

Fly About

NORTHAM AERO CLUB (INC.) NEWSLETTER Vol. 55 Issue No.9 SEP 2024



In This Issue:

- A Message from the President
- Club Captain's Report
- Garmin G5
- Your Medical
- SAAA Fly-In
- Aviation Humour
- Next Club Comp
- Classifieds
- Club Contact List

Presidents Message

Welcome to September Fly About

Congratulations to our new Committee and also a big welcome to our new Committee member Bernie Hush. Bernie will be handling our social network with Facebook and organising fly ins.

It is great to be flying again with this near perfect weather.

On the 8th September Dave McFarlane put together a fantastic club competition in which some 11 pilots competed. The weather was near perfect with Bob Emery along with other pilots making the flight up from Serpentine. I cannot believe that Dave Mac keeps putting these trick questions into the competition. My co-pilot John, an ex-pilot from Uganda, was so sharp with the answers, I was so sure I would come at least in 1st, 2nd or 3rd, but no, not even mentioned in these positions. It was great to see PGL clocking up flying hours and this is due to our Instructors Kevin and Ray along with their students.

PGL has been reported as having radio problems but thanks to Northam Air Service we have a new updated radio on order and will be fitted as soon as it arrives.

The airfield looks fantastic and green and, once again, thanks must go to the Shire for maintaining the air strip.

Welcome to our new member Mr. Adam Pacan we hope to see you at the bar one of these Saturday nights.

Cheers,
Errol

Club Captain's Report

How great the weather turned out after the fog lifted at about 9.30 on Sunday the 8th for the Flying competition! A couple of planes arrived overhead from the Perth region and had to carry on to land at Goomalling to await the weather to clear. Ten pilots took part in a anti clockwise Navex.

As you can see from the results, the targets were too easy to find and the questions too easy to answer. We need to brush up on the radio calls and I have noted:

- that aircraft need to be sent off with enough separation to allow for different speeds, and
- that pilots need to let following traffic know if they are going to orbit over a check point and so give following participants a warning!

Winners were....

Equal First;	Ashley Smith	C172 PGL	85 points
Equal First;	Peter Hill	C152 BFC	85 points
Equal First;	Paul Blain	C172 PGL	85 points
Equal First;	Chris Hill	C152 BFC	85 points
Second;	Dave McFarlane	Cherokee HKA	80 Points
Equal Third;	Bob Emery	Jabiru	75 points
Equal Third;	Phill Maley	RV 6 DUO	75 points
Equal Third;	James Hill	C152 BFC	75 points

Club Captain's Report

The Club Captain thought he had won the day BUT can't add up and had a ten-point error in the calculations! Thanks to those who supported morning tea, we appreciate their work in the kitchen keeping up with the tempting fare.

Next competition will be Sunday October 13th. Briefing 0900hrs. If it's a westerly we may have circuits so the visitors can have some entertainment watching the landings.

David McFarlane

0428 743031



Garmin G5

As some may be aware, PGL has experienced difficulties with the Artificial Horizon. Dave Beech did some investigating with Northam Air Services and found that the price of replacing the vacuum driven, gyro type unit was not as cost effective as replacing it with an electrical G5 unit.



[Video of G5 Features](#)

A copy of the manual of how to operate the G5 is located on the link here: [G5 Pilots Manual](#). Remember this is preliminary material only and should not replace any information included in the POH as part of the installation.

Your Medical

THE CLASSES; THE OPTIONS:

Maybe you want to learn to fly and you don't want it to be any harder than it has to be. Or perhaps more relevant to a country aero club member, you're getting old, your eyesight's fading, your joints are creaking, your heart isn't what it used to be, but you still want to fly. What's the best and easiest path to a valid medical certificate?

CLASS 1

You need a Class 1 to get a CPL or an ATPL. If you've been down that path, you'll know it's valid for 1 year regardless of your age.

