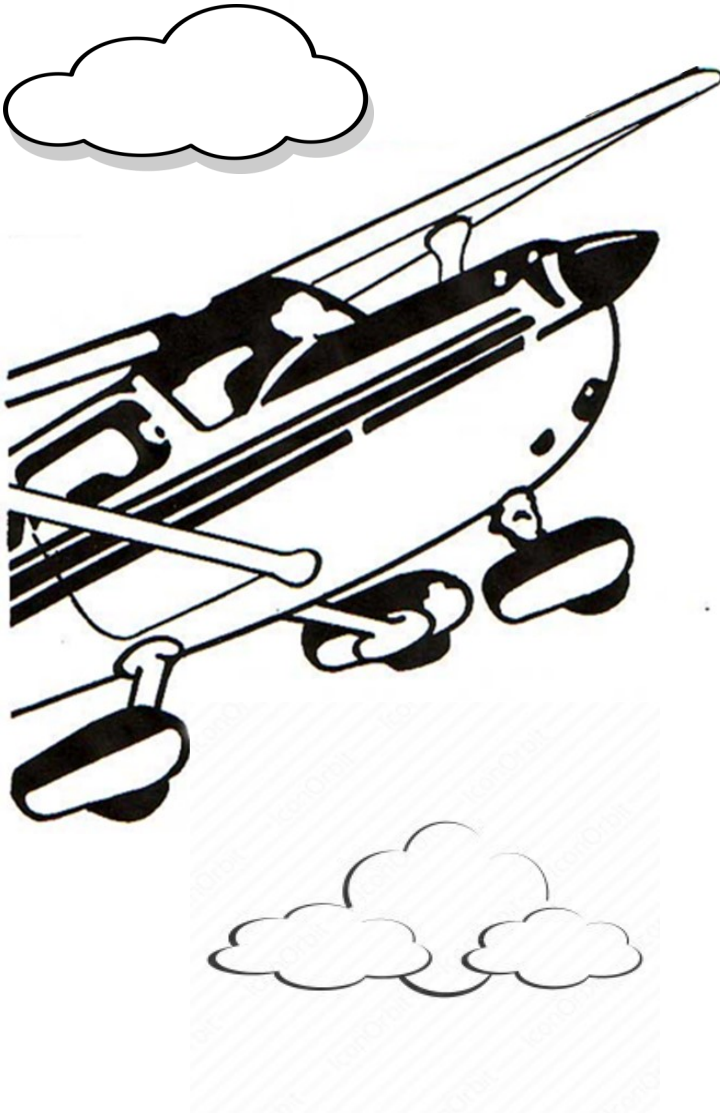


# Fly About

Northam Aero club (Inc.) Newsletter

Vol. 52 Issue No.5 MAY 2021



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- ◆ Club Captain's Report
- ◆ Club Calendar
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# Presidents Message

Hi All.

I hope all is well and you are all enjoying life.

The landscape is looking greener every day. Anyone flying into Northam will notice the Airfield looks a treat.

The Ballooning Championships are fast approaching and we will be looking for volunteers once again. If you are interested let me know.

The bar is now open again and all members are welcome to call in on a Saturday between the hours of 5.00pm to 7.00pm. Our Mother's Day Barbeque on Sunday went off very well with many new faces. Many thanks go to Heather, Marg and Sue who once again worked tirelessly preparing and serving meals in their newly painted kitchen. Dave Mac along with his apprentice Bernie Hush cooked the meat to perfection. Thanks Dave those lamb chops were delicious and enjoyed by the 18 members that made their appearance. We took to the sky with a few scenic flights during the day and it was enjoyed by all.

The club room and bar look fantastic so come one down and check it out any Saturday afternoon.

Our Annual General Meeting is here again and will be held on Friday 25<sup>th</sup> June 2021, so if you would like to be a part of the Committee feel more than free to nominate by filling in a nomination form and getting it back to us by 4<sup>th</sup> June 2021.

With this cooler weather remember to use your carby heat.

Cheers, Errol.

