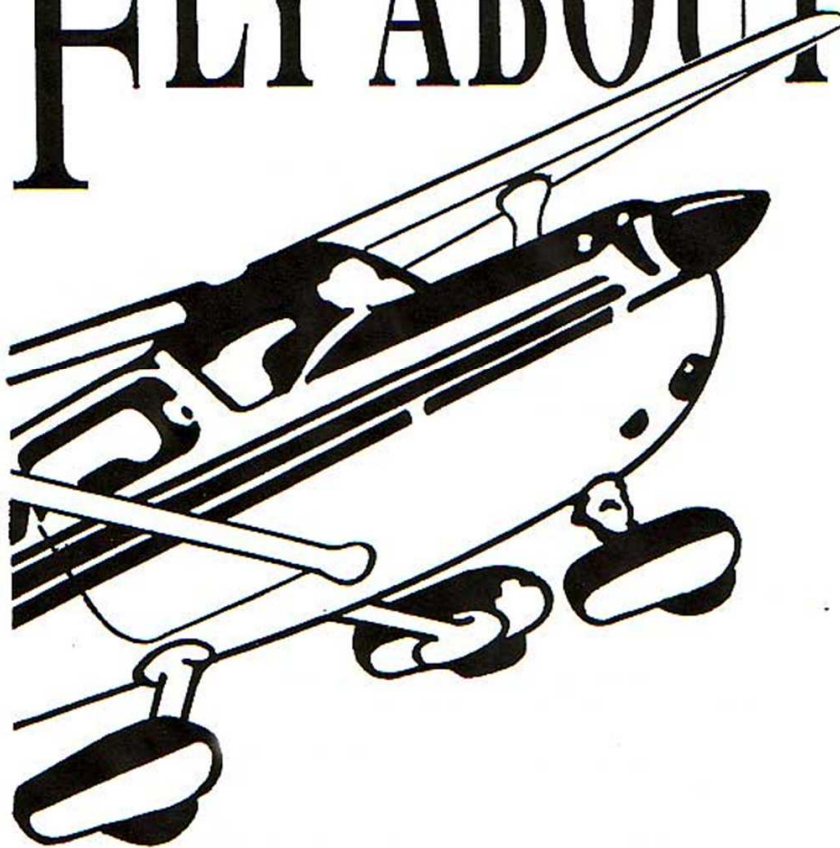


FLY ABOUT



OFFICIAL Organ OF THE NORTHAM AERO CLUB (INC)

POST OFFICE BOX 247 NORTHAM WA 6401

Print Post Approval No: 639955/00013

Volume 44 Issue No.1

January 2013



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Club Captains Report

Sunday 13th January 2013

The Flying Comp had to be cancelled due to forecast heavy rain and strong winds.

I had spoken to Ian Hurst of Pearce Flying School and we both agreed that it would be safer to cancel.

The old saying “Better to be safe than sorry” we may schedule later down the track.

Talking of down the track we are looking at holding a Search and Rescue on our Open Day to be held on Sunday 14th April 2013 and if anyone else would like to fly in the competition please let me know we may even be able to have prize money.

So don't THINK about being a part of it give me a call and be a part of it.

Until next comp watch out for those thunder storms and safe flying.

Cheers, Errol

OPEN DAY

JUNIOR HAWKS
GLIDER FLIGHTS
BALLOON ADVENTURES
TIGER MOTH
MODEL AIRCRAFT
FLYING SCHOOLS
SKYDIVE EXPRESS
AIRCRAFT ON DISPLAY



SUNDAY APRIL 14TH 2013

OPEN DAY

FREE ENTRY
NORTHAM AERO CLUB
WITHERS STREET
NORTHAM
COOL DRINKS
HAMBURGERS
ICE CREAMS



Club Presidents Report

Welcome back to everyone I hope you all had a Merry Christmas and Happy New Year without overindulging too much.

This year promises to be an exciting time around the club as we have been successful in obtaining funding to ensure all equipment updates are going ahead as planned.

A new patio area is planned for our humble Club House and hopefully will be up and running in time for our Open Day Sunday April 14th 2013.

Speaking of which we will be including passenger flights on the day during our Club Competition and hoping to have many aviation enthusiasts with an emphasis on flight safety programs. We will also see our junior aviators with the Junior Hawks program and Air Cadets being represented on the day.

The maintenance work has been completed to date by the Shire and I think you will all agree it is a vast improvement.

We are lucky enough to have some very enthusiastic volunteers that work around the grounds on a weekly basis to keep our Aero Club looking good.

See you soon around the Club House

Les

VALE.

PETER JOHN DEMPSTER.

Peter Dempster was a member of a Western Australian pioneering family, some members of whom played a significant part in the development of the Northam District.

Peter was, like his father Peter Snr, and his son Anthony, a dedicated and consummate aviator.

He was the first of the 3 to fly, buying a Tiger Moth in the early 1960s' and trained with Royals in Perth. The Tiger was regularly seen travelling between the families farming interests at Grass Valley and Southern Brook carrying out inspections of troughs, dams and livestock movements.

