

Fly About

Northam Aero club (Inc.) Newsletter

Vol. 52 Issue No.11 November 2021



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Presidents Message

Hi all

I hope you are all well and have been doing lots of flying. Speaking of which I had an experience which hopefully Kevin Lathbury expands on in his report this month.

Before I flew down south i gave my flight note to our trusty Captain Claude. My flight note included landline of customer and my mobile number. Upon arrival at customers farm paddock, I realised there was no mobile coverage. Lucky for me Captain Claude had the intelligence to call the landline to ensure I had arrived.

December 12th is our Christmas dinner and all members and family are welcome. Father Christmas will be arriving by helicopter, weather permitting. Our Christmas lunch this year will be provided free of charge but if someone like Ashley Smith wants to make his memorable Oreo cheesecake for dessert it will be most welcome, (Ice cream provided).

Our club plane PGL has done many hours of flying but we must always remember when flying to other areas tie it down due to Willy-Willy and thunderstorm season which is upon us now.

The other detail which has come to our attention is the windscreen - remember to clean windscreen of PGL with downward sweeping motion not circular or horizontal and definitely no chemicals.

Cheers, Errol Croft

Club Captains Report

Sunday 14th November was our TEAM NAC monthly Flying Competition.

"CROSS COUNTRY with STRAIGHT IN APPROACH"

A Cross Country Air Trial with waypoints to be identified then a Straight In Approach and landing performance criteria .

TEAM NAC Pilots and Crew gathered in the Flight Office to learn their start times and grab a cuppa and cake and talk shop etc.

As usual all TEAM NAC PILOTS had full Comp Sheets 4 weeks ago. TEAM NAC FLYING COMPS are really all about PROFICIENCY, and systematically dusting off and honing the basic flying skills we were taught as students, and the close scoring of our pilots in these Comps reflects the success of this approach, all our TEAM NAC PILOTS enjoy the Comps and the Fellowship too.

And so..... looks to be Runway 14...Blustery and challenging.

Several pilots reported air speed 90 knots and Ground Speed 45 knots, then going the opposite direction Ground Speed 135/air speed 90.... not too many got down on "the keys" today!

Nevertheless only 7 points separated all Pilots, radio calls a factor..... Start times were staggered by 15 minutes for safety.

RESULTS

First Place	Russell Steicke		
Second Place	James Hill		
Third Place	Dave McFarlane		
Fourth Place	Nick Kostov		
Fifth Place	Peter Hill		
Sixth Place	Ian Berry		

Pilots are to be congratulated, conditions were "interesting"

NEXT FLYING COMP is DECEMBER Sunday 12 th 9 a.m.

Comp will be Circuits, I will send Team NAC Pilots full details.

Best Wishes, Peter Hill Club Captain 0450415947



As can be clearly seen, with a reported airspeed of 90 knots and a groundspeed of only 45 knots our headwinds for the Club Competition on Sunday were extremely strong. Not too many pilots got down on "the keys" on the day.

Club Champion

IAN BERRY, Northam Aero Club Champion, with his well deserved Trophy at the Annual Dinner.

Congratulations and well done Ian!



Club Competition



Dave McFarlane at November Comp- nice !

Next Club Competition



Pilot _____

Callsign _____

NAC Flying Competition

Circuit Work

- | | |
|----------------------|----------------------------|
| 1. Normal Circuit | Flapless Touch & Go |
| 2. Normal Circuit | Touch & Go |
| 3. Glide Approach | Touch & Go |
| 4. Low Level Circuit | Short Field with Full Stop |

Know your Radio Calls and do them.

