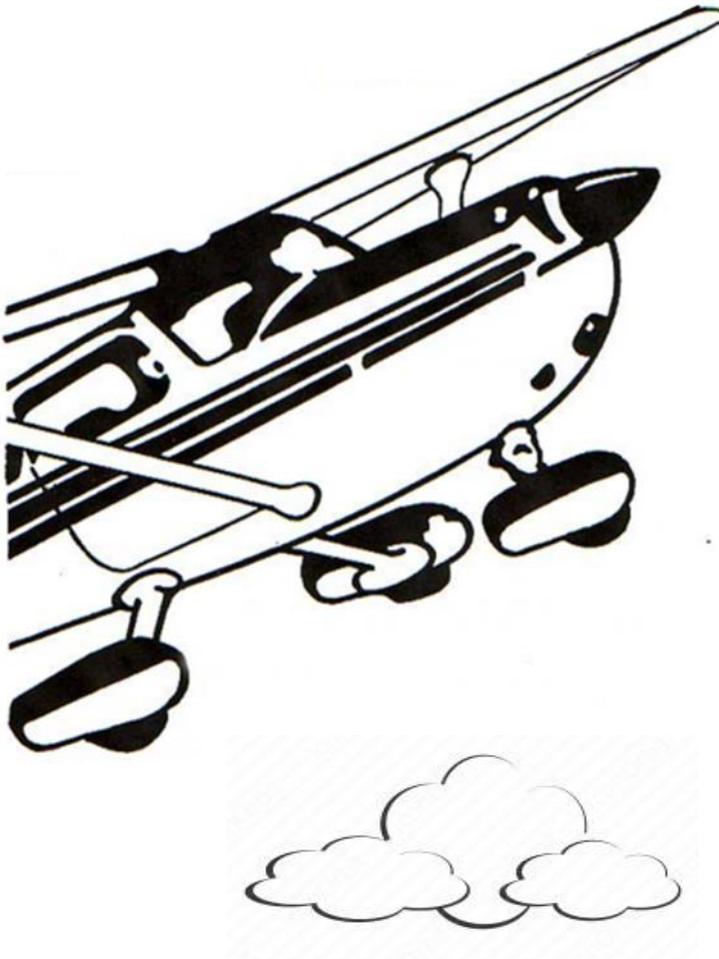


Fly About

NORTHAM AERO CLUB (INC.) NEWSLETTER Vol. 55 Issue No.5 MAY 2024



In This Issue:

- A Message from the President
- Club Captain's Report
- Special Use Airspace
- AGM Notice
- Wyalkatchem FLY-IN
- Aviation Humour
- Next Club Comp
- Classifieds
- Club Contact List

Presidents Message

Welcome to May President Report

Welcome all. Happy Mother's Day. May has seen fair weather with many, many farmers wanting rain but at the time of writing this report a massive high in the bight is keeping all signs of rain away.

Congratulations go to Sharon Pedler for achieving her first solo flight on 11th May. Congratulations. Free drinks at the Club Bar on Saturday for you if you can make it. Matt Barrington has also achieved his PPL on 28th April which is fantastic as I was told when I achieved mine that "the Sky is the Limit".

Welcome also to Stuart Usher and Juliusz Bogacki for becoming new members of the Northam Aero Club.

Kevin Lathbury will be celebrating his 20 year anniversary as an Instructor for Northam Aero Club on Saturday 22nd June and we would like to see as many members as possible help Kevin celebrate this outstanding achievement
Thank you Kevin.

On Saturday 13th July the Northam Aero Club along with the Royal Aero Club will be flying to Wyalkatchem. Wylie will be putting on a barbeque and a tour of their museum. See the ad in the Fly About.

Our AGM with elections are coming up and nomination forms are included in this issue, nominations need to be in by Friday 26th July 2024 and the AGM will be held on Saturday 17th August 2024 at 7.00pm so please feel more than welcome to nominate. Try and save the date for our AGM as well. Once again congratulations to all our volunteers, who help make this club so strong.