If you happened to be a friend of Peters and he saw you going about your duties on your farm, you became aware of the fact that he was in the area. He was a very careful pilot, aware of his and his aircrafts capabilities and limitations.

After the Tiger, he was the owner of another aircraft for a short period before buying a Bonanza. At the same time he bought a Ceres for crop dusting and spraying on their farms.

In the early days of the NAC, the club was offered the use of the Dempster landing field at Grass Valley whilst we transited from our original site to current location. He was a member for a while of the Aero club, and a great supporter.

Peter and his father entered in a few of the BP Air Trials.

As he became more involved in civic affairs, for which he sort no public recognition, his involvement in aviation declined. Peter never beat his own drum and had, in my book, an unequalled intellectual capability which was demonstrated in his approach to all matters.

There was a strong rumour that he used to fly to Rottnest every Saturday morning for the families weekly supply of bread, which he neither admitted or denied. Such is the stuff of local legend.

He was a thoroughly decent man. An attendance of nearly 800 at his funeral indicated that.

AVIATION WEATHER PRODUCTS

Aerodrome Forecast (TAF)

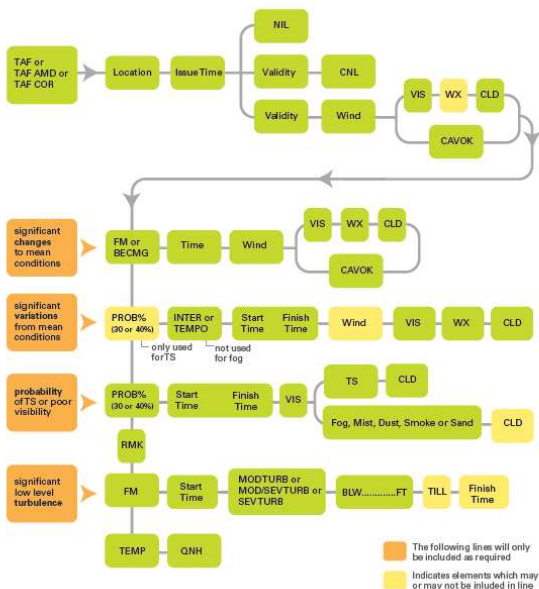
Bureau of Meteorology · Weather Services · Aviation



TAF AMD YMML 292330Z
3000/3106 14008KT 9999
NSW SCT030
FM301100 14003KT 3000 HZ
BKN009
PROB40 3017/3023 0400 FG
RMK
T 14 15 17 14 Q 1016 1014
1013 1014

A TAF is a coded statement of meteorological conditions expected at an aerodrome and within a radius of five nautical miles of the aerodrome reference point.

The format of an Australian TAF is as follows:



Explanation of TAF Elements

Identifier

TAF	Aerodrome Forecast
TAF AMD	Amended Aerodrome Forecast
TAF COR	Corrected Aerodrome Forecast
TAF .. CNL	Cancelled Aerodrome Forecast
TAF .. NIL	Aerodrome Forecast will not be issued
PROV TAF	Provisional Aerodrome Forecast

Code	Weather Descriptor
MI	shallow
BC	patches
PR	partial
DR	drifting
BL	blowing
SH	showers
FZ	freezing
TS	thunderstorm

Code	Weather Phenomena
DZ	drizzle
RA	rain
GR	hail
SN	snow
SG	snow grains
DU	dust
SA	sand
SS	sandstorm
DS	duststorm
GS	small hail/snow pellets
FG	fog
BR	mist
FU	smoke
HZ	haze
PO	dust devil
SQ	squall
FC	funnel cloud
VA	volcanic ash
IC	ice crystals
PL	ice pellets

Prefix	Weather Intensity
+	Heavy
no prefix	Moderate
-	Light

Code	Cloud Amount
FEW	few (1 to 2 oktas)
SCT	scattered (3 to 4 oktas)
BKN	broken (5 to 7 oktas)
OVC	overcast (8 oktas)
NSC	nil significant cloud
SKC	sky clear

Code	Cloud Type
CB	Cumulonimbus
TCU	Towering Cumulus

Location

The location is given by either an ICAO location indicator or an approved Airservices Australia abbreviation.

Issue Time

The issue time of the TAF is expressed in a six-figure group followed by the code letter Z, e.g. 202230Z gives an issue time of 2230 on the 20th day of the month UTC.

Validity

The period of validity is given in the format ddhh/ddhh, where dd is day of the month and hh is hour UTC, e.g. 2100/2206, which gives a 30 hour validity period from 0000 on the 21st to 0600 on the 22nd UTC. Note that 00 is used to indicate periods of validity beginning at 0000 UTC; and 24 is used to indicate periods of validity ending at 2400 UTC.

Wind

The wind direction is given in degrees True, rounded to the nearest 10 degrees. A variable wind direction is given as VRB (used when the forecasting of a mean wind direction is not possible).

The wind speed is given in knots (KT).

