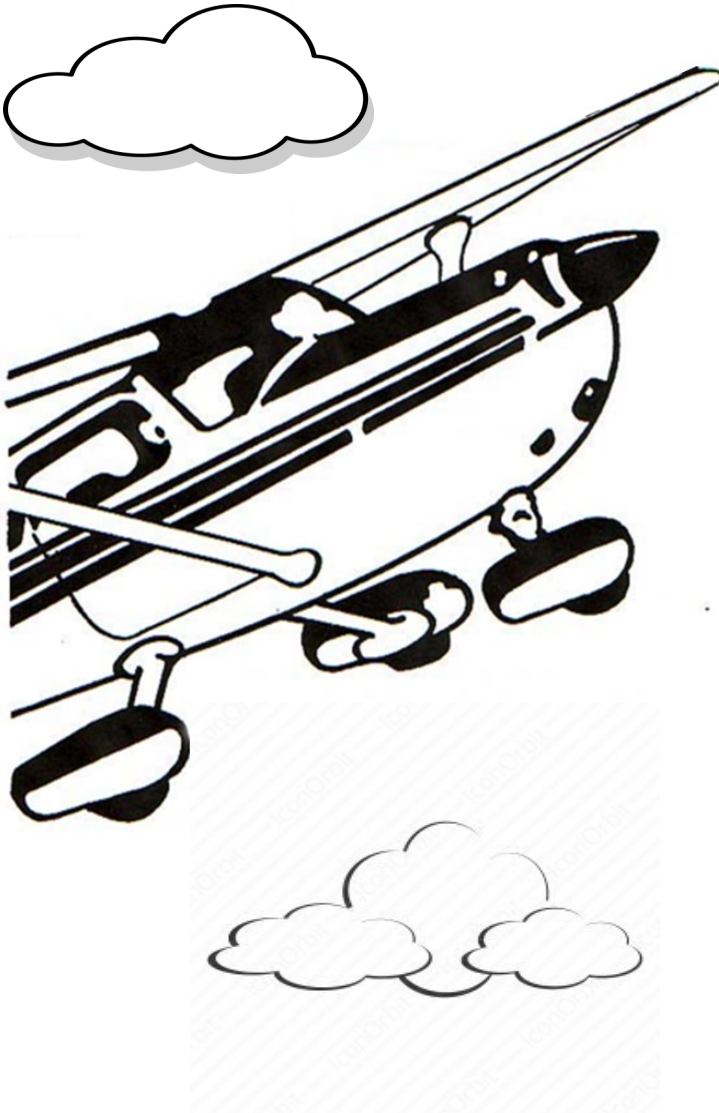


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 52 Issue No.10 October 2021



In This Issue

- ◆ A Message from the President
- ◆ Club Captain's Report
- ◆ Club Calendar
- ◆ Classifieds

Presidents Message

Hi All.

Welcome to October's edition of Fly About.

Those of you that have been able to take to the sky, well done. The weather has been challenging with one minute windy and rain and thunder storms the next humid.

This Saturday night 16/10/2021 we will be holding an event at the Club House to showcase the opening of the renovated club rooms and bar. It will be an informal event and food provided during the evening with a grazing table. We have good numbers for the night including many past and new members and it will be great to catch up with all those that can make it.

On Sunday the 17th is a Fly In to Serpentine, weather permitting.

The bar is slowly gaining numbers, a very good point was bought up during one session that we should look at picking members up and dropping them back home after bar as many members are inclined not to drink and drive. This whole idea is new in the system so if you need a lift to an from the bar within the town site of Northam on a Saturday night from 5pm to 7pm just give the person on bar duty or any of the committee a call.

Kevin Lathbury has been providing some much appreciated articles in our magazine and we would like to thank him for his timely reminders. Please keep them coming Kevin. I am also very appreciative of the role our Editor MJ plays in our Club producing our Fly About over east during what must be a very challenging situation with all the lockdowns. Thanks MJ.

Our next event will be our Christmas function so put that on your calendars, 12/12/21.

Enjoy your flying. Cheers, Errol

0428 880 149

Club Captains Report

TEAM NAC Flying Comp for October was a Cross Country Mini Air Trial.