Cheers

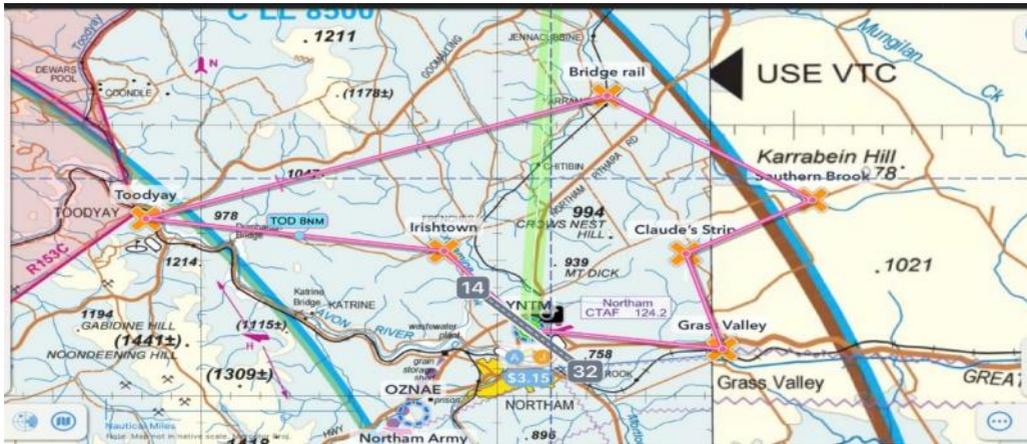
Errol

The bar is open every Saturday from 1700 to 1900 hours and most nights there is food supplied.

Club Captain's Report

The weather Gods really smiled on us for the Mothers Day Competition. We may have to look at moving the comp next May as some regulars couldn't make it due to Mothers and family commitments.

The task to day was an anti-clockwise flight from Northam and return, in beautiful flying conditions, calm and clear.



Five pilots took part. Everyone found the initials plowed in the paddock just east of Northam. Claude's airstrip was measured from the air with every one getting close.

Then up to Yarrmony rail bridge to count the pylons. This required accurate map reading as there is another close by.

The next target was the communication aerials at Toodyay 14nm away, to nominate the colour of a shed wall.

This was followed by a straight in approach from Irish Town onto runway 14, with a touch down on the 3rd stripe. Of course Peter Hill was the closest here!

Thanks to everyone for taking part in the competition.

Club Captain's Report

Big thanks to Kate for looking after the morning tea. The jam and cream scones were outstanding again and thanks to Ash for getting up early to BAKE them!

RESULTS:

1ST PLACE	Ashly Smith	C172 PGL	98points
2ND PLACE	Sir Errol Croft	C172 JXI	94 points
3RD PLACE	Peter Hill	C152 BFC	83 points

Next Competition: Sunday 9th June 2024. Briefing @ 9am.

Cheers

Dave McFarlane

0428 743031

Special Use Airspace

Special Use Airspace (SUA) is a generic term for what used to be “PRD” areas. They’re the ones bounded by red lines on your charts – the airspace designed for specific operations that may have limitations for aircraft not involved in those operations. It covers Prohibited, Restricted, Danger and Military Operating Areas.

Restricted Areas

There aren’t any Prohibited Areas in Australia these days, so let’s start with Restricted Areas. All Restricted Areas fall into one of three categories – Conditional Status RA1, RA2 and RA3. The status indicates the likelihood of you getting a clearance to fly through it.

- RA1 – this is managed like controlled airspace, so you can plan and expect to get a clearance through these areas. It doesn’t mean a guaranteed clearance at your requested level or track. That will depend on other activity, just as in normal controlled airspace. Very few Restricted Areas are RA1.
- RA2 – you may not plan or expect a clearance when it’s active. However, ATC may offer you a clearance through the area on an opportunity basis. This is the most common one.
- RA3 – you can’t plan through and won’t get a clearance through this airspace when it’s active.