The maximum wind gust is included, after the letter G, if it is expected to exceed the mean by 10 knots or more, e.g. 28020G30KT gives a wind direction of 280° True, with a mean speed of 20 knots, and a maximum gust of 30 knots.

Visibility

The horizontal visibility is given in metres in increments of 50 metres when visibility is forecast to be less than 800 metres; in increments of 100 metres when forecast to be 800 metres or more but less than 5,000 metres; and in increments of 1,000 metres when forecast to be 5,000 or more but less than 10,000 metres. Visibility is always given in a four figure group: e.g. 500 metres is given as 0500. Forecast visibilities of 10 kilometres or more are given as 9999. Visibility is not given when CAVOK is forecast.

Weather

Forecast weather is expressed using the abbreviations in the tables on the left.

Intensity is indicated for precipitation, duststorms, sandstorms and funnel clouds (tornadoes and water spouts). In these cases, the weather group is prefixed by - for light and + for heavy; moderate intensity has no prefix, e.g. +TSRA means thunderstorm with heavy rain; DZ means moderate drizzle; -RA means light rain.

After a change group, if the weather ceases to be significant, the weather group is replaced by NSW (nil significant weather) or CAVOK if appropriate.

Cloud

Cloud information is restricted to cloud with a base below 5000 feet or the highest 25 nautical mile minimum sector altitude, whichever is greater, and cumulonimbus (CB) and towering cumulus (TCU) at any height. It is given from the lowest to the highest layers in accordance with the following rules:

- 1st group: the lowest layer regardless of amount
- 2nd group: the next layer covering more than 2 oktas
- 3rd group: the next higher layer covering more than 4 oktas
- Extra group for cumulonimbus when forecast but not at any of the layer heights given above.

Cloud amount is given using the following abbreviations in the table on the left. Cloud height is given as a three-figure group in hundreds of feet above the aerodrome, e.g. cloud at 700 feet above the aerodrome is shown as 007.

Cloud type is identified only for CB and TCU, e.g. FEW030CB.



CAVOK

The abbreviation CAVOK (Cloud And Visibility and weather OK) is used when the following conditions are forecast simultaneously:

- Visibility is 10 kilometres or more
- No cloud below 5000 feet or below the highest 25 nautical mile minimum sector altitude whichever is the higher; and no cumulonimbus at any height
- No weather of significance to aviation, i.e. none of the weather listed in the weather table

Significant Changes and Variations (FM, BECMG, INTER, TEMPO)

Significant changes and variations will be included when the changes and variations are expected to satisfy amendment criteria. It should be noted that these changes relate to improvements as well as deteriorations.

The term **FM** is used when one set of prevailing weather conditions is expected to rapidly change to a different set of prevailing weather conditions. The indicator is the beginning of a self-contained forecast, with the new conditions applying until the end period of the forecast or until the commencement time of another FM or BECMG group.

The term **BECMG** is used when one set of prevailing weather conditions is expected to change, during the given period, to a different set of prevailing weather conditions. The indicator is the beginning of a self-contained forecast, with the new conditions applying until the end period of the forecast, or until the commencement time of another BECMG or FM group.

Following any change group (FM or BECMG) there will be information on wind, visibility, weather and cloud; except when CAVOK is given or when fog is forecast.

Following any change group (FM or BECMG) when there is nil significant weather forecast the abbreviation NSW is used; and the abbreviation SKC will be used when the sky is forecast to be clear.

The terms **TEMPO** and **INTER** are used to indicate significant temporary or intermittent variations from the prevailing conditions previously given in the TAF. TEMPO is used for periods of 30 minutes or more but less than 60 minutes. INTER is used for periods less than 30 minutes.

PROB

The term PROB is used if the estimated probability of occurrence is 30 or 40% (probabilities of less than 30% are not given), and is only used with reference to thunderstorms or poor visibility (less than the alternate minimum) resulting from fog, mist, dust, smoke or sand. If the estimated probability of occurrence is equal to or greater than 50%, reference is made to the phenomenon in the forecast itself, not by the addition of a PROB. When using PROB with thunderstorms, INTER and TEMPO are also included whenever possible to indicate the probable duration. Where PROB is used without one of these, the likely period of occurrence will be deemed to be one hour or more. For example:

PROB30 INTER 1205/1211 5000 -TSRA BKN040CB

indicates a 30% probability of deteriorations of less than 30 minutes due to thunderstorms with light rain between 0500 and 1100 UTC on the 12th.

PROB40 TEMPO 1102/1113 3000 TSRA BKN040CB

indicates a 40% probability of deteriorations of 30 minutes or more but less than 60 minutes due to thunderstorms with moderate rain between 0200 and 1300 UTC on the 11th.

PROB30 1005/1014 1000 +TSRA BKN040CB

indicates a 30% probability of deteriorations of one hour or more due to thunderstorms with heavy rain between 0500 and 1400 UTC on the 10th.

