

FLY ABOFT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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Presidents Report

Hi all again. A lot of good news around the club.

A big welcome to our newest member Bradley Mortimer.

Wyalkatchem Fly In will now be held on Saturday 23rd April 2016.

Gren Putland has finalised the long and arduous tasks required by WA Tourism to gain our last monies for the National Ballooning Championships. Thanks again to Gren and the hardworking Committee, the Aero Club has made over \$30,000 from that one event. They have very generously donated \$10,000 of that to the SIDs work that had to be done on PGL . The National Ballooning Championships Committee has also made available \$5,000 towards a scholarship for Aviation. I would sincerely like to, once again, thank you to all volunteers and sponsors that made the Ballooning Event such a magnificent success.

We have been approached to run the Championships again in 2017 and already people have put their hand up to be a part of it.

Our Annual Dinner will be held on Saturday 16th July 2016 and the Annual General Meeting to be held on Friday 29th July 2016.

We also have the Russian Balloonist Fedor attempting to break Steve Fosset's Round the World record in August.

WALAC will be held on Saturday 22nd October with registrations on Friday 21st October 2016. For WALAC we are requiring Members or friends to help out in this event so don't be backwards in putting your name down.

Both our Instructors Kevin and Charles are happy to take on new students or BFR or TIFS, PGL is always ready to take to the skies.

Dont forget to use your carby heat in this cooler weather.

Happy Flying,

Errol

Club Captains Report

Fair flying weather for TEAM NAC APRIL FLYING COMP.

Low cloud /promise of rain but OK for circuits.

SO... TIMED CIRCUIT/RADIO CALLS/SPOT LANDING.

Sunday 10th April 9 a.m. Northam Airfield.

We all gathered in the Flight Office for a quick briefing.

Each Pilot nominated his own circuit time so not a race, each pilot placed his "Nominated Time" slip in a sealed envelope and handed same to Judges for the debrief when, with all pilots and crew present, each envelope was opened and the "Nominated Time" for each pilot was posted on the results board;

This "Nominated Time" was then compared to the actual time for each pilot, closest/least difference was worth 50 points, next closest 40 and so on.

Also judged was "Spot Landing" on the Runway Keys (appr 30 metres in length), worth 10 points and most Pilots managed this, but concentration is a must!

Third component of the judging was based on correct Radio Calls(70).

All Pilots were given a detailed Comp sheet with full radio calls etc. both on the day and especially 30 days prior, so we all always have plenty of opportunity to read/practice even fly a few practice circuits -as good a reason as any to go flying/stay current eh?

Scores were very competitive by all Pilots, we all had a good time.

JUDGES' COMMENTS:" Perfect Radio, all flew safely and we found the landings most entertaining!

RADIO: Matt Bignell. TIMES/RUNWAY: Shaun, Megan & Junior Member Mikayla!

Thank You Judges. We really appreciate what you contribute to the Comps. and Thank You Ladies for a very nice Morning Tea! MARG, MEGAN and BETH!

RESULTS:	First	Cessna 152	VH-BFC	Peter Hill.
	Second	Cessna 172	VH-PGL	Ashley Smith
	Third	PA28-235	VH-CEU	Howie & Gail Pietersie.
	Fourth	Cessna 172	VH-PGL	Dave & Marg McFarlane.
	Fifth	Cessna 172	VH-PGL.	Ian Berry.

Low cloud and rainy conditions meant a few TEAM NAC PILOTS did not get to Northam, we missed them!

Never mind, see you next Comp Sunday 8th May eh?

NEXT FLYING COMP is SUNDAY 8th MAY---"A BRIDGE TOO FAR"

A mini cross country air trial with lots of work for Observer too.

Bring your Mum-it is Mother's Day 8th of May.

also VE Day-end of WW2 in Europe - best Mother's day present that would be-to know your Son is coming home in one piece.....(LEST WE FORGET).

Until then,

FLY THAT SKY! Peter Hill, Club Captain NAC 0450415947 prh@aurora.net.au

ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting

NORTHAM AERO CLUB

Friday 29th July 2016

NAC Club Rooms

7.30pm

AGENDA ITEMS

- Election of Office Bearers**
- Notices of Motion**

(Please bring a small plate of food for fellowship at the conclusion of the meeting)

The names of the candidates proposed as Officers of the Club with the names of their proposers and seconders shall be in the hands of the Secretary 21 days before the date of the Annual Meeting (8th July 2016). The names shall be posted in the Club for 14 days before the Annual General Meeting.