For instance, R233A, east of RAAF Base Edinburgh in South Australia, from SFC to 2500 ft, is RA1, which means pilots can expect a clearance allowing them to take off from Gawler. On the other hand, R155B, north of Pearce and extending down to ground level, is RA2, so if it’s active you can’t expect a clearance. Thankfully R156, just north of it, is only active above 4000 ft, so if you’re flying your 182 from Northam to Dongara, you just stay east and get a few miles north of Calingiri before turning left and heading for the coast.

Special Use Airspace

R155B and R156 are both activated by NOTAM, so if they're not on NOTAM's as active then they're fair game – no clearance required. But R134C, west of Bindoon, is RA3 and its active hours are H24, which means it's a permanently “Don't even think about asking for a clearance” area.

A lot of Defence airspace used to be active unless stated otherwise via NOTAM. These days it's the other way round – deactivated – unless NOTAM's say it's active. There are a few pieces of information you want to know if you're going anywhere near SUA:

- Conditional status – RA1, 2 or 3;
- Purpose of the airspace;
- Upper and lower limits;
- Whether it's active;
- Times it's active.

The first three of these, which typically don't change, can be found in a few places:

- ERSA SUA section;
- Charts (VTC, VNC, ERC and TAC) – they all have a box containing details of areas, categories (conditional status), and whether they're activated at set times or by NOTAM. The SUA is drawn on all charts, and on the IFR ones (ERC and TAC) the height limits are in the boxes to avoid cluttering up the charts;
- Restricted Area briefing on NAIPS.

Special Use Airspace

To see whether they're active, the best source is the Restricted Area Briefing on NAIPS (NAIPS hasn't caught up and changed it to SUA Briefing yet). Log in, go to Restricted Area Briefing, and enter Briefing Area/s (e.g. 60), Restricted Area/s (e.g. R156, R162) or Airspace Group (e.g. PEX, which will show you all the Pearce airspace). You also need to put in Briefing Period for however many hours ahead you want to see.

The example below shows a bit of everything. It's Area 22, which is western NSW, for a 24 -hour period in early May, and it contains:

- R363 – military, marked in red so it's active for all 24 hours, surface to 2000 ft, RA3 so snowflake's chance of a clearance;
- R368 – military, surface to 2200 ft, marked green so it was deactivated for the 24-hour period, RA2;
- R409A – firing range, surface to 3000 ft, marked yellow so it's active at set times as shown in ERSA SUA unless NOTAM's say otherwise, RA2;
- R639A – military flying, 10000 ft to FL600, marked green then red so it was deactivated for the first part of the 24-hour period, then it became active at 2405060000 (10-digit time group, 06 May 2024.) RA2, so you may get a clearance depending on what's happening and how nicely you ask, and there's a link to the relevant NOTAM.

Special Use Airspace

Name	Activity	Status	Start	End	Lower	Upper	NOTAM	Comments
R363	MILITARY NON-FLYING		H24		SFC	2000 FT AMSL		RA 3 - Do not plan when active
R368	MILITARY NON-FLYING		NOTAM		SFC	2200 FT AMSL		RA 2 - See Supplementary Info
R406	AIR DISPLAYS		NOTAM		SFC	5000 FT AMSL		RA 2 - See Supplementary Info
R408	MILITARY NON-FLYING		NOTAM		SFC	1900 FT AMSL		RA 3 - Do not plan when active
R409A	SURFACE FIRING RANGE		MON - FRI 2200-0600 (1HR EARLI		SFC	3000 FT AMSL		RA 2 - See Supplementary Info
R409B	SURFACE FIRING RANGE		NOTAM		3000 FT AMSL	6000 FT AMSL		RA 3 - Do not plan when active
R415	MILITARY NON-FLYING		NOTAM		SFC	1900 FT AMSL		RA 3 - Do not plan when active
R524	RADIO TELESCOPE		H24		SFC	2500 FT AMSL		RA 3 - Do not plan when active
R525	RADIO TELESCOPE		H24		SFC	5000 FT AMSL		RA 3 - Do not plan when active
R639A	MILITARY FLYING		2405060000	2405060300	10000 FT AMSL	FL600	AWX C349/2024	RA 2 - See Supplementary Info
R639B	MILITARY FLYING		2405060000	2405060300	10000 FT AMSL	FL600	AWX C349/2024	RA 2 - See Supplementary Info
R639C	MILITARY FLYING		2405060000	2405060300	10000 FT AMSL	FL600	AWX C349/2024	RA 2 - See Supplementary Info
R639D	MILITARY FLYING		2405060000	2405060300	10000 FT AMSL	FL600	AWX C349/2024	RA 2 - See Supplementary Info