"MOKINE / BAKERS HILL SORTIE"

As part of our Flying Comp TEAM NAC Pilots and Crew overflowed a Dedicated Memorial site on Avro Anson Rd Mokine , in tribute to four RAAF aircrew who lost their lives in the crash of Avro Anson W2262 Friday 9th October 1942 at 11.42 z.

(This Anson W2262 was one of the actual aircraft previously involved in the search for the missing H.M.A.S. Sydney between Geraldton and Onslow and 100 miles out to sea)

The local people at Mokine, immediately after this air crash and in the next few weeks erected this Memorial and had it officially dedicated by December 1942 .

All TEAM NAC PILOTS were provided with a full Comp Sheet and Map 30 days prior as usual, so we all had plenty of time to read, print off, understand and even FLY a practice run or two, as good a reason to go flying as any...

Pilots went on to Bakers Hill area and located a "downed aircraft" 2 miles due South of Bakers Hill, then returned to base for circuit work.....

Our visitors enjoyed the flying. And.. an interesting crosswind produced some interesting video which we were entertained by at debrief!

Nick Kostov in his shiny and much travelled Jabiru 160 had a perfect score!

Well done Nick, and that goes for all Pilots who flew TEAM NAC today!

RESULTS

First Place	Nick Kostov	Jabiru	
Second Place	Peter Hill	C152	
Third Place	Dave McFarlane	PA28-180	
Fourth Place	Jesse Stewart	C172	
Equal	Russell Steicke	C172	
Fifth Place	Ian Berry	C177	
	James Hill	C152	
Sixth Place	Peter Mackay	C152	

Judges were ..Nick, and James much appreciated.

"Only eight points covered the whole field, the films of the landings were used to sort out the finishing order"

Club Captains Report

Also,
it was pleasing to see many NAC MEMBERS at WHITE GUM FLY-IN
in September ,some of us flew in, some of us drove in ,it was
well worth the trip with many aircraft of all sorts lined up .

The MIG 21 and Boeing 737 contrasted well.

The Mk26 Spitfire demonstration was spectacular ,most enjoyable!
Andrew ,Gary and his team are to be congratulated!

=====

NEXT NAC FLYING COMP : SUNDAY 14 th NOVEMBER @9 am.

"CROSS COUNTRY AIR TRIAL AND STRAIGHT IN APPROACH"

All Pilots have full Comp Sheets with 4 weeks to go,we look forward
to all TEAM NAC PILOTS joining us for some more fun flying at
Northam Airfield 9 am Sunday 14th November 2021.

How long is it since YOU flew a Straight In Approach?):
Thank You, look after Yourself and see you Sunday 14th November!

Kind Regards

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



"Some of our TEAM NAC PILOTS at October Comp."

" L to R: Ian Berry ,current NAC Club Champion (at 81 !),

Jesse Stewart, Steve Hvala, Russell Steicke,

Peter Hill, James Hill, and Nick Kostov (First Place this October

NEXT FLYING COMPETITION

PILOT _____

CALL SIGN _____

NAC FLYING COMP RUNWAY 32 NORTHAM STRAIGHT IN APPROACH.

Northam CTAF 124.2

RADIO CALLS ARE WORTH 60 POINTS.

Know your straight in approach radio procedure.

Make all Radio calls.....

From start of blacktop to 300 metre mark...

SHORT FIELD TAKE OFF .

10 Points.

CLIMB TO 2,500 ft East of field.

DEPART OVERHEAD TRACKING 200 degrees maintaining 2,500 ft.

RADIO: "Northam Traffic _____ Departure Overhead
tracking 200 degrees maintaining 2,500 ft Northam" 10 Points.

approx 6 miles to SPENCER'S BROOK.

At SPENCER'S BROOK track 090 degrees

to CARTER Rd and NORTHAM/YORK Rd "T" junction.

Fly up the North side of Carter Rd appr 2 miles.

MARKER is  shape in gravel road.

Look to Port along 320 radial (D.G.)

You should be looking straight down RWY 32 Northam....