- | | |
|------------------------------------------------|------------------------------------------------------------------------------|
| 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 | Touch & Go/abeam or
o'head threshold @1500ft
ON KEYS 10 points |
| 4. Low Level Circuit | Short Field with Full Stop
ON KEYS 10 points
Full stop <300m 10 points |

Christmas Luncheon



CHRISTMAS LUNCHEON

12.00PM SUNDAY 12TH DECEMBER 2021

AT THE NAC CLUB ROOM

ALL MEMBERS AND FAMILY WELCOME

FATHER CHRISTMAS – BUFFET LUNCH

CLUB ROOMS AIR CONDITIONED

FOR CATERING PURPOSES

CALL SUE 0488 441 274

OR ERROL 0428 880 149



Christmas Luncheon



FATHER CHRISTMAS



—

ARRIVES BY HELICOPTER AROUND

12:00 NOON

PARENTS/GRANDPARENTS PLEASE

GET THERE EARLY TO HAVE YOUR

PRESENTS INCLUDED IN SANTA'S SACK

NO CHARGE FOR LUNCH THIS YEAR.



Maintenance Release - Trevor Sangston

Civil Aviation Order 100.5

Appendix 3

Directions for the issue and completion of maintenance releases

Part 1 Compliance requirements

1 Application

This Appendix applies to each of the following persons:

- (a) a person authorised to issue maintenance releases in accordance with regulation 43 of CAR;
- (b) a person entering an endorsement on the maintenance release in accordance with regulation 47 of CAR;
- (c) a person making a certification in accordance with regulation 48 of CAR in respect of an endorsement;
- (d) a person making a daily inspection certification or a pilot making the last flight of the day;
- (e) any other person who is not covered in paragraphs (a) to (d), who is responsible for completing Part 1 of the maintenance release.

Note 1 For paragraph (c), entering a clearing endorsement in the maintenance release for a corresponding endorsement will be treated as making a certification for that endorsement.

Note 2 For paragraph (c), a pilot may only make a clearing endorsement in the maintenance release if the rectification action required to clear the endorsement is maintenance that the pilot is permitted to carry out under paragraph 42ZC (3) (d), or subregulation 42ZC (4) and Schedule 8 of CAR.

2 Definitions

In this Appendix:

MR means the maintenance release form approved by CASA at Attachment 1 to this Appendix, which is identifiable by a unique 6-digit serial number prefixed by a capitalised letter, and comprising of Parts 1, 2 and 3, including any supplementary pages attached in accordance with clause 8 of this Appendix.

3 Directions

- 3.1 The person mentioned in paragraph 1 (a) is directed to comply with:
 - (a) clause 4 of this Appendix before signing and issuing an MR for an aircraft; and
 - (b) clause 5 of this Appendix when completing Part 1 of an MR for an aircraft; and
 - (c) clause 6 of this Appendix when completing Part 2 of an MR for an aircraft.
- 3.2 The person mentioned in paragraph 1 (b) is directed to comply with:
 - (a) clause 5 of this Appendix when completing Part 1 of an MR for an aircraft; and
 - (b) clause 6 of this Appendix when completing Part 2 of an MR for an aircraft.
- 3.3 The person mentioned in paragraph 1 (c) is directed to comply with clause 6 of this Appendix when completing Part 2 of an MR for an aircraft.
- 3.4 The person mentioned in paragraph 1 (d) is directed to comply with clause 7 of this Appendix when making a daily inspection certification or recording aircraft time-in-service for Part 3 of an MR for an aircraft.

Maintenance Release - Trevor Sangston

Civil Aviation Order 100.5

- 3.5 The person mentioned in paragraph 1 (e) is directed to comply with clause 5 of this Appendix when completing Part 1 of an MR for an aircraft.

Part 2 Maintenance release requirements

4 Issue of a maintenance release

- 4.1 Before signing and issuing an MR, the person must ensure that:

- (a) immediately after the completion of the nominated maintenance release inspection:
 - (i) all data related to aircraft component changes, which have been certified on the expired maintenance release, have been transferred to the appropriate maintenance record pages in the aircraft log book; and
 - (ii) any Major Assembly History Cards (CASA Form 956 or subsequent issue) and Component History Cards (CASA Form 946 or subsequent issue) relating to components that were replaced during the period that the expired maintenance release was in force have been transferred to the aircraft log book; and
- (b) each of the following entries, endorsements or ticks are entered on Part 1 of the MR:
 - (i) the aircraft type and registration;
 - (ii) the date, and total time-in-service of the aircraft, at which the MR expires;
 - (iii) the name and certificate number of the authorised person issuing the MR;
 - (iv) the total time-in-service of the aircraft at the time of issue of the MR;
 - (v) the time, date and place of issue of the MR;
 - (vi) the signature and licence/maintenance authority number of the authorised person signing the maintenance release;
 - (vii) if the aircraft is:
 - (A) equipped and is approved in the flight manual for I.F.R. flight — tick the “IFR” check box; and
 - (B) not equipped and is not approved in the flight manual for I.F.R. flight — tick the “VFR Night” check box, or the “VFR Day” check box, as appropriate;
 - (viii) if an aircraft is an aeroplane that is intended to be operated in an aerial application operation conducted at night and the aeroplane is not equipped and certificated under Part 21 of CASR for night V.F.R. flight:
 - (A) strike through or crosshatch out the box containing the “IFR”, “VFR Night” and “VFR Day” check boxes; and
 - (B) enter the following words in the “operational category” box: “Application Operation – Night”;
 - (ix) the highest operational category of the aircraft of the following, where the category in (A) is the lowest category and the category in (D) is the highest category:
 - (A) private;
 - (B) flight training under Part 141 or Part 142 of CASR;

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- (C) aerial work;
- (D) charter;
- (x) if an aircraft is approved for I.F.R. flight in the aircraft's flight manual and, at the time of the issue of the maintenance release, the aircraft has not been maintained to the I.F.R.-specific periodic inspection requirements set out in Schedule 5 of CAR, the manufacturer's maintenance schedule or the approved SOM (as the case requires) — state: "Aircraft limited to V.F.R. flight until I.F.R. inspections certified" in Part 1 as a condition of the MR;
- (xi) if the aircraft referred to in subparagraph (x) is subsequently restored to the I.F.R. maintenance standard and the maintenance inspection is entered and certified in the aircraft log book — a clearing endorsement in Part 1 after the maintenance inspection is entered and certified for in the aircraft log book;
- (xii) in the "Maintenance required" column — other than daily and line inspections and maintenance release inspections, all requirements and conditions under CAR and the CAOs that will require maintenance to be carried out on the aircraft during the period that the maintenance release is to remain in force, including the total time-in-service of the aircraft or the date (as applicable) by which the maintenance or inspection must be carried out;
- (xiii) in the "Maintenance required" column — permissible unserviceabilities (MEL item) or conditions carried forward from the previous maintenance release.

4.2 For subparagraphs 4.1 (b) (xii) and (xiii), the person may use a computer printout to detail the required maintenance for the period during which the maintenance release is to remain in force, but must ensure that:

- (a) the computer printout is securely attached to the MR; and
- (b) the computer printout is updated in a timely manner so that a pilot is aware of whether any maintenance is due before commencing a flight or will become due during a flight.

5 Part 1 of the maintenance release

When completing Part 1 of an MR, the person must:

- (a) enter each of the following in the column titled "Maintenance required":
 - (i) other than daily inspections and maintenance release inspections, all scheduled maintenance required under CAR to be carried out on the aircraft before the maintenance release expiry date or before a specified total time-in-service for the aircraft, whichever is the earlier;
 - (ii) endorsements related to permissible unserviceabilities (refer to subregulation 43 (10) and regulation 49 of CAR);
 - (iii) endorsements related to conditions, including maintenance flight tests (refer to subregulation 43 (9) and regulations 44 and 49 of CAR); and
- (b) enter clearing endorsements and certify, in the column titled "Complied with, entered & certified in Log Book or Part 2 of MR", for the completion of, or compliance with, each of the following:
 - (i) any scheduled maintenance entered in Part 1 of the MR;

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- (ii) any maintenance to clear a permissible unserviceability entered in Part 1 of the MR;
- (iii) any maintenance to clear a condition entered in Part 1 of the MR;
- (iv) any Airworthiness Directives entered as maintenance required in Part 1 of the MR.

Note 1 For subparagraph (a) (i), a computer printout of required maintenance may be attached to Part 1.

Note 2 Subparagraphs (a) (ii) and (a) (iii) are requirements if a new maintenance requirement becomes applicable after the maintenance release has been issued.