CLASS 2

You need a Class 2 for an RPL or PPL. Also, Gren Putland can use his balloon CPL on a Class 2 medical. It's valid for 4 years if you're under 40, and 2 years once you turn 40.

You can also do commercial flights without passengers on a Class 2 medical, which means Ray and I only need a Class 2 to instruct. However, the years that you take off your life watching students go solo mean that it's a good idea to see a DAME every year anyway!

BASIC CLASS 2

A Basic Class 2 is easier to get than a normal Class 2 certificate, but it's less flexible because it's not issued by a DAME, that is, someone trained in managing medical conditions that may affect your flying. You can get one from any doctor who does medicals for commercial vehicle drivers. It limits you to:

- Private day VFR flight;
- 5 passengers;
- Piston-engine aircraft no heavier than 8618 kg (19,000 lb);
- No operational ratings such as instrument or agricultural ratings;
- No flight activity endorsements, such as low level or aerobatics.

Your Medical

Also, to get a basic Class 2, you have to meet the ***unconditional commercial driver's licence*** medical standard. That means you have to meet the Austroads standards for factors such as cardiovascular conditions, musculoskeletal conditions and diabetes.

However, to make things easier, the “*unconditional*” bit doesn't include glasses or hearing aids. That's a good thing because the unconditional commercial driver's licence standard includes items such as your **uncorrected** visual acuity having to be at least 6/9 in your good eye, and no worse than 6/18 in either eye. Unlike the Austroads people, CASA doesn't care what your uncorrected visual acuity is, as long as you can put your glasses on and be at least 6/12 in each eye and 6/9 with both eyes together.

So apart from glasses and hearing aids, if you don't meet the unconditional commercial driver's licence medical standard, you need to go to the effort of finding a DAME and applying for a Class 2 medical.

CLASS 5 MEDICAL SELF-DECLARATION

This is an option if you want to get an RPL. It's an alternative to the Basic Class 2. As the title suggests, there's a bit of trust involved. You need to do some online training and meet some pretty basic health and fitness requirements. In return, your operational limits are stricter than for a Basic Class 2, and include:

- Private day VFR flight;
- MTOW no more than 2000 kg
(which covers pretty everything private pilots fly);
- No more than 1 passenger;
- No operational ratings;
- No aerobatics or formation flying.

Your Medical

RECREATIONAL AVIATION MEDICAL PRACTITIONER'S CERTIFICATE (RAMPC)

Like the Basic Class 2, you can get this one from any doctor who does medicals for commercial vehicle drivers. And like a Basic Class 2, it's less flexible because it's not issued by a DAME. It requires you to meet the Austroads **unconditional private** driver's licence medical standard (so less stringent than the Basic Class 2), and of course it comes with restrictions:

- Single-engine piston aircraft with MTOW no greater than 1500 kg;
- Day VFR;
- No more than 1 passenger;
- No aerobatics.

As for the Basic Class 2, you may have medical conditions that disqualify you, but don't stop you from going to the effort of finding a DAME and doing a normal Class 2 medical exam, and getting through that because the DAME can say, *"Yes, you have a condition that could disqualify you, but I'm a DAME and I know how we can manage that."*

So there are a few options, which is handy if you live 500 miles from the nearest DAME. But if you want to be relatively unrestricted, to fly at night and to fly upside-down, you need to see a DAME and get the good old Class 2. As for the other options being cheaper, weigh up the savings against what an hour of flying costs, and you may decide that a Basic Class 2, a Class 5 self-declaration, or the RAMPC are options just because they're easier, not because they're cheaper, and you can live with the restrictions.

BEING OUT OF ACTION

Another rule that I'm sure a lot of pilots overlook is about being unfit to fly for certain periods. If you're unfit to fly for more than 30 days (or 7 days if it's a Class 1 medical), you are required to get a certificate from a DAME saying you're good to go. If you have a RAMPC, you only need to see a normal doctor who can give you the appropriate certificate.