Align the aircraft visually with Runway 32.

RADIO: "Northam Traffic _____ 6 miles South at 2,500 ft
INBOUND for circuit time ..
on a STRAIGHT IN APPROACH Runway 32 Northam" 10 Points.

From six miles head straight in for Runway 32 Northam.

RADIO: "Northam Traffic _____ 5 Mile Final
Straight In Approach Runway 32 Northam" 10 Points.

RADIO: "Northam Traffic _____ ESTABLISHED 3 Mile Final
Straight In Approach Runway 32 Northam" 10 Points.

RADIO: "Northam Traffic _____ 1 MILE FINAL STRAIGHT IN
RUNWAY 32 FULL STOP NORTHAM" 10 Points.

SAFE LANDING 10 Points.

BONUS POINTS: LAND ON KEYS 5 Points.

RADIO: "Northam Traffic _____
LANDED AND CLEAR RUNWAY 32 NORTHAM" 10 Points.

NEXT FLYING COMPETITION



PILOT: _____

CALL SIGN _____

CROSS COUNTRY AND STRAIGHT IN APPROACH RUNWAY 14 NORTHAM.

Take off and climb to 2,500 Ft East of Airfield.

Make OVERHEAD DEPARTURE tracking 185 degrees to Muresk.

RADIO: "Northam Traffic _ _ _ DEPARTURE OVERHEAD maintaining 2,500 Ft tracking 185 degrees Northam" 10 Pts.

AT MURESK: Is there a Swimming pool next to Oval? yes / no _____ 10 Pts.

Now track 315 degrees to overfly Spencer's Brook at 2 Miles.

Continue downrange another 13 Miles (_ _ Minutes) on 315°
IDENTIFY TOODYAY RACE TRACK;

Report: Is Race Track East or West of Grandstand? _____ 10 Pts.

TURN RIGHT on to 090 degrees and CLIMB to 3,500 Ft.

Overfly DUMBARTON BRIDGE at 2 Miles (- Minutes).

Report: Is there a RED sailcloth next to Tennis Court? yes/no _____ 10 Pts.

Now track _ _ to a WAYPOINT LOCATION 31°32' / 116°34'

YOU ARE NOW 9 MILES NORTH/WEST of NORTHAM AIRFIELD .

Prepare for a STRAIGHT IN APPROACH RUNWAY 14 NORTHAM.

i.e. do a rate 1 Right Hand Turn to a heading 140 degrees.

RADIO: "Northam Traffic _ _ _ 9 MILES NORTH WEST at 3,500 ft. INBOUND AND ON DESCENT for a STRAIGHT IN APPROACH RWY 14 ESTIMATE CIRCUIT TIME _ _ NORTHAM". 10 Pts.

Establish Runway 14 Visual and position Aircraft on proper alignment for Runway 14 Straight In Approach .

RADIO: "Northam Traffic _ _ _ 5 Miles North West at _____ Ft. on a STRAIGHT IN APPROACH RUNWAY 14 NORTHAM". 10 Pts.

