pilots who conduct their own refuelling operations in country areas, still occasionally resort to the use of plastic funnels or containers for the sake of expediency. If you are one of these, we urge you in your own interest to discontinue the practice immediately.

Regulations for Operation of Aircraft

— commencing January 1920 —



1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

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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Wanted

Aviation Memorabilia

- Books
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- 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

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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 - $210 per hour
Dual Training - $300 per hour
TIF's - $150 per 1/2 hour
Briefing - as required
Instructor (in owner's aircraft) - $100 per hour

Pre-paid Discounted Block Rates Available

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

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

Instructor fees remain as priced above

For all further enquiries please contact:

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