RMK

RMK (remarks) precedes information on Turbulence (if forecast), Temperatures and QNH

Turbulence

Special reference is made in TAF to hazardous turbulence, other than that associated with CB and TCU, that may endanger aircraft or adversely affect their safe or efficient operation. The TAF contains information on commencement time (FMddhhmm), the expected intensity (moderate [MOD] or severe [SEV]) and the vertical extent (BLW.... FT). TILLddhhmm is used to indicate the cessation of the turbulence when this is expected before the end of the TAF validity.

Air Temperature

Air temperature, preceded by the letter T, is given in whole degrees celsius using two figures. If the temperature is below zero, the value is prefixed by the letter M (minus). Forecasts of air temperature are given at three-hourly intervals, for a maximum of nine hours, from the time of commencement of validity of the forecast. They are given for the times HH, HH+3, HH+6 and HH+9, where HH is the time of the commencement of the TAF validity. They are point forecasts for these times but are valid for, in the case of the first value, ninety minutes after the time point HH; and, for subsequent values, ninety minutes each side of the time point.

QNH









QNH, preceded by the letter Q, is given in whole hectopascals using four figures. Forecasts of QNH are given at three-hourly intervals, for a maximum of nine hours, from the time of commencement of validity of the forecast. They are given for the times HH, HH+3, HH+6 and HH+9, where HH is the time of the commencement of the TAF validity. They are point forecasts for these times but are valid for, in the case of the first value, ninety minutes after the time point HH; and, for subsequent values, ninety minutes each side of the time point.

TAF Examples

TAF YMAY 022230Z 0300/0312 35010KT CAVOK
FM030800 31018KT 9999 SHRA BKN025 OVC100
INTER 0308/0312 31020G40KT 3000 +TSRA BKN010 SCT040CB
RMK FM030600 MOD TURB BLW 5000FT
T 23 24 28 33 Q 1012 1013 1014 1009



Aerial view of Albury Airport, courtesy of Creative Commons.

FORECAST	DECODE
TAF	Aerodrome Forecast
YMAY	Location indicator for Albury Airport
022230Z	TAF issued at 2230 on the 2nd day of the month UTC
0300/0312	Validity period of TAF is from 0000 to 1200, on the 3rd day of the month UTC
35010KT	Wind will be from the north (350 degrees True) at 10 knots
CAVOK	Cloud, visibility and weather ok
FM030800	Significant changes to the mean conditions are expected to commence from 0800 on the 3rd UTC, and to persist (at least) until the end of the forecast period.
0000	<div><div>FM ↓ 0800</div><div></div><div>1200</div></div>
TAF START	TAF FINISH
Note that there will be intermittent variations to the new mean conditions (refer INTER below)	
31018KT	Wind will be from the northwest (310 degrees True) at 18 knots
9999	Visibility will be 10 kilometres or more
SHRA	Weather will be moderate showers of rain

BKN025	Cloud will be broken (5 to 7 oktas) with base at 2500 feet above the aerodrome
OVC100	There will also be overcast cloud (8 oktas) with base at 10000 feet
INTER 0308/0312	There will be intermittent (periods of less than 30 minutes) variations to the previously given mean conditions. Period of INTER is 0800 to 1200 on the 3rd UTC
31020G40KT	Intermittently the wind will be from the northwest (310 degrees True) at 20 knots gusting to 40 knots
3000	Visibility will be 3000 metres
+TSRA	Weather will be thunderstorms with heavy rain
BKN010	Cloud will be broken (5 to 7 oktas) with base at 1000 feet above the aerodrome
SCT040CB	There will also be 3 to 4 oktas of cumulonimbus cloud with base at 4000 feet
RMK	Remarks section follows
FM030600	From 0600 on the 3rd UTC, expect moderate turbulence below 5000 feet
TURB BLW 5000FT	
T 23 24 28 33	Forecast air temperatures at 00, 03, 06 and 09 UTC are 23, 24, 28 and 33°
Q 1012 1013 1014 1009	Forecast QNH at 00, 03, 06 and 09 UTC are 1012, 1013, 1014 and 1009hPa.



Launceston Airport, photo by K Spilling, courtesy of Creative Commons.

**TAF COR YMLT 212240Z 2200/2218 31015G28KT 6000 -RA BKN010 OVC100
TEMPO 2209/2218 2000 +TSRA BKN005 SCT040CB
RMK
T 25 21 18 15 Q 1014 1013 1013 1011**

TAF	DECODE
TAF	Aerodrome Forecast
COR	This TAF is a correction to the previously issued TAF
YMLT	Location Indicator for Launceston Airport
212240Z	TAF issued at 2240 on the 21st day of the month UTC
2200/2218	Validity period of TAF is from 0000 until 1800 on the 22nd of the month UTC
31015G28KT	Mean wind is expected to be from 310 degrees True at 15 knots with gusts to 28 knots
6000	Visibility will be 6000 metres
-RA	Weather will be light rain
BKN010	Cloud will be broken (5 to 7 oktas), with base at 1000 feet above the aerodrome
OVC100	There will also be overcast cloud, with base at 10,000 feet above the aerodrome
TEMPO 2209/2218	There will be temporary variations (periods of 30 to 60 minutes), to the previously given mean conditions, during the period 0900 to 1800 on the 22nd.
2000	Visibility will be 2000 metres
+TSRA	Weather will be thunderstorms with heavy rain showers



Melbourne Airport, courtesy of Creative Commons.