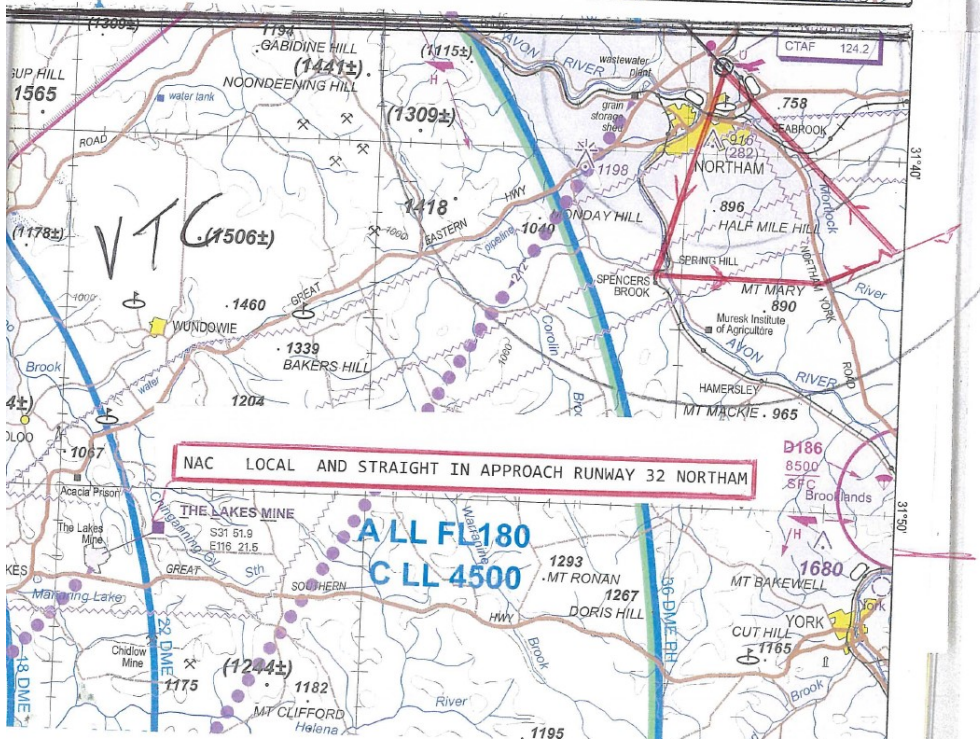
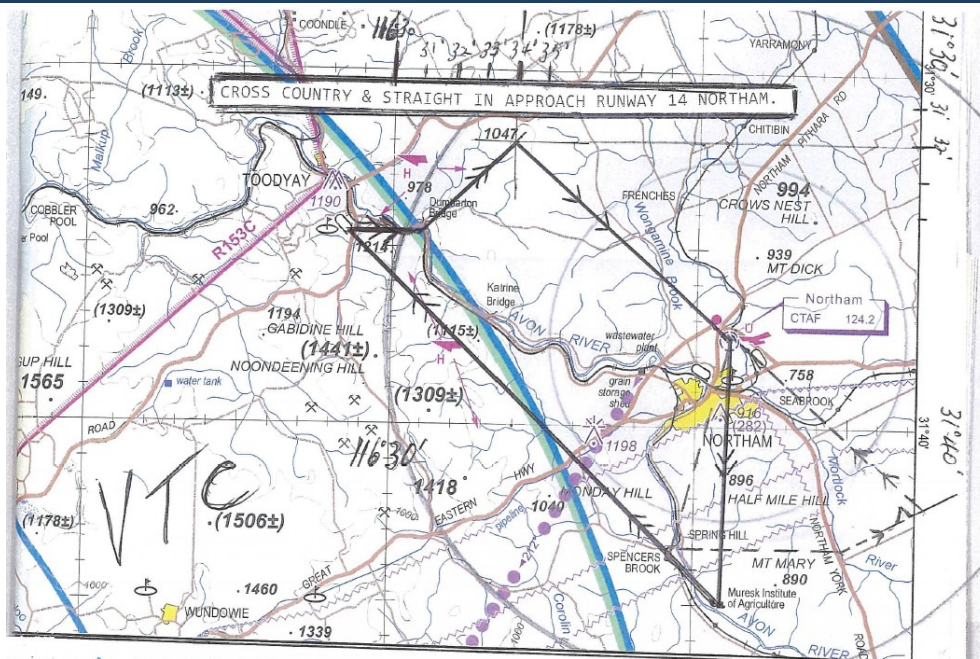
RADIO: "Northam Traffic _ _ _ ESTABLISHED 3 MILE FINAL STRAIGHT IN APPROACH RUNWAY 14 NORTHAM". 10 Pts.

RADIO: "Northam Traffic _ _ _ ONE MILE FINAL STRAIGHT IN RUNWAY 14 FULL STOP NORTHAM". 10 Pts.

BONUS POINTS: LAND ON KEYS 10 Pts.

RADIO: " Northam Traffic _ _ _ LANDED AND CLEAR RUNWAY 14 NORTHAM". 10 Pts.