Nomination Form

Nomination is hereby made for the position of:

*President *Vice President *Secretary *Treasurer

*3 x Committee Persons (2 year)

Nominee _____

Signature _____

Position _____

Proposer: _____

Seconder: _____

***To be in the hands of the Secretary by Friday**
8th July 2016

(PO Box 247 Northam WA 6401)

SAAA Chapter 16

In conjunction with SABC

Invite you to:

Ch16 Fly-In for Lunch



Come to Lunch on Sunday 1st May 2016

YSEN - Serpentine Airfield

286 Yangedi Road, Hopeland 6125

Home of Amateur Built Aircraft

There is no programme, no timetable, no arrival or departure slots, no charge, no car clubs, no need for an ASIC, just come along and meet your friends and show off your airplane.

Let's keep the circuit busy all day.

Bunbury Aero Club Big Breakfast is on in the morning, so having somewhere to go after breakfast is a great idea. Just a short, less than 1 hr, flight up from Bunbury, and you can catch up with old friends, show off your aircraft in a Fly past, and enjoy morning tea and/or a nice light lunch prepared by the Ch16 ladies.

Put the date in your diary, all your friends will be there, don't miss it.

Contact Bo Hannington for more information

0427 044 156 or Bo@elbo.com.au

Quick Quiz

Question 1

A wind in a terminal area forecast expressed as VRB30G45 would:

Always be associated with closely spaced isobars around a trough

Be improbable, since variable wind directions are only associated with light winds and high pressure systems

Probably be associated with a thunderstorm

Always be associated with closely spaced isobars around a ridge

Question 2

The validity of a METAR is:

3 hours

6 hours

30 hours

Not applicable

Question 3

The wind direction is given in degrees:

Magnetic in both area and aerodrome forecasts

Magnetic in an area forecast, and true in an aerodrome forecast

True in both area and aerodrome forecasts

True in an area forecast, and magnetic in an aerodrome forecast

Question 4

In a METAR for YAAA, the figures quoted immediately before the QNH read 9/8, and at YBBB they read 10/8. This means that, at place YAAA, the dry bulb is 9C and the:

Dew point is 8C and fog is closer to forming at YAAA than YBBB

Wet bulb is 8C and fog is closer to forming at YAAA than YBBB

Dew point is 8C and fog is closer to forming at YBBB than YAAA

Wet bulb is 8C and fog is closer to forming at YBBB than YAAA.

Question 5

A TAF includes the following:

INTER 0710/0714 2000 -SHSN

This forecasts, between the times indicated:

Showers and snow of expected duration 30 to 60 minutes

Showers of snow of expected duration 30 to 60 minutes

Showers and snow of expected duration less than 30 minutes

Showers of snow of expected duration less than 30 minutes

Benalla Vic.—Darwin N.T.

Another great adventure was undertaken towards the end of March by myself and my little sister Delwyn. We made the great trek North in our small Cherokee 160 VH-RTL (Rattles).

It was a wonderful way to spend Easter. Our trip started Good Friday with a lunch time departure from Benalla, Vic. YBNA headed for Broken Hill, NSW and a welcome overnight stop at the Caledonian B & B. It never ceases to amaze me just how friendly people in outback Australia are! Our host Barb drove to the airport to pick us up and save us the cost of a Taxi fare; she then proceeded to drive us around Broken Hill for a grand tour, just amazing hospitality.

We were up very early on Easter Saturday and out at the airport just before daylight. A quick daily inspection and we were airborne and heading for Birdsville, YBDV, just as the sun rose over the horizon.

The leg to BDV was very easy run with lots of great navigation points, and a healthy ground speed of 125 knots thanks to a favourable tailwind.

A fuel stop at BDV saw us pay \$603 for a fill up (over \$3.10 per litre).

We loaded on a couple of 20 litre drums for a mid leg refuel for the next run to Tennant Creek (480nm).

The Tennant Creek leg was across the Simpson Desert and there is very little by way of landmarks or useful navigation points, but holding a steady heading and using my DR skills we arrive overhead Elkdra Station exactly on time and track. We landed at the Station and topped up the tanks with the fuel from the drums.

The station owner Amber Driver came out to meet us and drove us up to the homestead for a very welcome cuppa and some lunch.

Again some amazing hospitality from people in the bush. Amber is the proud owner of a Cessna 206 and regularly makes trips into “The Alice” for provisions for the station.

We arrived at Tennant Creek at around 4pm to find that the only Taxi in town had shut up shop and left town so we were essentially stranded with no where to go.

Our original choice for accommodation was 20km from town so that was not an option any longer. A few phone calls later the lovely fuel agent and owner of the Outback Caravan Park had arranged a cabin and a ride from the airport for us.

Next Morning she had to dip the fuel tanks at the airport and was at our room to pick us up (at no cost) at 6am.

Again some amazing hospitality from people in the bush.

We headed off toward Tindal, YPTN and as it was Easter it was not an active CTA and our entry, refuel and exit was simple.