BKN005	There will be broken (5 to 7 oktas) cloud with base at 500 feet above the aerodrome
SCT040CB	There will also be scattered (3 to 4 oktas) cumulonimbus cloud with base at 4000 feet above the aerodrome
RMK	Remarks section follows
T 25 21 18 15	Forecast air temperatures at 00, 03, 06 and 09 UTC are 25, 21, 18 and 15°C
Q 1014 1013 1013 1011	Forecast QNH at 00, 03, 06 and 09 UTC are 1014, 1013, 1013 and 1011hPa

**TAF AMD YMML 292330Z 3000/3106 14008KT 9999 NSW SCT030
FM301100 14003KT 3000 HZ BKN009
PROB40 3017/3023 0400 FG
RMK
T 14 15 17 14 Q 1016 1014 1013 1014**

TAF	DECODE
TAF	Aerodrome Forecast
AMD	This TAF amends the previously issued TAF
YMML	Location indicator for Melbourne Airport
292330Z	TAF issued at 2230 on the 29th day of the month UTC
3000/3106	Validity period of TAF is from 0000 on the 30th until 0600 on the 31st UTC
14008KT	Mean wind is expected to be from the southeast (140 degrees True) at 8 knots
9999	Visibility will be 10 kilometres or more
NSW	There will be nil significant weather
SCT030	Cloud will be scattered (3 to 4 oktas), with base at 3000 feet above the aerodrome
FM301100	Significant new mean conditions are expected from 1100 on the 30th UTC
14003KT	Mean wind is expected to be from 150 degrees True at 3 knots
3000	Visibility will be 3 kilometres
HZ	Weather will be haze
BKN009	Cloud will be broken (5 to 7 oktas), with base at 900 feet above the aerodrome
PROB40	There is a 40% probability of conditions being the following during the 3017/3023 period 1700 to 2300 on the 30th
0400	Visibility of 400 metres
FG	Fog
RMK	Remarks section follows
T 14 15 17 14	Forecast air temperatures at 00, 06, 09 and 12 UTC are 14, 15, 17 and 14°C
Q 1016 1014 1013 1014	Forecast QNH at 00, 06, 09 and 12 UTC are 1016, 1014, 1013 and 1014hPa

Quick Quiz

1. You are a private license holder (PPLA) and you have been asked by some friends to take them on a trip to look at some properties to the East of YNTM. They have offered to pay for the aircraft hire, under what circumstances can you conduct the flight?
2. The proposed flight will take you from, YNTM to YCUN for a landing with 3 hours on the ground. You will then proceed to Merredin for a landing and spend 2.5 hours on the ground. On leaving Merredin you will track North to Muckinbudin for a brief stop of 30 minutes and the track direct to YGIG. You will be on the ground for another 1.5 hours before being ready to head for home (YNTM). Your passengers wish to make an early start and you have suggested a first light departure. Your departure date is January 24th 2013, at what time can you legally depart YNTM?
3. Will you have sufficient time to complete the entire trip in one day given a TAS 110 kts and a requirement to land back at YNTM before last light.
4. What is the total distance to be flown for the proposed trip?
5. What is the total fuel burn expected for the proposed trip given 4 minutes taxi at each departure point and a fuel burn of 45 litres per hour with nil wind forecast for the entire trip.

Last Months Answers

The cloud most common in the photograph was Cumulus Humilis or Fair Weather Cumulus.

The official abbreviation for this type of cloud is Cu.

The amount of cloud cover in oktas is 3-4

Another way of expressing the amount of cloud cover is SCT or Scattered

On-condition maintenance

Background

Some C of R holders and LAMEs believe that "**on-condition**" means fit and forget, or don't do anything until a failure occurs. The above interpretations of "**on-condition**" maintenance may cause operational surprises, which could not only prove very costly, but also jeopardise the safety of an aircraft and its occupants.

The majority of aircraft mechanical components do not fail abruptly, but give some warning or sign of the fact that they are about to fail. These warnings or signs are called Potential Failures, and are defined as *identifiable physical conditions which indicate that a functional failure is about to occur or is in the process of occurring*. The amount of warning given by different potential failures varies from microseconds to decades. Longer warning intervals mean greater maintenance task intervals.

Maintenance tasks (inspections/checks) used to detect potential failures, and consequently to avoid a total functional failure, are called "**on-condition**" maintenance tasks. This is because items are left in service on the condition that they "**continue**" to meet a desired physical condition and performance standards.

The process of "**on-condition**" maintenance is applied to items on which a determination of their continued airworthiness can be made by visual inspection, measurements, tests or other means without disassembly inspection or overhaul. The condition of an item is monitored either continuously or at specified periods. The item's performance is compared to an appropriate standard to determine if it can continue in service. These appropriate standards may relate to, but are not limited to, cleanliness, cracks, deformation, corrosion, wear, pressure or temperature limits, looseness or even missing fasteners, and are published in the applicable approved data of the aircraft or aircraft component.