NEXT CLUB COMPETITION

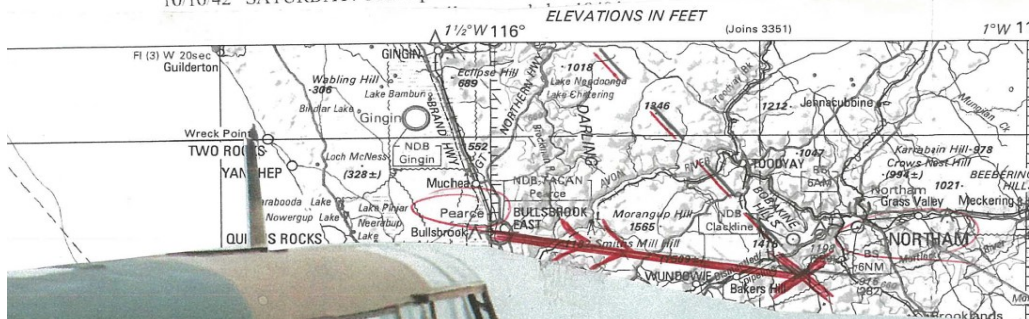


OPERATIONS RECORD BOOK
Of (Unit or Formation) No. 4. S.F.T.S. GERALDTON

Monospar Civil Aircraft VH-VAZ (Mr. MOORE) arrived 1750 hours.
Anson W2262 ex PEARCE to GERALDTON, after having completed D/F exercises,
crashed and burst into flames in the vicinity of CLACKLINE at 0342 Z
this day. The occupants of the aircraft F.O. Lynton Vennel Howard-BIRT
(406823), Sgt. NIXON, Noel Louis (414073), Sgt. HUGO, Kenneth Colin
(415255), and Sgt. DEBENHAM, Geoffrey Lancaster (411295), being killed
immediately. The cause of the accident is obscure and a Court of Inquiry
is being convened under W/Cdr. D. MacLEAN as Air Accident Investigating
Officer. S/Ldr. COOPER of this Station, en route to PEARCE at time of
accident, instructed to proceed to scene of crash.

Anson W.2043 pilot, L.A.C. CAWTHORNE, P.E. (417049) at 0530/Z, taxied into boundary marker at GEORGINA. Fabric under fuselage broken and minor damage to tail plane. Pilot was uninjured. Pilot member of No. 25 Course.

10/10/42 SATURDAY: Monospar VH-UAZ departed from this Station 1410 hours.



ANNUAL DINNER



**PRESENTATION NIGHT
TO
CELEBRATE OUR RENOVATIONS
7.00PM SATURDAY 16TH OCTOBER 2021**

\$20.00 PER HEAD

**AT THE NAC CLUB ROOM
ALL MEMBERS WELCOME
CLUB COMPETITION'S PRESENTATION EVENING**



Call Errol 0428 880 149 or email dowref@bigpond.net.au

After the Forced Landing

How many times have you flown over some remote and not particularly hospitable part of the country, whether it's desert, snow or jungle, and been grateful that the aeroplane kept flying? But what if it doesn't? Due to your regular practice, you and your aeroplane will of course survive the forced landing. Now, on the ground in the middle of nowhere, what priorities will help to ensure that it's not your last-ever flight?

The ERSA Emergency section has some good tips on survival, many of which look familiar to those of us who were forced to endure 3 weeks of Aircrew Combat Survival Course at RAAF Townsville. The key priorities of survival are, in order:

- Protection;
- Location;
- Water;
- Food.

Protection from the elements is Number 1, more important than getting yourself fed and watered or found. Protection encompasses:

- First aid;
- Clothing;
- Shelter;
- Fire.

There's a rule of thumb involving 3's that underlines the reason for this order of priorities. In a critical first aid situation you could be dead in 3 minutes without help. In a hostile environment you could be dead in 3 hours without clothing and shelter. Without water you've got 3 days, and without food 30 days.

First aid

Good preparation will obviously improve your chances dramatically, so if you're planning a long flight, a basic first aid kit would be a good part of your plan. ERSA EMERG lists some recommended contents. And if you're in need of some basic skills, there are plenty of course providers such as St John.