You can find all the same details on NOTAM's, but the Restricted Area briefing, with its table and its pretty colours, is much easier than wading through all the non-SUA NOTAM's to find what you want.

Danger Areas

These are not restricted. They're just areas where you need to pay a bit more attention. Good examples are D104A, B and C – the Jandakot training area, up to 6000 ft, and D193 – below R156, from ground to 4000 ft. They're areas where you don't expect aircraft to be just flying from A to B. You want to be on the lookout for people doing PFL's, aeros, and students in 152's who generally have no idea what they're doing (D104) or in Hawks who know exactly what they're doing at 300 kt and 200 ft (D193).

Special Use Airspace

Military Operating Areas (MOA)

This is a new one. The Chicago Convention (mentioned in my March article) forbids a member state from imposing airspace restrictions on foreign aircraft in international airspace. To get around that technicality, Australia has recently introduced Military Operating Areas (MOA) to cover international airspace used for military activities.

AIC H47/23 – <https://www.airservicesaustralia.com/aip/current/sup/a23-h47.pdf> – describes them as more or less the same as Restricted Areas, and most of them are within Australian airspace, but if they extend into international airspace, foreign aircraft are not restricted by them; it's just strongly recommended that they comply with the airspace requirements. MOA have the same entry requirements as Restricted Areas, but because they're not RA, they don't have RA status. So do you have a chance of getting a clearance through them, as though they're RA1? This appears to still be a bit of a grey area, but my best guess is that since all the areas in WA that are becoming MOA in June were previously RA2, I'd treat them as "Don't expect a clearance."

If it all sounds a bit confusing, take heart from knowing that this is the stuff that allows CASA's lawyers to afford private schools and ski trips to Switzerland!

MOA were introduced over east in November 2023, but as of 13 June, some of the Restricted Areas around Pearce, Stirling and Learmonth will also become MOA. For instance R162, which overlies the Jandakot training area and extends down to Harvey, becomes M161, and the Naval flying and gunnery areas off Stirling are becoming MOA. Same dimensions as before, same lower limit of 6000 ft, and probably the same activation times.

KEVIN'S



When I first started instructing at Northam, Robyn Stewart was President, Joy Flegeltaub was Treasurer, PGL shared the hangar with CMP, John Howard was PM, the Athens Olympics were just around the corner, and we'd just bought a 4 × 2 house in Willetton for under \$300,000.

That was June 2004. To mark 20 years of me coming up to Northam on weekends, I'm planning to have a get-together at the club on June 22nd.

Errol and the committee will organize some food and I'll put on a bar tab, so please join us for an evening of food, drink and tall tales!

Please RSVP to **Errol** (0428 880149) or me (Kevin) on (0434 000217) by June 14th so we have some idea of numbers for catering.

Annual General Meeting

ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting @ NORTHAM AERO CLUB

Saturday 17th August 2024 @ 7.00pm
NAC Club Rooms

AGENDA ITEMS

ELECTION OF OFFICE BEARERS

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 (26th July 2024). The names shall be posted in the Club for 14 days before the Annual General Meeting.

NOMINATION FORMS ARE INCLUDED LATER IN THE MAGAZINE.