Our only tiny little bit of trouble on the trip was as we approached Manton Dam, (the VFR entry point for Darwin) We were instructed to change frequency, and as I did so, “KAAPUT” the radio died! Half a mile from the control zone boundary and no-one talking to us. We very quickly carried out an orbit and descended to below the control step whilst selecting a transponder code of 7600. After a few moments we had compiled a plan of action and headed for a small ALA not too far from Darwin called Emkaytee. We landed safely and were treated to another cuppa and some lunch from the CFI at the Top End Flying Group, Rene. I made a couple of phone calls to cancel my sartime and to let the Ops Controller at Darwin know we were safe. It was good to know that the 7600 squawk had worked and Darwin Radar was able to watch us all the way into MKT.

After 3 days of trying to source a replacement radio for RTL I sent out a cry for help for our wonderful membership.

Within 24 hours I had at least 5 offers of replacement Narco 120s from all over Australia. I can’t thank you all enough for the amazing support you provided. RTL is now back in the air with dual coms and a repaired original as a spare, all for a total \$800. All in all a fantastic trip to the Top End. I would urge each and every one of you to add a trip like this to your bucket list and do it.

Cheers, MJ.



Delwyn at the controls of RTL
high over the Simpson Desert

RTL on the runway at
Elkedra Station.

Note the letter box adja-
cent to the runway for
the once weekly mail
plane.



**Hangar Space available
for small aircraft,
e.g. Jabiru or similar
\$150 month.**

**Bob Emery 0419 043 583.
bobemery51@gmail.com**



"De Havilland Chipmunk pictured December 1969 at the site of the future NORTHAM AIRFIELD. You can see WITHERS ST behind and in the background, and the trees are still recognisable as the same today!"

Can any of our Members/Readers expand on this with background information etc?
Good news is that VH-RSK is alive and well today, fully restored into its former military garb, (see inset).

For Sale
Cessna Skyline 11 R182 RG 1978 IFR
All Offers Considered



Cessna Skyline 11 R182 RG 1978 IFR

100 Hour service done October 2015. TTIS 5620. PTR 270 ETR 300

Auto pilot, ADF 300, Sunair HF, Transponder, 300A Navomatic

Leather interior in immaculate condition, recently painted May 2015.

New Nav Com Radio MX-385 fitted October 2014

New Exhaust's and muffler Nov 14

Brake Linings replaced Nov 14

Carby rebuilt and new gaskets & parts Nov 14

Air switch replaced Nov 2014

New battery June 2013

Windscreen replaced January 2009 & purchased interior sun shades

Auto Pilot, DME, 2* Nav Com.

One private owner last 12 Years

Fast and comfortable to fly, holds the heading and the height really well.

Sids due July 2016.

All offers considered

Located in Jandakot West Australia

Delivery can be arranged.

Contact Paul North 0419 046 595



Merchandise – Northam Aero Club

Club Caps with logo –\$20
One size fits all

Club Shirts with name and club logo - \$35.00
Colours Blue with yellow trim or Red with blue trim
100% breathable polyester jersey knit, snag resistant
Knit collar with contrast tipping. Postage \$10.00 per order

Order Form

Full Name

Postal Address

.....Phone:

Male/ Female	Size	Name on Shirt

Mens sizes: S M L XL 2XL 3XL 5XL

Womens sizes: 8 10 12 14 16 18 20 22 24



NORTHAM AERO CLUB

BAR ROSTER 2015—2016

FEBRUARY		
6th-7th	-	Matt
13th-14th	-	Ashley
20th-21st	-	Howie
27th-28th	-	Peter

MAY		
1st	-	Ashley
7th-8th	-	Howie
14th-15th	-	Peter
21st-22nd	-	Crofty
28th-29th		Gail

MARCH		
5th-6th	-	Crofty
12th-13th	-	Gail
19th-20th	-	Matt
26st-27th	-	Ashley

JUNE		
4th-5th	-	Matt
11th-12th	-	Ashley
18th-19th	-	Howie
25th-26st	-	Peter

APRIL		
2nd-3rd	-	Howie
9th-10th	-	Crofty
16th-17th	-	Gail
23rd-24th	-	Matt
30th		Ashley

JULY		
2nd-3rd	-	Crofty
9th-10th	-	Gail
16th-17th	-	Matt
23rd-24th	-	Ashley
30th-31st		Howie

Bar Hours

Sat. 5pm—7 pm

Sun. 5pm—7pm

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

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

SURFACE MAIL
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TO:

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NEXT CLUB COMPETITION

9am Sunday 8th May 2016

NEXT CLUB MEETING

The next Northam Aero Club Committee Meeting
will be held at the club rooms on
Sunday 8th May 2016 at 12.00 noon