# Club Captains Report

## **NAC club captain's report May 2021.**

Our team NAC flying comp was Sunday 9TH may.

"Goomalling Recon"

A cross country mini air trial with ground waypoints to be identified etc.  
we flew from Northam to Goomalling, then on to Meckering and return to base.  
just a safe little cross country to be enjoyed.

Team NAC pilots who fly team nac comps each month give themselves the opportunity to  
keep their light skills current, honed and proficient.

this is evident in the close scoring on comp days!

we all enjoyed a lovely day and the excellent flying conditions.

judges: Ian Berry ,James Hill. thank you, your work is highly valued!

great morning teas followed by a nice BBQ! Thanks Marg! Yummo.

All pilots flew well and flew safely, we had a good day.

## **Next comp is Sunday 13TH June**

### **"A bridge too far": another cross country .**

All pilots have a fully detailed comp sheet with 4 weeks to go as usual.

and lots of opportunity to fly a practice run or two in the club aircraft eh?

So see you all Sunday 13TH June 9 AM at Northam airfield for some good flying!

Seats are always available for members in club aircraft, just ask.

Until then, thank you, stay safe,

Peter Hill Club Captain 0450415947 [prh@aurora.net.au](mailto:prh@aurora.net.au)

## **RESULTS**

Equal First Place	IAN BERRY JAMES HILL DAVID McFARLANE	
Second Place	NICK KOSTOV	
Third Place	PETER HILL	

# Club Comp Pictures



James Hill with a lovely touch down during the Club Comp.



Ian Berry in DZP rounding out.

Gentle landing but the extra ballast of a passenger leading to landing just inside of the keys. Another great flight by Ian!



Errol Croft in VH-JXI shows us how it's done with a very smooth landing only 1.5 m short of the centre marker on RWY 14.

In 1986 the space shuttle Challenger exploded 73 seconds after lift-off, killing all seven astronauts. The explosion was a result of a failure of O-rings in the solid rocket booster. Degradation of the O-rings had been a known concern for some time, but because NASA engineers were under management pressure to get missions airborne, and they flew a number of missions without a major incident, they started to think it was safe to continue the missions without fixing the problem. The lack of a bad outcome meant NASA engineers gradually shifted the goalposts as to what constituted an acceptable risk.

In January 2012 the cruise ship Costa Concordia ran aground in a narrow strait between Giglio Island and the Italian mainland, killing 32 people. The captain sailed closer to Giglio than the authorised route, as a “salute” to the islanders. The captain was sentenced to 16 years’ jail, but like a good aircraft accident investigator who refuses to accept “pilot error” as an answer, the chief prosecutor looked to elevate the blame. It turned out that the deviation from the planned route had been done many times, with the company directors not only

These are examples of what sociologist Diane Vaughan calls “normalisation of deviance”, a term she coined after she reviewed the Challenger disaster. One way of defining it as a gradual process by which the unacceptable becomes acceptable because there have been no adverse consequences.

I encountered an example early in my time at BP Kwinana, when I exited a tank and the Confined Space sentry told me he’d signed me out. I thought, ‘WTF? No one but me signs me out of a confined space.’ A sentry can sign me out while I’m still inside, overcome by toxic fumes. My signature, not his, in the right place on the entry log is the proof that I’m no longer inside.

When I questioned the contractors further they said, “Yeah, we know what you’re saying Kev, but here in the parallel universe of BP they don’t do it like that.” When I elevated the discussion, it turned out it wasn’t the BP way at all. The potentially dangerous system the contracting company had been using had somehow crept in and become normalised, to the point where those using it thought it was standard BP procedure.

In all those cases, because the deviations continued for some time without any adverse consequences, they became the norm. And deviations very often continue unpunished. As safety scientist Professor Sidney Dekker says, “Murphy’s Law is wrong. Everything that can go wrong usually goes right.”