Your Medical

Where does it say that?

CASR Part 67 covers medicals. Subpart 67C covers medical certificates, and includes 67.155, which sets out the criteria for getting a Class 2 medical. Subpart 67D covers the driving medical standards that are relevant to flying, and Subpart 67E covers responsibilities such as that one about seeing a DAME if you're unfit to fly for more than 30 days. As with all the CASR's, they're written by lawyers for lawyers so they're full of legal mumbo-jumbo, so if you have any questions about the requirements, ask your DAME or find a knowledgeable flying instructor who may be able to help you!

Kevin



SAAA Fly-In

Thank you to Peter Hill and Stacey Collier for the following photos. The day looks like it was well attended with a number of aircraft taking the journey to Northam.



SAAA Fly-In



Aviation Humour

Plane crew when you forget to turn on airplane mode:



NOT AIRWORTHY?!?



'TIS BUT A SCRATCH!!

MEMBERSHIP RENEWAL & APPAREL

Northam Aero Club Membership & Apparel Order Form

Name: _____

Not Renewing

Address _____

Phone: _____ Email _____

Type of Membership: Adult \$55.00

Junior \$10.00

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

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

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

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

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

Club Cap \$25.00 plus \$8.00 postage

Caps also available from the Bar

Total enclosed \$ _____

If you would like to receive an invoice please tick

"Fly About" magazine Yes

No

Many thanks,

Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised



BAR

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

LEARN TO FLY

Recreational Aviation Capital of the West



Ph Errol 0428 880 149 or Kevin 0434 000 217

www.northamaeroclub.com

NEXT CLUB COMMITTEE MEETING

Sunday 13th Oct 2024 @ 13:00

Wanted - Aviation

Memorabilia

- Books
- Artefacts
- Photographs
- Old Aircraft Parts
- Signs

If it's old and historic—I'm interested

Adam Price—0428 611 797

NAC Club Aircraft Bookings



Enquiries— Matt Bignell

0407 873 700

CLASSIFIEDS

Northam Aero Club Merchandise

Club Polo Shirts with name and club logo—\$35.00

Club Caps with logo—\$25.00

available at the bar or Postage—\$10.00 per order

Stubbie Holders—\$7.00

available at the bar or

Postage —\$8.00



**Western
Airmotive
Pty Ltd**

30 Eagle Drive Jandakot
Western Australia 6164
Ph: +61 8 9332 7655
E: airspares@westernair.com.au
www.pilotshopwa.com.au

FOR ALL OF YOUR FABRIC COVERING NEEDS

**POLY
FIBER**
Aircraft Coatings

Randolph
Aircraft Products

CECONITE

Aircraft Spruce
SINCE 1959
& Specialty Co.
Dealer

**"For all your aircraft parts
and pilots' supplies"**

NAC Club Contact List



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

Membership Officer

Heather Deegan

E: heatther1957@gmail.com

T: 0428 738 808

Aircraft

Dave Beech

E: daveb3314@gmail.com

T: 0438 016 903

House & Grounds

Trevor Sangston

E: trevorsangston@inet.net.au

T: 0417 183 160

Flight Training

Kevin Lathbury

E: Kevinlouse62@gmail.com

T: 0434 000 217

Flight Training

Ray Challen

E: ray@challen.com.au

T: 0408 321 262

Editor Fly About

Paul Blain

E: paul.blain@bigpond.com

T: 0427 909 412

NAC Cessna 172 — VH-PGL

Hire Fee Structure

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

Pre-paid Discounted Block Rates Available

- 5 hours - less 5%
- 10 hours - less 10%
- 20 hours - less 15%

Student pilots may use the discounted block rate for aircraft hire costs only. Instructor fees remain as fixed price.

For all further enquiries please contact:

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

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

NEXT CLUB COMPETITION

9:00 am Sunday 13th Oct 2024

Cheers,

Dave McFarlane

Club Captain **0428 743 031**