"**On-condition**" maintenance means an inspection/functional check that determines an item's performance and may result in the removal of an item before it fails in service. **It is not a philosophy of fit until failure or fit and forget.**

For example, an upper or lower limit of an indicated parameter such as a fluid pressure (continuous monitoring) or monitoring of upper limits of solids content in a lubricant may indicate a component's wearing condition, etc. Failure of an item to continue to meet the specified standard will indicate that further maintenance actions are necessary.

More reading on this subject can be found at:

http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90641

Bar Roster 2013

Opening Hours

Saturday 5pm - 7pm

Sunday 5pm - 7 pm

FEBRUARY

2nd-3rd	-	Les
9th-10th	-	Matt
16th-17th	-	Heather
23rd-24th	-	Ashley

MAY

4th-5th	-	Dave
11th-12th	-	Crofty
18th-19th	-	Peter
25th-26th	-	Les

MARCH

2nd-3rd	-	Denis
9th-10th	-	Dave
16th-17th	-	Crofty
23rd-24th	-	Peter
30th-31st	-	Les

JUNE

1st-2nd	-	Matt
8th-9th	-	Heather
15th-16th	-	Ashley
22nd-23rd	-	Denis
29th-30th	-	Dave

APRIL

6th-7th	-	Matt
13th-14th	-	Heather
20th-21st	-	Ashley
27th-28th	-	Denis

JULY

6th-7th	-	Crofty
13th-12th	-	Peter
20th-21st	-	Les
27th-28th	-	Matt

IF UNABLE TO DO YOUR ROSTERED DAYS

PLEASE MAKE ARRANGEMENTS TO

SWAP WITH SOMEONE

The Manager

NEXT CLUB COMPETITION

10th February 2013

***** ****

NEXT CLUB MEETING

The next Northam Aero Club Committee Meeting will be held at the club rooms on Monday the 11th February 2013 at 7:00pm (19:00),

***** ****

Quick Quiz Prize

Congratulations to last months winner Ashley Smith

This months Quick Quiz prize for the first correct entry received by the Editor at the official Fly About email nac.editor@yahoo.com is a

Flight Planning Protractor.



To give yourself an advantage, register your email address for delivery of the Fly About electronically that way you will get delivery about 1 week sooner than the snail mail, (your snail mail issue will still arrive).

Free Members' Market

-FOR SALE-

McAuley C172TM7458 propeller
Still usable but down to minimum
chord width and diameter.
Would fit a Cessna 172 with 150hp. \$500 ono
.Contact: Noel Williams 0416744504



-WANTED TO BUY-

HANGAR NORTHAM AIRFIELD
please ring Peter Hill 0450415947
or email prh@aurora.net.au

-SITUATION WANTED-

This space available to members
FREE

Email your advertisement to
nac.editor@yahoo.com

-FOR SALE-

Used tail fin for Cessna 150M.
(Also fits earlier Cessna 152 models)
\$500 ono
Contact: Noel Williams 0416744504



-FOR SALE-

Used Rudder for Cessna 150M.
(Also fits earlier Cessna 152 models)
\$500 ono
Contact: Noel Williams 0416744504



-LIVESTOCK-

This space available to members
FREE

Email your advertisement to
nac.editor@yahoo.com

-FREE TO GOOD HOME-

This space available to members
FREE

Email your advertisement to
nac.editor@yahoo.com

Members' Profile—Bruce Rowley

My first priority is to restore my ancestral links with the land – with a greaser!!!

I am a 4th generation Australian with strong links to the land experiencing only intermittent aerial fantasies trying to survive in farming with aerial contractors, unfortunately some fatal. Earlier years in sailing introduced me to lift, propulsion and weather observation. Later farming, again to weather observation plus machinery, soil types - handy for emergency landings – power line identification and livestock behaviour – handy for dodging cattle on the airstrip!!!

But flying – DC3, Fokker, Viscount, 707, oh that's passenger – Airborne Trike scared the hell out of me, never forgave my son for that experience.

Time passed to retirement, time on my hands, Pearce Flying Club down the road, family in distant country areas infrequently visited, oh to hell with long hours driving this flying has to be an option.

On starting to disburse my superannuation I remember my instructor questioning whether I intended a long life. At 66 and not realising the significance of the question I answered I reckoned I had another 10 years left. Well flying safety was behind his question and I have never forgotten. Now 6 years later and my prediction getting closer to expiring I have pushed my expectation out another 15 years.

After many hours in a Piper Warrior with 3 different instructors, finding Boyup Brook instead of Manjimup on my first Nav did not convince that my 20 years experience with GPS had to be better than what I was learning. Endeavouring to get the theory through the aging brain cells, needed a bit of extra help there!! Progressing to the restriction of aeroplane ownership for what I had in mind became obvious, if it was not parked at home and not have the ability to traverse the country without having to stop at every available fuel outlet and not be able to carry a reasonable cargo.



