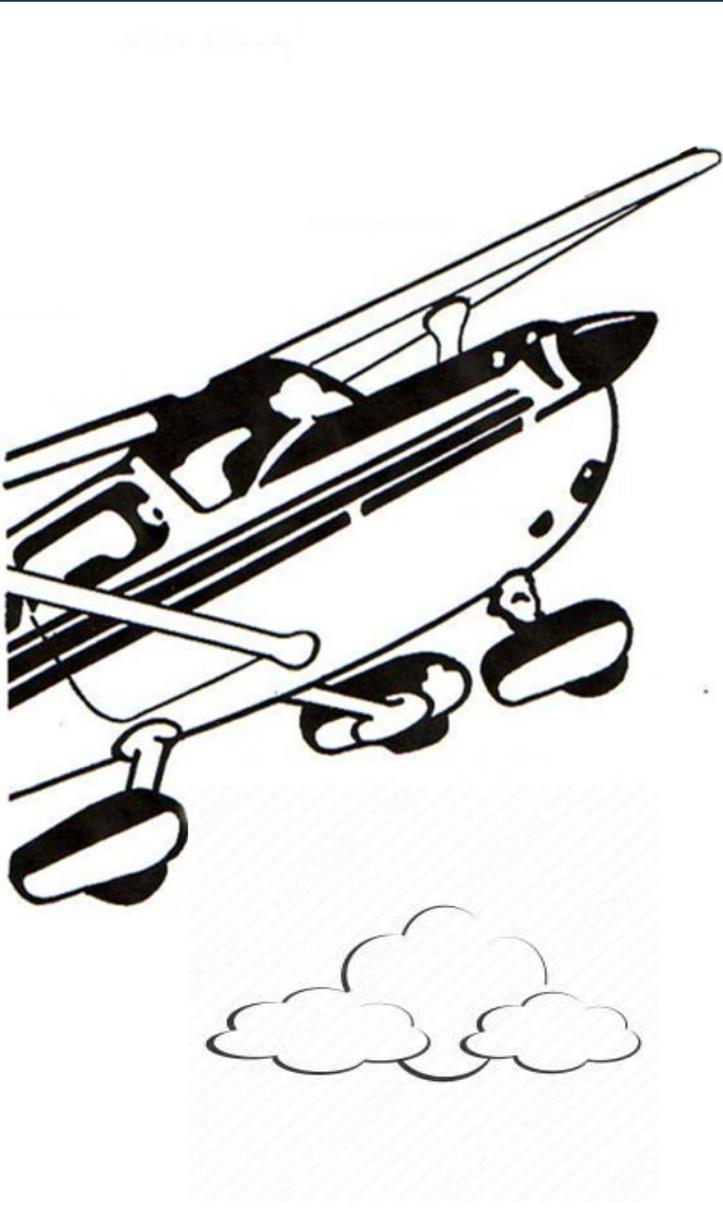


Fly About

Northam Aero Club (Inc.) Newsletter

Vol. 54 Issue No.10 OCTOBER 2023



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Presidents Message

Welcome to October's Fly About.

I hope you have been getting some flying in. With the ballooning over we now have a few fly ins on the calendar. The Northam Aero Club has a fly in to Wongan Hills on 3rd and 4th November 2023, this is their annual Reynoldson Reserve flower weekend. Busses will run out to the Reserve on Saturday 4th November but for more information you can contact Dave McFarlane or see the ad on our Facebook page.

Heads up on dates for Christmas lunch to be Sunday 10th December 2023 at 1.00pm after flying competition at the Aero Club rooms. To accommodate this our Committee Meeting will be changed to Saturday 9th December at 3.00pm.

We have our monthly Flying competition every second Sunday of each month starting at 0930 hours. As I have mentioned in previous Fly Abouts if you would like to compete and are not current feel free to contact Dave McFarlane or myself and we can organise an instructor to fly with you. If you have your own plane and would like to participate you are more than welcome to compete. As always, Marg and Dave provide food at the bar the night before competition so feel free to come on down. A big thank you to Dave and Marg for all that they do at the Aero Club, we do appreciate your huge contribution, especially morning tea on the Sunday.