6 Part 2 of the maintenance release

When completing Part 2 of an MR, the person must:

- (a) in the column titled “Endorsements” — enter any endorsements required to be entered under the regulations, including the following:
 - (i) defects and major damage for regulation 50 of CAR;
 - (ii) a statement that the aircraft is unairworthy for regulation 47 of CAR;
 - (iii) any requirement for a maintenance flight test of the aircraft, aircraft component or item of equipment fitted to the aircraft, the serviceability of which can only be established by a flight test; and

Note Subparagraph (a) (iii) refers only to circumstances where certification has been made for the completion of maintenance which may have adversely affected the flight or operating characteristics of the aircraft.

- (b) sign and date each endorsement entered by the person; and
- (c) when clearing an endorsement:
 - (i) in the column titled “Clearing endorsements” — record brief details of the maintenance, or record a reference to a log book entry or approved maintenance document; and
 - (ii) in the column titled “Clearing signature, licence/authority no. and date” — certify clearance of the endorsement by entering the person’s signature, date of the clearance and either the person’s pilot licence number, AME licence number or airworthiness authority number.

Note 1 For paragraph (c), a signature in the column titled “Clearing signature, licence/authority no. and date” indicates that all the aircraft maintenance records and certifications for the completion of maintenance have been completed and will be taken to constitute certification for regulation 42ZE of CAR.

Note 2 For paragraph (c), maintenance release inspections and all other maintenance that requires a co-ordination certification must be entered and certified in the aircraft log book — refer to Part 3 (Certification of co-ordination of maintenance) and Part 4 (Final certification) of Schedule 6 of CAR.

7 Part 3 of the maintenance release

When completing Part 3 of an MR, the person must:

- (a) if signing for completion of the daily inspection:
 - (i) enter the person’s signature in the column titled “Signature” and enter their pilot licence or AME licence number in the column titled “Licence no.”; and
 - (ii) make the signature and entry before the aircraft is first flown on a day; and

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- (b) if making the last flight of a day in an aircraft:
 - (i) enter in the column titled “Flight time” the number of hours flown during that day; and
 - (ii) enter in the column titled “Progressive total” the aircraft total time-in-service as the number of hours in the previous entry of the column plus the number of hours entered for subparagraph (i); and
 - (iii) if any of the 3 subcolumns under the column titled “Cycle Totals, e.g. Landing/Start Pressurisation” are being used to record aircraft or aircraft component cycles (such as pressurisation/landings etc.), hours of aerial application operations or hours of aerobatic operations — make an entry updating the total in the subcolumns as applicable having regard to the flights of the aircraft on the day; and
 - (iv) make the entries after the last flight of a day and before the aircraft is next flown.

8 Supplementary pages of maintenance release

If there is insufficient space to record entries in Part 1, 2 or 3 of an MR, any Part of the MR may be extended by attaching supplementary pages if:

- (a) the supplementary pages are either a photocopy of the relevant Part or a blank page drawn up to replicate the columns and headings of the Part; and
- (b) a notation is made at the bottom of each extended Part and each supplementary page of that Part stating that a supplementary page is attached; and
- (c) each supplementary page is identified with the unique serial number for the MR mentioned in Part 1 of the MR; and
- (d) each supplementary page is securely attached to the MR.

Hi All, this excerpt is from Civil Aviation Order 100.5 regarding Maintenance Releases. I thought it was timely to refresh our members on the correct way to fill out VH-PGL's Maintenance Release. All information can be found on the CASA website under Rules and Regulations/Current Rules/CAO100.

Also any defects should be reported to Aircraft Bookings (Matt Bignell) or Aircraft Maintenance (Dave Beech) and feel free to pop your head in to Northam Air Services if you are unsure about a defect or issue with the Maintenance Release.

Trevor Sangston

Kevin Lathbury

There are three types of notification you can put in – an ICAO Flight Notification, a SARTIME Flight Notification, and a Flight Note. AIP ENR 1.10 lists some requirements regarding submitting them.

This is the one you must submit if you want to go into Class C or D airspace (other than the likes of Jandakot). You don't need to put a SAR-TIME on it, but why wouldn't you?