Enter the Maule STOL. 4 person, 7 hours endurance and able to land in the house paddock. After a couple of days of precision aircraft handling with Ralph Burnett this basic, responsive, versatile aircraft exceeded my expectations. Having the keys to your own aeroplane parked in the shed for immediate access ensures maximum usage.

Grand children in Pilbara are now only a few hours away, small landing areas, no problem and previous favourite 4WD destinations take on a different aspect.

As long as the superannuation holds out I will continue to enjoy NAC fellowship, assist Angel Flight and regularly see the grand children.



“Enter the Maule”





www.mauleairinc.com

2013 Maule Aircraft Buyer's Guide

2099 Georgia Highway 133 South – Moultrie, GA 31788
Sales Phone (229) 985-2045 ext. 4930 – Fax (229) 890-2402

MX-7 Series Performance Specifications

MX-7 Series 180HP Models	Oleo Strut Gear	Aluminum Spring Gear	Nosewheel
	MX-7-180B	MX-7-180C	MXT-7-180
Engine (Lycoming) (2000 hr. TBO):	0-360-C1F	0-360-C1F	0-360-C1F
Gross Weight	2500 lbs. (1136 kg)	2500 lbs. (1136 kg)	2500 lbs. (1136 kg)
Empty Weight (avg.):	1438 lbs. (654 kg)	1483 lbs. (674 kg)	1528 lbs. (695 kg)
Useful Load (avg.):	1062 lbs. (483 kg)	1017 lbs. (462 kg)	972 lbs. (442 kg)
Stall Speed (full flaps / power off / light weight)	40 mph (35 kts)	40 mph (35 kts)	40 mph (35 kts)
Take Off, Ground Roll (light weight):	300 ft. (92 m)	300 ft. (92 m)	300 ft. (92 m)
Take Off (light weight) over 50' Obstacle:	700 ft. (214 m)	700 ft. (214 m)	700 ft. (214 m)
Rate of Climb, Initial (light weight):	1000 fpm (5.1 m/s)	1000 fpm (5.1 m/s)	1000 fpm (5.1 m/s)
Landing (light weight) over 50' Obstacle:	900 ft. (274 m)	900 ft. (274 m)	900 ft. (274 m)
Service Ceiling:	15,000 ft. (4572 m)	15,000 ft. (4572 m)	15,000 ft. (4572 m)
Fuel Consumption (avg.) (US gals.) (65% power):	9 gph (34 lph)	9 gph (34 lph)	9 gph (34 lph)
Cruise (75% power / Opt. Alt.) (TAS):	138 mph (120 kts)	138 mph (120 kts)	138 mph (120 kts)

Performance Observations are for One Person, 55 gals. Fuel, Sea Level, Standard Day Conditions (Do Not Use For Flight Planning)



MX-7 Series Aircraft Specifications

Engine (Lycoming): 0-360-C1F	Horsepower: 180		Standard Propeller: 76" Hartzell 2 Blade Constant Speed	
Wing Span: 32 ft. 11 in. (10.03 m)	Wing Area: 165.6 sq. ft. (15.39 sq. m)	Length: 23 ft. 8 in. (7.21 m)		Height: 6 ft. 4 in. (1.93 m) Tailwheel 8 ft. 4 in. (2.54 m) Nosewheel
Standard Fuel Capacity: 73 US gal. (275.3 l)	Flap Settings (degrees): -7, 0, 24, 40, 48 Tailwheel -7, 0, 24, 40 Nosewheel		Main Gear Track: 6 ft. (1.83 m) Oleo Strut TW 7 ft. 10 in. (2.39 m) Aluminum Spring TW 7 ft. 8 in. (2.34 m) Nosewheel model	Seating Configuration: Four
Cabin Width:	Front Seats	Passenger Seat	Rear Passenger Seat	Cargo Area (with rear seats removed): Approximately 38 cubic feet
At Shoulders:	42 in. (1.07 m)	38 in. (0.97 m)	33 in. (0.84 m)	
At Hips:	37 in. (0.94 m)	34 in. (0.86 m)	28 in. (0.71 m)	



Performance That Counts!

Equipment and Options subject to change without notice. For Pricing information please refer to the Maule Air, Inc. Aircraft Order Form
Available from your Authorized Maule Dealer
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“Very Impressive Specifications”

Oldies but Goodies

The following letter turned up in the CAA file of a certain pilot during a recent Investigation. The identities of the people and organisations concerned have been withheld for obvious reasons....

Dear Sirs

I have been asked to make a written statement concerning certain events that occurred yesterday. First of all, I would like to thank that very nice CAA man who took my student pilot license and told me I wouldn't need it anymore. I presume that means that you're going to give me my full PPL. You should watch that fellow though; after I told him this story he seemed quite nervous and his hand was shaking.

Anyway, here is what happened.

The weather had been pretty bad since last week, when I soloed. But yesterday I wasn't going to let low ceilings and pouring rain deter me from another exciting experience at the controls of an aeroplane. I was proud of my accomplishment, and I had invited my neighbour to go with me since I planned to fly to Sun City, where I knew of an excellent restaurant that served steaks and draught Windhoek beer. On the way to Lanseria my neighbour was a little concerned about the weather but I reassured him and told him about the steaks and beer that were waiting for us and he seemed much happier.