The numbers of competing pilots in our monthly competitions is increasing and part of this is due to our own Peter Hill and his son and grandsons who now seem to be winning on a regular basis. It is always great to see so many smiling faces, well done guys. Ashley Smith is a regular and he pointed out that my last report had put him in the wrong place when I wrote it, sorry about that Ash. With tongue firmly in cheek, check out the latest results of this month's competition. We call it a club competition and we do our best to keep it competitive but the purpose of the competition is to keep us all flying in the desired safe manner and ensure we are all doing the right thing around the Airfield. Keep up the good work.

We have had some positive feedback from the new Fly About magazine Editor, Paul Blain. It appears that Kerrie Lawton may be the power behind the scenes with Paul and their partnership in putting together each month's Fly About magazine is the reason for the positive feedback, thank you Paul and Kerrie. Heather does appreciate your wonderful contribution to the Club as I am sure MJ would.

Bar is open most Saturday nights from 1700 to 1900 hours.

Cheers,

Errol

Club Captain's Report

Captain's Report for October 2023

The October Competition was held Sunday the 8th.

The task was "H.M.A.S. NORTHAM" Short Field Ops plus Strip Inspection etc. A line of flour 300 meters from start of the Piano Keys on runway 32 marked the available take off distance (deck space) of the good Ship "H.M.A.S. NORTHAM".



Short Field Take Off, standard circuit for a Deck (Strip) Inspection followed by Second circuit for a Short Field landing on the "keys", and a Full Stop within the 300 meter deck space marked out. Note on the approach Pilots could "wave off" and go round as landing before the Keys means the plane and the ship gets damaged or overrunning the bow means you would get wet!

Eight pilots took part and put on a great display in front of the Club House. All pilots were able to stop on the deck of HMAS Northam which was fortunate as no one wore life jackets even though operating over the "sea"! But four aeroplanes need their tyres checked for flat spots!

We had three perfect scores!!!

- First place: James Hill – C152 BFC with 100 points
Paul Blain – C172 PGL with 100 points
Phil Mailey – RV DUO with 100 points
- Second place: Sir Errol Croft – C172 JXI with 90 points
- Third place: Peter Hill – C152 BFC with 86 points

We all enjoyed morning tea and thanks for those who provided it and made the day a success.



Next Competition; Sunday 12th November 2023. Briefing @ 9am. A Nav Ex to way points and targets not used before. It has a flight time of 35 minutes, if that is too long give me a call and I will see what can be done to shorten it.

Cheers
Dave McFarlane
0428 743031

Social Scene

A photo of recent get together at Northam Aero Club of the volunteers for the Northam Ballooning Event that put together the International Women's Ballooning Competition in September 2023.

Thank you to all the volunteers that helped make it the success that it was.



L-R
Chris Antonio
Gren Putland
Errol Croft
Damian Hayes

NOTAMs

As pilots, we all know how good it is to be appreciated – to be complimented on a good landing or handling a drama well, or even a nice smooth flight (which, of course, you always tell your passengers is nothing to do with the weather and all down to your superb skills as a pilot.) One such bit of appreciation was on the ground at Narrogin recently when one of the glider pilots commented to my student (Matt) that I was a good instructor. The reason for his appreciation? We knew that winch operations were a possibility at Narrogin. How did we know that? We'd done something that the glider pilot suggested wasn't very common. We'd read our NOTAMs.

Why are they issued?

Broadly speaking, NOTAMs (Notices to Airmen) are issued for two reasons:

- Changes to operational information that are expected to be temporary and of short duration;
- Permanent changes, or temporary changes of long duration, made at short notice.

An example of the first would be a NOTAM advising of a military exercise. An example of the second might be a change to take-off distance available on a runway, that will be included in the next update of ERSA but which pilots using the runway should be aware of immediately.

Types of NOTAMs

Most NOTAMS are aerodrome-specific. Others – FIR NOTAMS – typically apply to an area rather than an aerodrome. Head Office NOTAMs apply Australia-wide rather than just to a specific area.

Aerodrome-specific NOTAMS

Certified and military aerodromes have a full NOTAM service. They're the ones that have CERT or MIL under the aerodrome abbreviation in ERSA. ERSA entries for uncertified aerodromes such as Northam have UNCR, are shaded in grey, and generally have a notice saying, "FULL NOTAM SERVICE NOT AVBL." Usually that means the aerodrome operator can't create NOTAMs to advise, for instance, that there are works on the taxiway or the lights are U/S.