Clothing and shelter

When it comes to needing protection from the elements, it's one of two things: you're either too hot or too cold. In WA we can more or less limit ourselves to talking about the desert and the bush, since we don't have much snow or jungle. In summer in the desert, you'd probably use the downed aeroplane as shelter, and in the bush you're likely to have more options for shade. When it comes to protection from cold, clothing will be your first line of defence. To this end, over terrain where a forced landing would mean a cold night, dress for the ground and not the cabin, or at least take warm clothing with you. The motorcycle analogy, as put so aptly by editor MJ, is "Dress for the slide not the ride."

This point was a factor in the crash of JAL123 in 1985. It was on a remote mountainside late in the day, and the rescue operation was not mounted until the morning, by which time some of the survivors of the impact had died, either from injuries that may have been survivable if the rescue had been more prompt, or from exposure. End result – 4 survivors and 520 dead, which is the biggest-ever death toll from an accident involving a single aircraft.

And an aircraft cabin may not keep you warm, but it can tick two vital boxes – staying dry and getting out of the wind. As for being stuck on the ground for a while and needing to build a shelter, that's a subject for a book of its own.

Fire

Fire-making items such as waterproof matches and hexamine tablets would be part of a good survival kit. But it's worth mentioning the value of a fire. Other than warmth, it's useful for location, cooking, light at night, and last but by no means least, morale.

Location

The first thing you do to help yourself is to make sure someone comes looking for you, thanks to a SARTIME or a Flight Note. Whether you call it a Flight Note or use politically incorrect non-gender-neutral terms like "MUMSAR" or "WIFESAR", it means after a certain time someone will miss you and someone will come looking for you.

Location aids such as flares and a signaling mirror will be part of your survival kit, but the best aid to location, as evidenced time and time again by stories of both successful and unsuccessful rescue attempts in the outback, is to stay with the aeroplane. Apart from being a shelter, it's bigger and easier to spot than a person, and it's on the route where you expect the searchers to look. The only time you'd leave the aeroplane (or a broken-down car) is if you know exactly where you're going, such as to the settlement you flew over five minutes before the engine failed.

Water

You'd also have quite a bit of this on board for a long flight over country where you don't want to come down, and finding more once you're on the ground is, like shelter, another book of its own. Dehydration means your decision-making is going to suffer, as discussed in February's Flyabout. That will be followed by symptoms of mild dehydration, which the RAAF Combat Survival Course handbook states are similar to a hangover. But then, what would military aircrew know about hangovers?

And based on the maxim "Ration your sweat, not your water", if you do decide to walk to that nearby settlement, you won't do it in the heat of the day.

Food

A few energy bars in the survival kit would be a good idea, but if you remain unrescued for long enough that you need to start digging for witchetty grubs, then the Location item on the list has clearly gone very wrong!

And if you're interested, Google the name Howard Blackburn. It's one of those stories about a bloke who made it because he had the most important asset of all in a survival situation – the will to live.



A Sad Story of VH-RAH

Back in 2004 an associate of mine and I went to a “Big Boys Toys” show at a town in country Victoria called Shepparton. On display were some of the most expensive fun things that a bloke could ever want.

Sam, (who shall remain nameless) was completely taken by a shiny new kit helicopter called the Rotorway Exec 90.

So much so that the salesman managed to convince Sam that he should purchase a machine that he had on his books.

The machine had very low hours and was built by a man who lived in Southern WA. Some of you may know this chap, he was Robert (Bob) A. Hannington.

Sam, promptly paid the salesman a deposit and convinced me that I should be honoured to be asked to drive my utility, towing a borrowed, but purpose-built helicopter trailer to Albany in WA to collect his new pride and joy.

Well, that was the start of a long journey that ended with me owning the poor battered carcass of VH-RAH!

After a very quick demonstration ride with Bob and some brief instruction and removal of the rotor blades, we loaded RAH on to the trailer and headed for Victoria.

To say that a helicopter on a trailer travelling across the Nullarbor raised some interest is an understatement. Every man and his dog wanted to know the story of this strange but interesting site.

We arrived Back in Victoria 3 long days after leaving Albany, unloaded the Rotorway, and with the assistance of the aforementioned salesman we reinstalled the rotor blades. A quick check ride by the salesman and Sam had himself the best toy a big boy could want.