And let's face it, who hasn't engaged in risky behaviour that has gone unpunished? It can lead to complacency and a feeling that "well, nothing's gone wrong so what I'm doing obviously isn't that dangerous." Have you ever driven when you've had one too many, or used your phone while you're driving, or continued a flight when the conditions got below VMC, and gotten away with it? If you get away with it often enough, you can fall into a trap of taking risks you shouldn't just because the risky behaviour hasn't bitten you on the backside..... Yet!

Cost savings, efficiency, publicity (in the case of Costa Concordia), and management pressure to push on (as in NASA's case) can all become more important in someone's eyes than safety, and deviant practices can become the norm.

Much of the discussion about the solution to normalisation of deviance is based on preventing it within organisations. Recommendations that came out of the Challenger investigation included:

- Don't use past success (including lack of bad outcomes) to redefine acceptable performance.
- Involve people with opposing views in a discussion of what's an acceptable risk.
- Keep safety programs independent of non-safety related factors.

An example of the last point would be a safety adviser/investigator/expert feeling free to say "This needs to be fixed" without worrying about whether it might cost too much. Worrying about the cost is what bean counters are for.

Another recommendation from Diane Vaughan is to create a culture in which you'd feel like you're letting your colleagues down if you break the rules. If Murray or I break the rules in our instructing, you could say we're letting Northam Aero Club down, as well as RACWA and most importantly our students. But if you're a private pilot, especially in your own aeroplane who are you letting down? What incentive do you have to do things properly? Discuss over beer at the bar.

And lastly, congratulations to club member Matt Barrington, age 19. Fresh from a summer of hurling 130 km/h thunderbolts at terrified batsmen on weekends, he got back into flying in earnest last month and went first solo on Saturday 15<sup>th</sup> of May.

# **ANNUAL GENERAL MEETING**

**Notice is hereby given to the  
Members**

**Annual General Meeting**

**NORTHAM AERO CLUB**

**Friday 25th June 2021**

**NAC Club Rooms**

**7.30pm**

## **AGENDA ITEMS**

**Election of Office Bearers**

**Notice of Motion**

(Please bring a small plate of food for fellowship at  
the conclusion of the meeting)

The names of the candidates proposed as Officers of the Club with the names of their proposers and seconders shall be in the hands of the Secretary 21 days before the date of the Annual Meeting (04 June 2021). The names shall be posted in the Club for 14 days before the Annual General Meeting.

# **Northam Aero Club Nomination Form**

Nomination is hereby made for the position of:

\*President \*Vice President \*Secretary  
\*Treasurer

\*3 x Committee Persons (2 year)  
\*1 x Committee Person (1 year)

Nominee \_\_\_\_\_

Signature \_\_\_\_\_

Position \_\_\_\_\_

Proposer: \_\_\_\_\_

Seconder: \_\_\_\_\_

**\*To be in the hands of the Secretary by**

**Friday 4<sup>th</sup> June 2021**

(PO Box 247 Northam WA 6401)

Here is Sunday 13 June Comp  
Cheers Peter Hill Club Captain



NAC FLYING COMP 13/06/21 A BRIDGE TOO FAR" PILOT: \_\_\_\_\_

CALL STGN: \_\_\_\_\_

A Mini Air Trial approx. 27 n.m. >>>>

RADIO: "Northam Ground..... request Radio Check 5 Points.  
124.2 Stay on Northam CTAF.124.2

SHORT FIELD TAKE OFF < 300 Metres FROM START OF KEYS 5 Points.

CLIMB TO 2,500 ft East of field & make OVERHEAD DEPARTURE.

RADIO: "Northam Traffic .... Overhead Departure 5 Points.  
maintaining 2,500 ft tracking 290 degrees Northam"

Crossing Gt. Eastern Hwy:

Write here: how many Grain Silos on your Port side? 5 Points.

At 9.5 n.m. identify DUMBARTON BRIDGE.

Write here: Colours(2) of TENNIS COURT 5 Points.  
adjacent House Roof colour? 5 Points.

Now TRACK 140 degrees for appr 11 n.m. & CLIMB to 3,500 ft.

