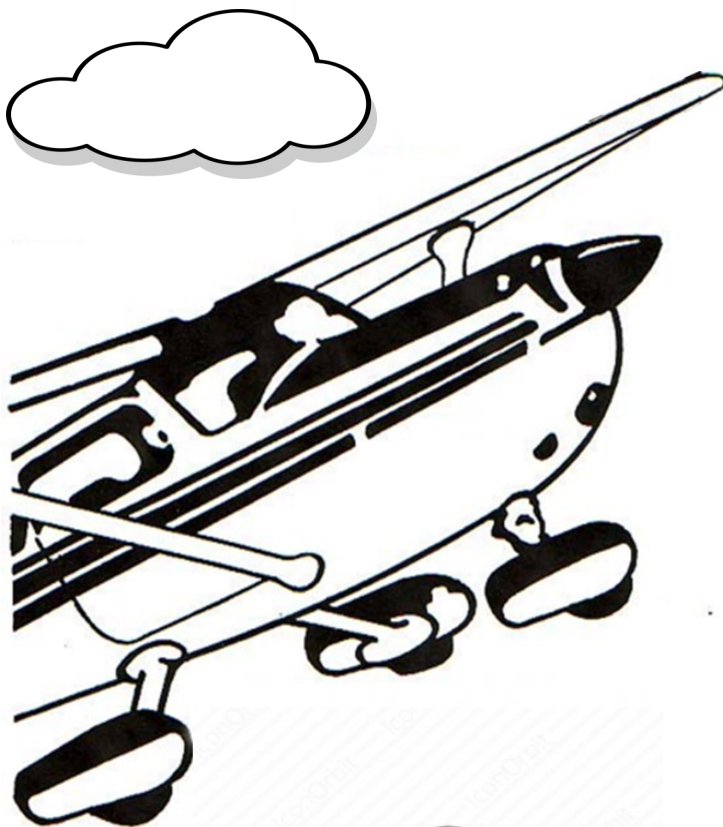


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 53 Issue No.9 SEPTEMBER 2022



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Presidents Message

Our deepest sympathy goes out to Anne Clements for the sudden loss of her husband Adrian. Our thoughts are with all the Clements' family at this time. He was head of the original Steering Committee that started the Northam Aero Club and has filled many important positions over the years. He was also the first one to put his hand up to help out over the many years he has been involved and we go back to 1968. Adrian was an Inaugural Member and made a Life Member by his peers at the Northam Aero Club. If you ever get a chance to see the art work he produced during his time as Editor of the Fly About you will see he was a man of many talents. Adrian was out at the Aero Club only a few weeks ago minding the bar for me. He was sitting behind the bar reminiscing about all the fun times that were held in the club rooms. He will be greatly missed. Rest in Peace Adrian.

I would like to thank Paul and his daughter Abby for mowing the house and grounds lawn whenever they are in town. Abby hinted very strongly that she contributes in the mowing, thanks Abby.

On Saturday night, 10th September Marg and Dave McFarlane once again provided pumpkin soup and cheesy garlic bread at the Bar and savoury muffins for the Club Flying Competition. Their soup is always well received. Thankyou Dave and Marg. I recommend to you all to make sure you get down to the bar the next time they announce it on our Facebook page and try out their meals.

At the debrief after the Flying Competition on Sunday there was a discussion or debate on two issues.

When should you put your landing lights on.
When do you make your radio calls.

No one really could give a firm answer so I asked our ever reliable and astute Instructor Mr. Lathbury. He has submitted the answer in this edition. Very interesting reading.

We will be holding a Busy Bee this Saturday 17th September at the Aero Club grounds starting at 11.00am and lunch will be provided.

Don't forget the Fly-in to Bindoon for a lunch BBQ on Saturday 1st October.

Around the traps I believe also John Masters has been over east doing a lot of flying with his son in law. Well done John.

Remember to use your carby heat in this cold weather.

Cheers, Errol.

Club Captain

Sunday 11th September dawned calm and clear with the very light fog clearing about 7:30. The early birds were given a display of spot landings with two balloons landing on their trailers



**Next Club Competition is:
Sunday 9th October 2022**

ADRIAN CLEMENTS

(27th Feb 1943 — 6th Sept 2022)

John Adrian Clements was known variously as Adrian, Clemi (by his mates), Clemo (by the aviation community), Clemo San (by the more respectful Japanese friends) and in earlier days his regular and lengthy contributions to the Northam Aero Club magazine were simply signed 'JAC'. He was a family man, a farmer, an aviator, a wonderful orator, and a friend.