This is the more complex notification, and if you don't do it often you may need to look at AIP ENR 1.10 Appendix 2 for guidance. The best thing about doing it online, as everyone does these days, is that when you hit Submit, NAIPS spits it back at you if you've left something out or used a wrong format for something, and it won't accept it until you've got everything right.

If you put a SARTIME on it, the notification will go to CENSAR, and it will also go to whichever controllers need to know about your flight. So if you're planning to fly from Northam to Rotto via Perth, the information will go to Perth Area Control Centre and when you call Perth Centre on 135.25 for a clearance, they'll be expecting you.

Incidentally, if you want to practice submitting an ICAO Notification, enter NOSEND under Aircraft ID and when you hit Submit, it will either tell you where you've gone wrong, or accept it. ATS will then recognise it as a practice notification and ignore it.

[illegible]

SARTIME Flight Notification

This is a much simpler form because it doesn't need to go to any controllers. It only goes to CENSAR, so if you put this one in and then go looking for a clearance in CTA, they won't be expecting you, and chances are you won't get your clearance. The only details you need on a SARTIME notification are the ones the searchers need if they're going to come looking for you:

Aircraft ID – who to call;

Type – what the wreckage will look like;

Departure, destination and significant points – where to look for the wreckage;

POB – how many body bags to bring;

SARTIME – when to start worrying about you;

PIC details – who to call when you forget to cancel SAR.

Items such as departure time, speed, level, and wake turbulence category are not relevant because if they come looking for you, your SARTIME has expired, and your speed and height are probably both zero.

Because it's so straightforward, it should be a bit of a no-brainer to submit this if you're flying any distance at all. And as far as remembering to cancel SARTIME, set the alarm on your phone for 10 minutes or so before it expires.



Flight Note

There are some VFR operations for which you must notify someone of your intentions. That can mean a SARTIME Flight Notification, or the minimum requirement, which is a Flight Note. Also known as WIFESAR, MUMSAR or BESTMATESAR, you must use this or a SARTIME if you're flying:

Over water; In a Designated Remote Area (the VFR Guide shows these); At night more than 120 nm from your departure point.

Because you're not sending it to Airservices, the format is not as prescribed as for the others, but a typical format is the one available on the CASA Forms page:

<https://www.casa.gov.au/sites/default/files/casa-04-5565-flight-note.pdf>.

The new CASR Part 91 Manual of Standards (MOS) states that the responsible person you leave it with must:

- Be at least 18;
- Have access to 2 phones;
- Satisfy you that they know how to contact JRCC and will do so if you're overdue.

The only real difference between this one and a SARTIME Flight Notification is that you're relying on the person you leave it with, and not CENSAR, to raise the alarm when you're overdue. The number to call is on the top of the form (1800 815 257). It's the Joint Rescue Coordination Centre (JRCC) in Canberra, which coordinates rescues, whether at sea or on land (Note: no "air", because let's face it, if they come looking for you you're either on land or in the sea!) This JRCC number is the same one that CENSAR will call to start a search. And if you've left a MUMSAR Flight Note, and mum panics and can't find the form and can't remember who to call, and she just calls 000, the call will end up in the hands of JRCC. You just need to hope that mum can remember the details of the flight and give the searchers something to go on.

Happy flying, and remember when you were a teenager and mum always wanted to know where you were going and who with, and what time you'd be home, she was just preparing you to be a pilot!

FLIGHT NOTE

The holder of this flight note should contact The Rescue Coordination Centre - Australia (RCC Australia) if the pilot has not arrived at the destination by the cancellation time shown below. Any delay could be critical to the safety of the occupants of the aircraft. RCC Australia: 1800 815 257 (toll-free)

Note: All times are local at that location. PLEASE PRINT CLEARLY - USE BLACK INK IF POSSIBLE

Latest cancellation time and final destination (local time) **1500** Destination phone No. **0000 000 123**

Callsign **BJW** Type **C-172** IAS **105** Remarks (ground and not include GPS) **VFR/NOB/GPS**

Pilot's name **John Smith** Mobile phone No. **0000 000 123** Home contact (name & phone) **John Smith** Date **15/8/15**