Appr 3 n.m. on course identify KATRINE BRIDGE.

Write here: Is CHURCH North or South of river? 5 Points.

\*\*\*\* Before crossing Gt. Eastern Hwy: \*\*\*\*

Make a radio call to avoid possible air traffic conflict.  
(Grain Silos are Published Route Waypoint!:) )

RADIO: "Northam Traffic .... 5 miles South West 5 Points.  
maintaining 3,500 ft tracking 140 degrees Northam"

Downrange another 6.5 n.m. from Katrine Bridge.....

Find SPENCER'S BROOK / AVON RIVER / RAILWAY LINE JUNCTION.

Write here: How many ROAD BRIDGES do you see? 5 Points.

Return to base with INBOUND CALL etc.

RADIO: "Northam Traffic ..... 6 Miles South at 3,500 Ft 5 Points.  
INBOUND ON DESCENT FOR CIRCUIT TIME -- NORTHAM"

Track \_ degrees to overfly AVON RIVER/NORTHAM TOWNSITE.

Write here: How many... ROAD TRAFFIC BRIDGES ... 5 Points.  
over AVON RIVER / NORTHAM CBD (2?/3?)

RADIO: "... JOINING MIDFIELD CROSSWIND Runway \_\_\_ Northam" 5 Points.  
(1,500 ft)

RADIO: "... TURNING MID DOWNWIND RWY \_\_\_ Full Stop Northam" 5 Points.

RADIO: "... TURNING BASE RUNWAY \_\_\_ Full Stop Northam" 5 Points.

RADIO: "... TURNING FINAL RUNWAY \_\_\_ Full Stop Northam" 5 Points.

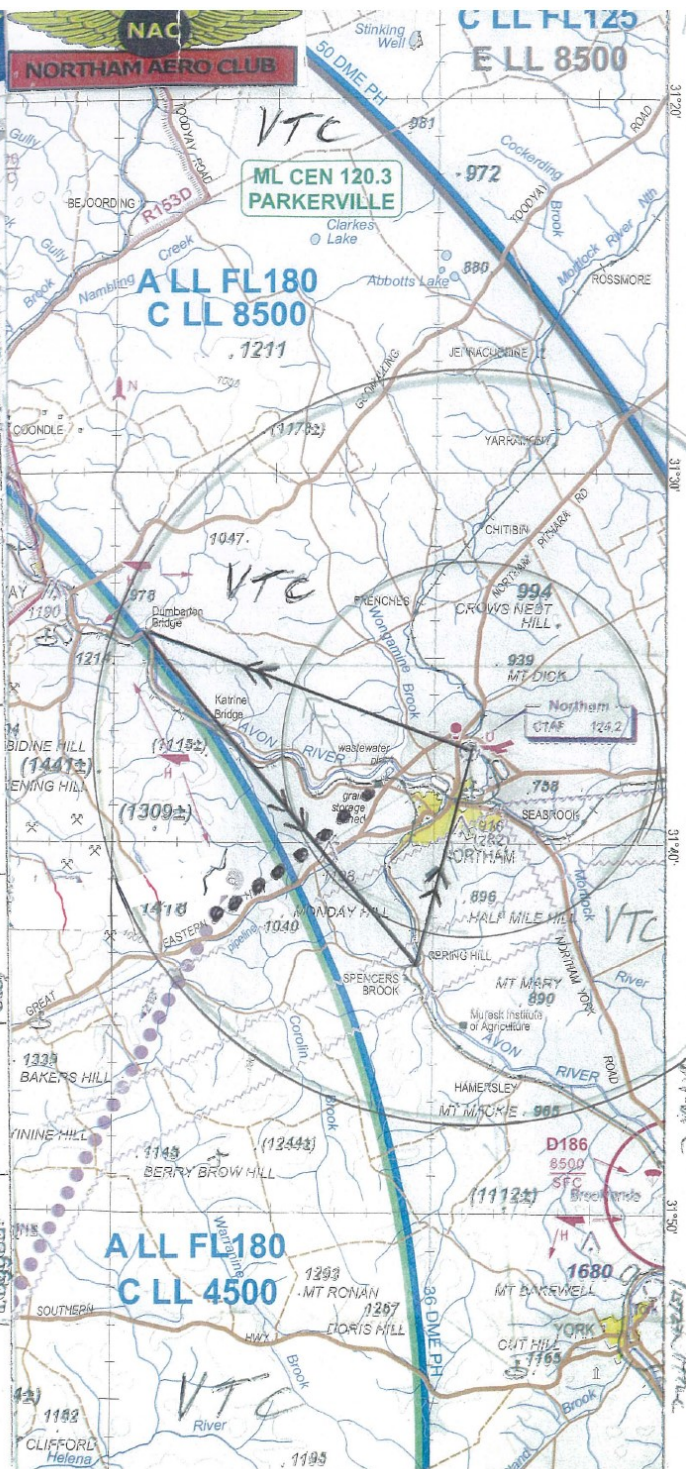
BONUS POINTS: ON KEYS SHORT FIELD LANDING 10 Points.