Adrian farmed the family property at Noggojerring and supplemented his farming endeavours with hay and straw contracting works. Myself and others variously worked for him, while he supplied high quality produce to mushroom farms, and to some thoroughbred racing entities including John Roberts of Multiplex who was a close friend.

He discovered aviation in the days before the Northam Aero Club, and was indeed a driving force in its formation, as well as being a Foundation Member. Although his training didn't progress to a fixed wing Pilot's Licence, he was a significant servant of the Club. A very regular contributor to the Northam 'Fly About' (locally known as F-about), he diligently researched the history of aircraft and aircraft types that had flown at Northam, or had relevance to early air mail to the Town. When he became Editor, he held the position across two decades. Adrian knew the flying training area so well, that on one occasion, arriving too late to enter for a mini air-trial, was able to answer all the questions and win the competition without taking to the air.

The Aero Club moved from its temporary airfield on Southern Brook Road to its current location and was required to service a loan raised by the Shire of Northam to purchase the land for the new airfield. Clemo took control of what was to become known as the Northam Aero Club Farming Wing, in order to crop the land, sell the produce, and discharge its financial obligations. He relied on contributions from farmers such as Ron Posselt, Niels Hansen and Brian Overton, with the labour provided by the flying instructor and numerous other members of the Club.

Adrian was made a life member of the Northam Aero Club in 2002 for his editorial and farming contributions to the Club. In the late '90s he initiated a Clubman Award for those club members who had contributed without the glamor of the flying competitions etc. The trophy, (supplied by him) was typically an aviation book accompanied by a bottle of quality red.

Adrian was an extremely skilled Orator and had been recognised as a Freeman of Rostrum. During any Awards presentation or formal event, he could always be relied upon to deliver the right words for the occasion. His command of formality in business and club dealings were a genuine benefit to the NAC in its formative years.

ADRIAN CLEMENTS

(27th Feb 1943 — 6th Sept 2022)

He discovered aerostation in the 1970's, and he talked me into a partnership owning Rainbow Lady (originally christened Rainbow Baby, but with a lightweight envelope and black top she was sometimes a bitch to fly, hence the change). The partnership was called

Grenade at Clemi's suggestion, and it lasted until last week. He was the supreme organiser, and that led to a long list of adventures in many parts of the west. These included a magnificent film making safari over the Stirling Ranges for the Department of Tourism. The film, called 'The Five Faces of Western Australia', was extraordinary and won awards across the globe. On one occasion we had taken a balloon to Paraburdoo for 'Paragala' and tethered at the event for most of the day. Next morning, we did a free flight from the town centre with a plan to fly to the Nanutarra Road. After flying for about an hour a man on a postman motorcycle appeared on a fence line and shouted, "Is there a Mr Clements up there?". After an answer in the affirmative he called up "I have postage for you from New Zealand, Mr Clements", it was labelled simply *Adrian Clements, Balloonist c/o Paraburdoo*.

We had enormous fun with projects that Adrian was regularly inventing, including dropping sky divers, altitude records, flight from Rottne Island, and even the two of us flying a piano and pianist to 6,000 ft over Northam. The achievement for which he was never really recognised was a World Distance hot air record for all classes. That flight was as a co-pilot with Geoff Green from Northam to Zanthus on the Trans Line in the Nullarbor. Commencing at dawn, flying generally at ~16,000 ft, and landing after last light (in some trees, oddly enough for the Nullarbor). I ran the retrieve, which took two and a half days to get us back to Kalgoorlie and civilisation. On ratification of the record Clemo had some small yellow badges embroidered, with the logo simply 674.532. It stood for the total distance covered setting a world outright distance record. A great bit of achievement understatement.

Adrian was dedicated to the formation and success of the Australian Ballooning Federation. He served in a number of capacities with the ABF including Pres, and was their long-term Operations Manager, for which he was recognised with Life Membership of the Organisation. He took over that role from me and worked tirelessly to make sure of the viability of the ABF. In retrospect I think the efforts of the folks from the west were valuable to the ABF in those formative years. He formed a balloon flying school and delivered training to many of the new WA aerostation community, and to a number of those from HK.