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

Wyalkatchem FLY-IN

2024 Wyalkatchem Airstrip Fly-In Event

Pilots, aviation enthusiasts, and friends are invited to take part in the **Wyalkatchem Fly-In 2024** on **Saturday, July 13th**. Wyalkatchem previously hosted a fly-in and sausage sizzles in 2013 (23 aircraft) & 2016 (41 aircraft) with one planned for 2020 (Then COVID hit), both previous events were a great day out and gave the local community the opportunity to find out about aviation from local and visiting pilots. Wylie airstrip has also hosted 2 "Racewars" events and a couple of ultralight / gyro fly ins.

There is no formal flying program on the day; However, there will be a number of free activities on offer once you arrive:

- Free Breakfast for early arrivals (until 10am)
- Free Sausage Sizzle for Lunch
- Free Bus Transfers into Wyalkatchem
- Guided tour of the Wylie CBH Museum (donation)
- For those wanting to overnight it.
- Farm Visit
- No landing fees

The sealed, lighted, cross strips are the result of the commitment and a massive input of voluntary work from the local community, the airport plays a crucial role in the Region with Royal Flying Doctor Service aircraft using the airfield and transfer station for day & night mercy flights, (often, several times in a week) and several flying schools also use the field for Nav exercises.

RSVP: If you plan on attending, please register your interest to assist with catering and preparation to wyliemuseum@westnet.com.au and provide the following information:

Pilots Name:

- Aircraft Rego:
- Persons on board (number):
- Breakfast: (yes/no)
- Lunch: (yes/no)
- Bus Transfer: (yes/no)
- Farm Visit: (yes/no)
- Museum Tour: (yes/no)
- Overnighting: (yes/no)

Please promote and share this invite with fellow pilots and aviation enthusiasts and come along to help support this aviation friendly community on the day.

Runway Information attached, also available in the Country Airstrip Guide.

Aviation Humour



how it feels after your first solo flight as a new pilot



Aviation Humour



MEMBERSHIP RENEWAL & APPAREL

Northam Aero Club Membership & Apparel Order Form

Name: _____

Not Renewing

Address _____

Phone: _____ Email _____

Type of Membership: Adult \$55.00

Junior \$10.00

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

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

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

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

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

Club Cap \$25.00 plus \$8.00 postage

Caps also available from the Bar

Total enclosed \$ _____

If you would like to receive an invoice please tick

"Fly About" magazine Yes

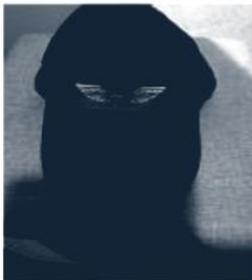
No

Many thanks,

Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised



BAR

The Bar will be open every Saturday evening from 17:00 — 19:00

LEARN TO FLY

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Ph Errol 0428 880 149 or Kevin 0434 000 217
www.northamaeroclub.com

NEXT CLUB COMMITTEE MEETING

Sunday 9th June 2024 @ 13:00

Wanted - Aviation Memorabilia

- Books
- Artefacts
- 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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NAC Club Contact List



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NAC Cessna 172 — VH-PGL

Hire Fee Structure

- Private Hire - \$260 per hour
- Dual Training - \$410 per hour
- TIF's - \$205 per 1/2 hour
- Briefing - as required
- Instructor (in owner's aircraft) - \$150 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 costs only. Instructor fees remain as fixed price.

For all further enquiries please contact:

NAC Treasurer - nactreasurer@bigpond.com T: 0427 909 412

Aircraft Bookings: **Matt Bignell - 0407 873 700**

NEXT CLUB COMPETITION

Next Competition: 9:00am Sunday 9th June 2024

Cheers,

Dave McFarlane

Club Captain 0428 743 031

AGM Nomination Form

Nomination is hereby made for the
position of:

*President *Vice President *Secretary *Treasurer
*3 x Committee Persons (2 years)

Nominee _____

Signature _____

Position _____

Proposer: _____

Secunder: _____

***To be in the hands of the Secretary by Saturday 26th July 2024**

(PO Box 247 Northam WA 6401)