Now Sam is not known for his patience, and after looking longingly at his new toy for a week or so, decided he could no longer wait for the flying instructor to arrive. Sam read the book on Basic Aeronautical Knowledge for helicopters, and was an instant expert.

On the 25th December 2004, yes Christmas morning, Sam decided to teach himself to hover a helicopter!

Well as you may expect things did not go exactly to plan.

A Sad Story of VH-RAH



VH-RAH sits sadly on a trailer waiting to be moved to my place for some TLC.

Some work has already taken place to dismantle the damaged tail boom and clean up the bulkheads.

Thankfully there is a very helpful Rotor X representative in Australia. Thanks for your support Graeme Smith.....

Rotor X Australia.

I had never heard of “Dynamic Rollover” before Sam experienced it.

I received a phone call from Sam to tell me that he had scratched the Rotorway a little but he was alright.

Sam very quickly gave up the idea of becoming a helicopter pilot and carefully pushed the wreck back into the shed, where it sat until I took pity on him and purchased the poor thing from him.

The plan now is to rebuild her in my looming retirement and hopefully do Bob proud with

VH-RAH back in the air once again.



SERPENTINE AIRFIELD ANNUAL FLY IN



SERPENTINE AIRFIELD

ANNUAL FLY IN

17th OCTOBER 2021

Serpentine Airfield, 286 Yangedi Rd Hopeland WA 6125

Gates open 0900, event starts 1100 and finishes approximately 1600.

Theme: "Anyone Can Have A Go"



What's planned? A huge range of interesting aircraft, classic cars, bikes, traction engines, Aviation historical items. There will be food for purchase, lots of interesting ground displays. We do not have a scheduled flying display but traditionally many pilots have displayed their aircraft in the air on the day.

Cost? There is no entry fee, but we are a not-for-profit organization and a donation at the gate to help with the cost of this event would be greatly appreciated. Flying-In? AVGAS & MOGAS Available. Camping welcome. Visiting pilots check ERSa for details (YSEN). PPR not required for this event but advice of intent to attend for planning of aircraft parking and camping appreciated.

IMPORTANT COVID NOTE: This event will be subject to changes and conditions if COVID restrictions are in place or forecast for the event date.

WEATHER CONTINGENCY: In the event of adverse weather being forecast, the event may be postponed by 1 week.

Updates will be provided via the club Facebook page <https://www.facebook.com/SABCWA> and website www.sabc.org.au

Event Planner: Brad Ogden 0408 913 893 tangofiveone@gmail.com

SERPENTINE AIRFIELD ANNUAL FLY IN

Who is invited? Interest groups, friends of the club, community members and likeminded aviation enthusiasts are welcome to attend.



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 14th November 2021**

**Next Club Committee meeting at 13:00 (1pm)
Sunday 14th November 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!

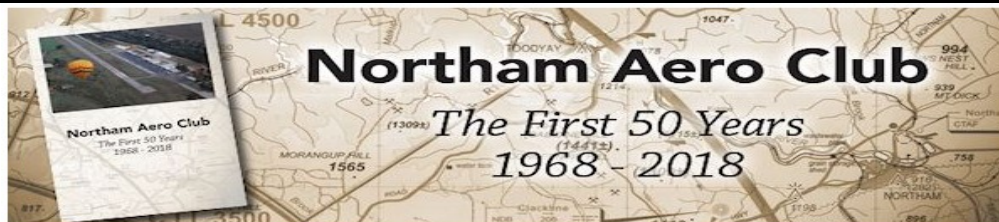


(QR code reader apps can be downloaded from the App store or Play store)

Oct/Nov 2021



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					16 Presentation Night	17 Serpentine Annual Fly In
18	19	20	21	22	23	24
25	26	27	28	29	30	31
NOV 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	Christmas Function 12/12/21



\$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)



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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www.northamaeroclub.com



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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 T: 0428 743 031

Matt Bignell - 0407 873 700

FOR SALE

CONTACT ERROL CROFT
0428 880 149



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