ADRIAN CLEMENTS

(27th Feb 1943 — 6th Sept 2022)

The Clements Family have continued the tradition in aerostation. All of the team have licences and continue fly in various capacities. Sue is now the Hon Sec of the Aero Club, while Andrew (Bob) is a regular at Canberra and other events. John, Mick and Peter know the Avon Valley airways backwards. The involvement extends further to extended family and grandkids, perpetuating the dynasty.

During the coming weeks, I expect that many of us will reflect on good times in the company with this man.

By coincidence, on the day of his departure, Damien flew his 'Asthma' balloon over Perth. He flew directly over Clemi's Nedlands home. Bob has a picture of the crown-ring from underneath, perhaps was a salute to a significant aeronaut and friend. GP

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)

If you want to fly to Jandakot and you haven't been there for a while, you'll do your homework so you have a chance of dealing with all the downsides of the place, such as clearances, inbound points, traffic, radio chatter and landing charges. But what homework should you do if you fly to somewhere that has none of Jandakot's downsides but none of its good points either, such as bitumen strips with centrelines, windsocks, TAFs, ATIS and fuel?

Preparation

If you're flying to a certified aerodrome – shown with a white background in ERSA or by a blue circle superimposed on a cross on the charts – you can trust the published information, whether it's in ERSA or NOTAMs. Information about an uncertified aerodrome, on the other hand, is subject to change without notice, so you need to contact the aerodrome operator to be sure about serviceability and facilities. Uncertified aerodromes such as Northam are marked with a blue circle on the charts and by a grey background in ERSA. Many of those have limited detail in ERSA, and the Country Airstrip Guide is a better source of information. Bear in mind though, the CAG is only updated every couple of years, which means the “change without notice” may take a couple of years to appear in writing.

“Certified” versus “uncertified”, however, still doesn't cover the ones that really require you to do your homework – the bits of dirt that aren't marked on any chart. They're the ones that you really need to talk to the owner about. Here are some questions you should think about. (What questions can you add to this list? Discuss over beer at the bar.)

- How long is the strip?
- What's the elevation?
- What's the direction?

- What's the surface?
- Is there a slope?
- What markings does it have? Tyres, gables, nothing at all.
- If it's dirt or gravel, how long since it's been graded?
- Where is the windsock? What colour is it? It'll be that little bit easier to find if you know exactly what you're looking for.
- Is there any weather that the Area Forecast won't tell me about?
- Tell me about the surrounds. Terrain, fences, trees.

What else uses the strip? Cattle, sheep, roos, emus?

There are plenty of dirt strips around that may be marginal in terms of length if you have a full load on a hot day. Do your takeoff weight calculations.

When Simon Cooper and I flew CMP to its new owner back in 2007, I rang and asked about the strip. The owner told me it was east-west and the elevation was 600 or 700 ft if I remember rightly. On arrival we found a strip orientated roughly 05-23, and at 1700 feet we were most definitely not 1000 ft AGL! Be cautious about word-of-mouth, unpublished information.

And remember the owner of a bush strip may have been flying out of it since Pontius was a student pilot, and he knows all of its intricacies – the surface, surrounds, how the wind over the trees creates down-draughts on late final on approach from the west in the morning – but you don't, so don't be scared to ask all the questions you think you need to.

If he's a farmer, "Yeah, the surface is looking fantastic" may mean, "Yeah, we've had 4 inches in the last two weeks and it's lovely and lush and green." That may be good news for the adjacent crops, but nice long grass and wet earth is not so good when you're trying to get airborne with a bum on every seat.

Northam is a good example for weather that the Area Forecast doesn't warn you about. "Fog clearing by 0100Z" on the forecast doesn't cover Northam being in a hole where the fog can sit until 11 a.m. And the forecast certainly won't tell you about that the strip usually has a nice gusty crosswind in the morning around this time of year.

Moora, which has featured in a number of our PPL Nav 3 lessons, is a good example of a strip you need to ring the owner about. There's a fence halfway (give or take) along the strip, so you'd like to know the gate will be open and that the stock aren't on the strip.

Strip inspection

You're not going to land on an unfamiliar piece of dirt without doing a strip inspection. Firstly, if there's no windsock and not much on the way inbound to help you with wind direction, and if it's safe to do so, overfly the strip at right angles no higher than 500 ft AGL and see which way you're drifting.