Complete a separate line for each flight sector

DEP AD - From & phone No.	ESTD (local time)	Route (including points)	DEST & phone No.	POB	Endurance (gals / hrs)
YCD 0000 000 123	0830	GDI-TWB-AF	YBBN	3	05 00

Remarks
any mobile phone numbers of passengers (registration if different from call sign) (any other useful information to aid Search and Rescue)

NOTE: REMEMBER TO TURN ON MOBILE PHONE AFTER LANDING

Communications and safety equipment on board (tick boxes as appropriate)

Are you (Pilot/Observer) wearing: ☒ Goggles ☒ Goggles ☐ Goggles ☐ Goggles ☐ Goggles ☐ Goggles

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The Sad Story of RXA Continues.....

Well the dismantling of Helicopter RXA is well underway now. The boom has been removed and dismantled and been sent away to Brisvegas for evaluation!

I think the LAME is afraid to tell me how much it has cost so far.



Left & Right are pictures of the partly dismantled tail boom, bulkheads visible after removal of about 200 "Cherry" rivets.



Left: the boom skin removed.

Right: The boom bulkheads removed, cleaned and ready to be sent of for assessment in Brisbane



BAR ROSTER



NORTHAM AERO CLUB

Bar Roster

2021

Opening Hours

Saturday 5pm - 7pm

July		2021
3rd	-	Matt
10th	-	Dave
17th	-	Howie
24th	-	Peter
31st		mike

October		
2nd	-	Croffy
9th	-	Dave
16th	-	Sue
23rd	-	Mike
30th		Peter

AUGUST		
7th	-	Croffy
14th	-	Dave
21st	-	Sue
27th-3rd Sep	-	Ballooning

November		
6th	-	Matt
13th	-	Dave
20th	-	Howie
27th	-	Croffy

September		
4th	-	Peter
11th	-	Dave
18th	-	Matt
25th	-	Howie

December		
4th	-	Mike
11th	-	Dave
18th	-	Sue
25th	-	closed

IF UNABLE TO DO YOUR ROSTERED
DAYS PLEASE MAKE ARRANGEMENTS
TO SWAP WITH SOMEONE
Manager

Next Club Competition

**NEXT NAC FLYING COMP is scheduled for:
Sunday 12th December 2021**

NOTE NEW TIME:

**Next Club Committee meeting at 15:00 (3pm)
Saturday 11th December 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!

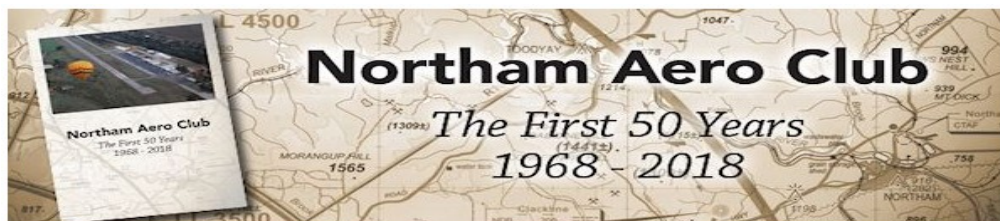


(QR code reader apps can be downloaded from the App store or Play store)

Nov/Dec 2021



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5
6	7	8	9	10	11 Committee Meeting	12 Club XMAS Function
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2



\$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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NAC Cessna 172—VH-PGL

Hire Fee Structure

Private Hire - \$240 per hour

Dual Training - \$350 per hour

TIF's - \$175 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 T: 0428 743 031

Aircraft Bookings: Matt Bignell - 0407 873 700

Membership Renewals

Northam Aero Club Membership Renewal due January 2022

Our Membership year runs from January to December each year.

The cost of club membership remains unchanged at \$55.00 per year.

Bank Details to make Membership payment to **Northam Aero Club**
BSB: **036107** Account No. **692937** Reference **(please use your surname to make it easier for us to find you)**

**President**

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Vice President

Matt Bignell

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Secretary

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Club Captain

Peter Hill

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T: 0450 415 947

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Vacant

Aircraft

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Flight Training

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PO Box 247 NORTHAM

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