BONUS POINTS: < 300 metres FULL STOP SHORT FIELD LANDING 5 Points.

RADIO: "Northam Traffic..LANDED & CLEAR Runway -- Northam" 5 Points.

C	L	E	A	R	O	F	F	S
Compass	Log	Engine	Altitude	Radio	Orientation	Fuel	Forced Landing	Sartime

C	L	E	A	R	O	F	F	S
Compass	Log	Engine	Altitude	Radio	Orientation	Fuel <i>LOG</i>	Forced Landing	Satime
Compass & DG Aligned?	no min Marks? ETA Logged? ATD Unmanned?	Lean Mixture? RPM? Temps & Pressures?	Hemisph? Assigned? Limitations (eg. Cloud, Terrain, etc)	Correct Freq? Transponder? Nav aids Usable? Radio Calls?	Where am I? Fix/Pinpoint if possible!	Contents? Log!	Where to go? Wind direction? Ground Elevation?	When does it expire? Does it need amending?



# Antique Find by Ed.

I found this old Ansett advertising poster hiding in a Geelong (Vic) antique shop.

I did a little research and found that the two aircraft pictured have colourful histories. The aircraft in the foreground is

VH-HYH an A320.

The 747 in the background is VH-INJ

After leaving Ansett it was known as 9V-SKD when back at Singapore Airlines. It also only stayed in Singapore until 2001, before going to the Boeing Aircraft Holding Company, a company that manages used aircraft, including planes handed over due to a trade-in or a lease return.



VH-HYH	23/05/1989	<a href="#">Ansett Airlines</a>		<a href="#">Correct</a>
VH-HYH	01/01/1991	<a href="#">Ansett Australia</a>	Cessed op and frd MEL 04/03/02	<a href="#">Correct</a>
F-GZZZ	13/07/2004	<a href="#">Eagle Aviation</a>		<a href="#">Correct</a>
F-GZZZ	28/07/2005	<a href="#">Air Algerie</a>	Operated by Eagle	<a href="#">Correct</a>
F-GZZZ	09/10/2005	<a href="#">Eagle Aviation</a>		<a href="#">Correct</a>
F-GZZZ	13/01/2006	<a href="#">Mahan Air</a>	Isd from Eagle Aviation	<a href="#">Correct</a>
F-GZZZ	27/09/2006	<a href="#">Eagle Aviation</a>	stored at Goodyear to be scrapped immatric.:N301AT Scrapped 03/2012	<a href="#">Correct</a>

Aircraft	Regist.	MSN	Airline	Status
<a href="#">Boeing 747</a>	<a href="#">VH-INJ</a>	<a href="#">23029</a>	Ansett Australia	Scrapped

Classifieds

# **FOR SALE**

## **JABIRU SP500**

RA Aus registration 19-3253

TTIS 760 hrs; Engine 6 cyl 3300, only 380 hrs

Great little economical plane with low engine hours

Located in Northam WA

**Priced for quick sale at \$28,500**

Contact Geoff 0419 709 053



# Next Club Competition

**NEXT NAC FLYING COMP is scheduled for:  
Sunday 13th June 2021**

**"A bridge too far": another cross country**

**Next Club Committee meeting at 13:00 (1pm)  
Sunday 13th June 2021 , at NAC Clubrooms**

## Bar Hours

The Bar is now re-opened.