On a strip inspection you want to suss out the approach – trees, fences, powerlines – as well as the overshoot in case you have to go round, and well as the condition of the surface. Set the aeroplane up for safe slow flight – 70 knots and Flap 10 works well in the 172 – and get down to 100 feet if possible. At this height of course, you're going to be very conscious of having one eye on your attitude and speed, and one eye on the strip.

Another factor down low is convective turbulence. Low flying in the middle of a hot summer day may be such a bad idea that you plan your arrival for early or late in the cooler part of the day.

As you know from driving on country roads, roos rarely travel alone, so if you see them, look for their mates as well. And if it's sheep, bear in mind they're the stupidest creatures on earth that don't barrack for Collingwood, so on approach they're as likely to run towards you as to run away. And of course, if one decides on a suicide run across the strip, the other 100 will follow.

A useful bit of calculation: if you're not sure of the length, 1 knot is roughly 0.5 metres per second, so time your low pass: strip length (roughly) = $\frac{1}{2}$ IAS \times the time in seconds. 70 knots, 20 seconds from end to end, $35 \times 20 =$ about 700 metres.

Approach and landing

Having gained an idea of wind and turbulence on approach, you can factor that into your approach. And depending on the strip length and surface, you may want to do a short or soft field approach and landing.

Taxiing

Assuming you've landed and taxied safely to a parking spot, you may need to plan your taxi for departure. If you have any doubt about the surface, walk it first.

The prop is a major consideration on a bush strip. Taxi with the stick held back to keep the weight off the nosewheel. That may give you a bit more prop clearance, and it will also minimise the chances of getting the nosewheel bogged.

Never have more than 1000 RPM when stationary on gravel. If there's nowhere free of gravel to do your run-ups, do them while taxiing, breaking the normal rule about not using power against brakes. North-am old-timers will remember that once upon a time the only bitumen on the airfield was at the holding points.

Take-off

What speed do you plan to rotate at? What will your initial climb speed be? Plan them, bearing in mind your best angle and rate of climb speed, and your stall speeds, clean and with take-off flap.

On a gravel strip, you don't want to do the short field take-off that you learnt in training because that means full power on the brakes, and stone chips for your prop. You'll apply power smoothly and just accept that it costs you a few extra metres. If the surface is anything other than firm, use a soft field take-off, which means you keep rolling and don't stop to line up, and get the nosewheel off the ground right at the start of the take-off roll.

Finally, of all the lessons in the RPL syllabus, the ones that usually elicit "I enjoyed that" from students are advanced turns, instrument flying, and short and soft field take-offs and landings. So if you're rusty on the last of those items and you'd like to brush up, give me a call and we'll go and have a bit of useful fun.



Club Competition Pictures



Next Club Competition

NEXT NAC FLYING COMP:

Team NAC Pilots:

A NAVEX

See you at Northam Aero Club Comp

Mark your calendars!

Complimentary morning tea as usual etc.

Cheers, Dave McFarlane

Club Captain 0428 743 031

09:00, Sunday 9th October 2022

Next Club Committee meeting is:

Sunday 9th October 2022

1:00pm at the Clubrooms

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



BAR ROSTER 2022

SEPTEMBER	
3rd	1700-1900
10th	1700-1900
17th	1700-1900
24th	1700-1900
NOVEMBER	
5th	1700-1900
12th	1700-1900
19th	1700-1900
26th	1700-1900

OCTOBER	
1st	1700-1900
8th	Dave and Marg McFarlane
15th	Errol Croft
22nd	1700-1900
DECEMBER	
3	1700-1900
10	1700-1900
17	1700-1900
24	1700-1900
31	NYE

THE BAR IS OPEN EVERY SATURDAY EVENING

**Stay tuned for a new Bar Roster in the coming issues of the
Fly About**

Sept/Oct 2022



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
19	20	21	22	23	24 Bar 1700–1900	25
26	27	28	29	30	1 Fly In to Bindoon BBQ lunch	2
3	4	5	6	7	8 Bar 1700–1900	9 Club Comp 09:00 1300 Com-
10	11	12	13	14	15 Bar 1700–1900	16
17	18	19	20	21	22 Bar 1700–1900	23
24	25	26	27	28	29 Bar 1700–1900	30
31	1	2	3	4	5 Bar 1700–1900	6



\$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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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)**

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