NOTAMS

Aerodrome-specific NOTAMS cont...

So the only NOTAMS you'll see for somewhere like Northam are for activities such as fireworks or, say, a women's ballooning championship event, where the person doing the fireworks or organising the balloons will notify CASA, who then issue a NOTAM. If the PAL frequency changes because CASA decides it should be a different frequency from the CTAF, they'd also advise that in a NOTAM.

So because you can't rely on NOTAMS to tell you all you need to know about temporary changes, such as works on the taxiway or U/S lights, it's always good airmanship to ring the aerodrome operator before you fly to an uncertified aerodrome, the same way you would if you were flying to an aerodrome that only appears in the Country Airstrip Guide and not ERSA.

Reasons for aerodrome NOTAMS

Changes in runway details are a common reason for issuing NOTAMS. An example is right on the boundary of Area 60. The NOTAM for Cue, valid at the time of writing, says the runway is now fully sealed. Interestingly, the validity period states, "FROM 06 270359 TO PERM", so according to the NOTAM, from midday on June 27th the runway was fully sealed, but according to the entry for Cue in the latest ERSA (September 7th edition), it's still unsealed apart from the ends. Other reasons for issuing aerodrome NOTAMS include:

- Obstacles – new, changes to published height, changes to lighting;
- Bird or animal hazards;
- Changes to navigation aids;
- Drone operations or fireworks;
- For a military aerodrome like Pearce, activation of their restricted airspace.

NOTAMs

FIR NOTAMs

These are the ones at the bottom of the NOTAM list, that apply to areas and not aerodromes. Reasons for an FIR NOTAM include (but are certainly not limited to):

- Changes to PRD areas, or activation of restricted areas, that don't apply to a specific aerodrome like Pearce;
- Changes to chart information;
- Fireworks at the Royal Show;
- UA or glider operations that apply to a wide area rather than an aerodrome. For example, if a gliding competition from Cunderdin involved gliders flying as far east as Southern Cross and as far south as Lake Grace, that would be advised in an FIR NOTAM, not a NOTAM for Cunderdin.

Some restricted areas are active at set times, including H24, but many are activated by NOTAM. On the Perth VNC you can see the boundaries and levels for all the military restricted areas. And in the top right-hand corner is a table that tells you most of them are activated by NOTAM. So if you're planning to fly up to Jurien or Dongara and you'd like to take a shortcut through the red areas, you need to either read your NOTAMS or find the activation times in a Restricted Area briefing in NAIPS.

Getting them

An area briefing or a location briefing in NAIPS will include the relevant NOTAMs. When you go to the page to select your area or location, you'll see it has Met and NOTAM ticked, so the default setting is for NAIPS to give you everything it has for the relevant area or location.

If you select "NOTAM" or "Head Office NOTAM" in NAIPS you generally get the same result – all NOTAMS applicable to your area.

NOTAMs

Reading them

They're full of abbreviations, most of which are pretty easy for a pilot to work out. The times are generally in 8-figure or 10-figure (year-month-day-hour-minute) format and, of course, they're in UTC. For instance, the one that Matt and I were so careful to read before our flight said:

WINCH OPERATIONS WILL TAKE PLACE
AMD EN ROUTE SUPP AUSTRALIA (ERSA) AND AIP CHARTS
SFC TO 3500FT AMSL
FROM 05 170708 TO PERM
JF

Narrogin has had gliding operations for years, but it's always been aero-tows. Now they have a winch as well, they needed an amendment to the information because it's one thing to avoid an aeroplane towing a glider, and it's another thing altogether to be looking out for 3000 ft of steel cable. As the second line says, the information in ERSA and on charts will be amended, which it has been – the ERSA entry now refers to winch launching and the VNC now has a “W” next to the standard “++” gliding symbol.

The times on this one are from May 17th at 1508, permanently, and since it's also now in ERSA, the NOTAM will eventually be cancelled. The other time information is “JF”, which looks like one of those good uses of French in abbreviations: J for jour – daytime – and F for fin de semaine – weekends. (I am of course happy for my French to be corrected by M. Meunier!)