Please check with Matt Bignell for opening times.

New bar roster to be published after AGM.

0407 873 700

## 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!



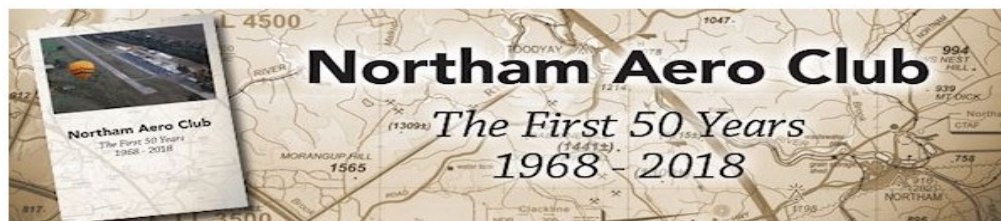
*(QR code reader apps can be downloaded from the App store or Play store)*

# May/June 2021



**NORTHAM AERO CLUB**

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						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 <b>AGM</b>	26	27
28	29	30	1	2	3	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

## Northam Aero Club Membership & Apparel Order Form

Name: \_\_\_\_\_

☐ Not Renewing

Address: \_\_\_\_\_

Phone: (Home) \_\_\_\_\_ (Mobile) \_\_\_\_\_ (email ) \_\_\_\_\_

Type of Membership: ☐ Adult (\$55)

☐ Junior (\$10)

Club Bank Details: BSB 036-107 A/c Number:69-2937

Apparel: ☐ Club Polo Shirt (\$35) – Size \_\_\_\_\_ Name on Shirt: \_\_\_\_\_

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

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

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

☐ Club Cap (\$20) plus \$8 postage. (\* Caps are also available from the bar)

Total Enclosed \$ \_\_\_\_\_

If you would like to receive an Invoice please tick ☐

‘Fly About’ Magazine: Yes ☐ I would like to receive it by ☐ email (preferred) ☐ post

No ☐ I do not wish to receive it

Many thanks,

Northam Aero Club Committee

Northam Aero Club Cap \$20

Northam Aero Club Polo Shirt \$35 (Personalised)



# FUNNIES

The controller who was working a busy pattern told the 727 on downwind to make a three-sixty (do a complete circle, usually to provide spacing between aircraft). The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane? Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"

\*\*\*   \*\*\*   \*\*\*   \*\*\*   \*\*\*

Tower: "Eastern 702, cleared for takeoff, contact Departure on 124.7."  
Eastern 702: "Tower, Eastern 702 switching to Departure ... by the way, after we lifted off, we saw some kind of dead animal on the far end of the runway."  
Tower: "Continental 635, cleared for takeoff, contact Departure on 124.7; did you copy the report from Eastern?"  
Continental 635: "Continental 635, cleared for takeoff roger; and yes, we copied Eastern and we've already notified our caterers."

\*\*\*   \*\*\*   \*\*\*   \*\*\*   \*\*\*

**Blue water Navy truism;** There are more planes in the ocean than there are submarines in the sky.

If the wings are traveling faster than the fuselage, it's probably a helicopter — and therefore, unsafe.

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition the USAF would be just another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.

# 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



## LEARN TO FLY **Recreational Aviation** **Capital of the West**



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and pilots' supplies"**

# NAC Cessna 172—VH-PGL

## Hire Fee Structure

---

*Private Hire - \$220 per hour*

*Dual Training - \$300 per hour*

*TIF's - \$165 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

Matt Bignell - 0407 873 700

---

FOR SALE

CONTACT ERROL CROFT  
0428 880 149



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Vacant

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