A pretty simple one for Morawa is on a common theme for this time of year:

INCREASED WILDLIFE HAZARD (KANGAROOS) IN VCY OF AD DUE FENCE
REPLACEMENT FROM 09 250000 TO 10 090000 EST

Unlike many animal or bird hazard NOTAMs, which give you a finish time and leave you wondering how the wildlife knows they are required to vacate the airfield by that time, this one is based on known dates for the fence replacement. But it's a good example of a temporary hazard, which is what so many NOTAMs are about.

NOTAMs

Here's a good example of an FIR NOTAM that you ought to read if you're flying out of Northam or surrounds at the relevant times.

LOW LEVEL GEOPHYSICAL SURVEY ACFT
OPR WI 43NM RADIUS OF GOOMALLING AD (YGOM)
AREA COVERING: BRG 315 MAG 47NM, BRG 194 MAG 39NM, BRG 162
MAG 41NM, BRG 002 MAG 17NM FM GOOMALLING AD
ACFT TYPE: C210 CALLSIGN: VH-HHJ
OPR CTC TEL: 0400 750 929
ACFT WILL MNT 126.7 AND 124.2
100FT AGL TO 1500FT AGL
FROM 09 252200 TO 10 261100 EST
HJ

If you can be bothered plotting all the points listed, you're keener than me. I'd just look at "BRG 194 MAG 39NM" and think, "Well, that puts Northam within the range of the survey operations, so I'll call the phone number listed." Chances are the person who answers will speak plain English and say something like, "We'll be east of Goomalling, north of the highway, between 8 and 12 today." The NOTAM tells you his callsign and the frequencies he'll be monitoring, so you'll keep your eyes and ears open. The NOTAM tells you his operating heights (probably much closer to 100 ft than 1500 ft AGL if it's a survey), the times (September 26th at 0600 local to October 26th at 1900 local), and HJ – daylight hours, which is clearly a good plan if you're getting around at 100 ft AGL.

When you look at your Met briefing, you look at the relevant aerodrome, ignore the ones that don't concern you, and read the Graphical Area Forecast to see which bits of it apply to you. Same goes for NOTAMs. Read the ones for the relevant airfields, ignore the other airfields, and read all the FIR NOTAMs because it's often not immediately obvious which ones pertain to your flight. It all adds up to more of an old but good cliché – situational awareness.

Kevin

Wongan Hills Fly In

Save this date below for a local fly in to Wongan Hills.

Always a great weekend.

Wongan Hills Tourism Group Reynoldson Reserve Wildflower Festival

**FRIDAY NIGHT
SUNDOWNER
3RD NOVEMBER**

Live Music by

Georgie Sadler & Ari Davis

Grazing Boxes for two people \$25
Pre Order ONLY

Text your order to Alfreda Lyon
0418 915 517

Beef Sliders two for \$10
Available on the night

**BYO
Beverages**

Table Bookings Available
Contact Alfreda
0418 915 517

**FROM 6PM AT 'THE STATION'
WONGAN ROAD, WONGAN HILLS**

**SATURDAY
NOVEMBER 4TH**

7:30am - 8:30am

Big Breakfast at the Visitors Centre

9:30am - 2pm

Apex Market Stalls, Bus Tours to
Reynoldson Reserve, Devonshire Teas,
Vintage Cars & Tractors, Kids
Entertainment & More

Museum Twilight Drinks and Nibbles
Watch this space for more Information!

Christmas Lunch

Save the date for the annual Christmas lunch on Sunday
10th December 2023 at 1.00pm at the Aero Club rooms.



Podcasts

Aviation Podcasts

If you are like me, and do regular, extended driving trips, you might be getting sick of listening to the same music are part of your journey. Recently I started listening to several different Podcasts as an alternative. For those who haven't previously looked at podcasts, a podcast is a digital medium consisting of audio (or video) episodes that relate to a specific theme. With most podcast episodes around 30-60 minutes in length, they make a great way to break up the long drive while learning something new about aviation.

The first one I'd like to share is an American podcast called "I Learned About Flying From That". The podcast is a series of interviews with pilots who have shared their emergencies, crises, and mistakes. "I Learned About Flying From That." host Rob Reider relates the tale as told by the author, then catches up with that pilot to ask the questions we know have been on your mind. What were the lessons learned? What would they do differently? What are the actions you can apply to your own flying to deal with a similar situation?



Rob Reider is one of the most sought-after announcers on the North American Air Show circuit. His talents have earned him the highest award in the air show industry, the International Council of Air Shows "Sword of Excellence."

(* Photo Credit: Craig Scaling)

I have found the podcasts highly educational from the perspective of understanding what were the events that led up to the emergency, crisis, what the pilot was thinking and how they resolved the issue. I find it interesting to consider how I would react if I found myself in the same situation.

If you are interested, you can click on one of the following links to get you started:

[I.L.A.F.F.T. - Home Page](#)

[I.L.A.F.F.T. Podcast on Spotify](#)

[I.L.A.F.F.T. Podcast on Apple](#)

[I.L.A.F.F.T. Podcast on Google](#)

* Permission received for use of imagery

Around The Web

Recent Aviation Incidents

It has been a tragic month with 2 fatal aircraft crashes over the past few weeks. While our thoughts and condolences go out to the families impacted, it is a timely reminder that while aviation is inherently safe, we as pilots must remain forever vigilant.

As part of the investigation into the loss of a Cessna 172 Skyhawk, that claimed the lives of a South Australian father and son , aviation authorities believe initial evidence corroborates reports the light plane struck a powerline while attempting to land.

In response to the accident, the ATSB urged pilots who land and take off from private property to read its advice on how to avoid wire strikes.

[How to Avoid Wirestrikes](#)

A quick review of the publication reveals that 63% of the pilots reported they were aware of the wire before they struck it.

As with all aviation incidents, it will take time for the ATSB to collect the facts, assess the data and then make their final assessment.

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 Roster

OCTOBER	
21st	1700-1900
28th	1700-1900

NOVEMBER	
4th	1700-1900
11th	1700-1900
18th	1700-1900
25th	1700-1900

DECEMBER	
2nd	1700-1900
9th	1700-1900
16th	1700-1900
23rd	TBC
30th	Closed

Next Club Committee Meeting:

**Sunday 12th November 2023
at 13:00**

October—November 2023



Mon	Tue	Wed	Thurs	Fri	Sat	Sun
16	17	18	19	20	21 Bar 1700-1900	22
23	24	25	26	27	28 Bar 1700-1900	29
30	31	01	02	03	04 Bar 1700-1900	05
06	07	08	09	10 Wongan Hills Fly-in	11 Wongan Hills Fly-in Bar 1700-1900	12 Club Comp (0900) Committee Meeting (1300)
13	14	15	16	17	18 Bar 1700-1900	19
20	21	22	23	24	25 Bar 1700-1900	26

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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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 only

Instructor fees remain as priced above

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 12th November
2023**

Cheers,

Dave McFarlane

Club Captain 0428 743 031

**President**

Errol Croft

E: dowref@bigpond.net.au

T: 0428 880 149

Aircraft Bookings Officer

Matt Bignell

E: big.matty@hotmail.com

T: 0407 873 700

Secretary

Susan Clements

E: info@northamaeroclub.com

T: 0488 441 274

Treasurer

Paul Blain

E: nactreasurer@bigpond.com

T: 0427 909 412

Club Captain

Dave McFarlane

E: mcf888@bigpond.com

T: 0428 743 031

House & Grounds

Trevor Sangston

E: trevorsangston@inet.net.au

T: 0417 183 160

Aircraft

Dave Beech

E: dbeech@inet.net.au

T: 0438 016 903

Flight Training

Kevin Lathbury

E: Kevinlouise62@gmail.com

T: 0434 000 217

Flight Training

Ray Challen

E: ray@challen.com.au

T: 0408 321 262

Membership Officer

Heather Deegan

E: heatther1957@gmail.com

T: 0248 738 808

Editor Fly About

Paul Blain

E: paul.blain@bigpond.com

T: 0427 909 412

THE NORTHAM AERO CLUB (Inc.)
PO Box 247 NORTHAM
WESTERN AUSTRALIA 6401

TO:

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