When we arrived at the airport the pouring rain had stopped, as I already knew it would from my meteorology classes. There were only a few small hailstones around.

I checked the weather and I was assured it was solid IFR. I was delighted. But when I talked to the flying club, I found that my regular aeroplane, a Piper J4 Cub was down for repairs. You can imagine my disappointment.

Just then a friendly, intelligent hangar assistant suggested that I take another aeroplane, which I immediately saw was very sleek and looked much easier to fly. I think they called it an Aztec C, also made by Piper. It didn't have a tailwheel, but I didn't say anything because I was in a hurry. Oh yes, it had a spare engine for some reason.

We climbed in and I began looking for an ignition switch. Now I don't want to get anyone into trouble, but it shouldn't be necessary to get the manual out just to find out how to start an aeroplane. That's ridiculous, I never saw so many dials, needles, knobs, handles and switches. As we all know, they have simplified this in the J4 Cub. Forgot to mention that I did file a flight plan, and those people were so nice. When I told them I was flying an Aztec, they told me it was all right to go direct via the airway, which I understand is a sort of local superhighway. These fellows deserve a lot of credit. They told me a lot of other things too, but everybody has problems with red tape.

The take-off was one of my best and I carefully left the pattern just the way the book says it should be done. The controller at Lanseria told me to contact Johannesburg Radar but that seemed silly since I knew where I was and I knew where I was going. There must have been an emergency of some sort because all of a sudden a lot of airline pilots began yelling at the same time and made such a racket that I just turned off the radio. You'd think all those professionals would be better trained.

Anyway I climbed up into a few little, fat clouds, cumulus type, at three hundred feet, but the highway was right under me, and since I knew it was due north to Sun City, where we were going to have drinks and dinner, I just went up into the solid overcast. After all, it was raining so hard by now, that it was a waste of time trying to watch the ground. This was a bad thing to do, I realised. My neighbour undoubtedly wanted to see the scenery, specially the Magaliesburg but everybody has to be disappointed sometimes and we pilots have to make the best of it, don't we?

It was pretty smooth flying and except for the ice that seemed to be forming here and there, especially on the windscreen, there wasn't much to see.

I will say that I handled the controls quite easily for a pilot with only ten hours. My computer and pencils fell out of my shirt pocket once in a while, but these phenomena sometimes occur, I am told. I don't expect you to believe this, but I thought it was really funny and I asked my neighbour to look but he just kept staring ahead with a glassy look in his eyes. I guessed he was afraid of heights, like all non-pilots are.

By the way, something was wrong with the altimeter - it kept on winding and unwinding all the time. Finally I decided we had flown long enough, since I had worked it out on the computer. I am a whiz at the computer but something must have gone wrong with it, since when we came down to look for the Pilanesburg Airport, there wasn't anything there except mountains. These weather people had got it wrong too. It was real marginal conditions with a ceiling of about a hundred feet. You just can't trust anybody in this business except yourself, right? Why, there were even thunderstorms going on with occasional bolts of lightning.

I decided that my neighbour should see how beautiful it was and the way the lightning seemed to turn that fog all yellow but I think he was asleep, having overcome his fear of heights, and I didn't want to wake him up.

Anyway, just then an emergency occurred because the engine quit. It really didn't worry me since I had read the manual and I knew where the other ignition switch was. I just fired up the other engine and we kept on going. This business of having two engines is a real safety factor - if one quits the other is right there ready to go. Maybe all aeroplanes should have two engines. You might want to look into this.

As pilot in command I take my responsibilities very seriously. It was apparent that I would have to go down lower and keep a sharp eye in such bad weather. I was glad my neighbour was asleep because it was pretty dark under the clouds and if it hadn't been for the lightning flashes it would have been hard to navigate. Also it was hard to read road signs through the ice on the windscreen. Several cars ran off the road when we passed and I see what they mean about flying being safer than driving.

To cut a long story short, I finally spotted an airport and, since we were already late for dinner, I decided to land there. It was an air force base so I knew it had plenty of runway and, judging by all the coloured lights flashing in the control tower, we were going to be made to feel welcome. Somebody had told me that you could always talk to these military people on the international emergency frequency, so I tried it, but you wouldn't believe the language that I heard. These people ought to be straightened out, and as a taxpayer, I would like to register a complaint.

Evidently they were expecting somebody to come in and land, because they kept asking about some "goddamn stupid ?/**!% up in that fog." I wanted to be helpful so I landed on the taxiway to be out of the way in case that other fellow needed the runway.

A lot of people came running out waving at us. It was pretty evident that they had never seen an Aztec C before. One fellow, some General with a pretty nasty temper, was real mad about something. I tried to explain to him in a reasonable manner that I didn't think the ATC should be swearing at the guy up there, but his face was so red I think he must have a drinking problem. I then heard that we had ended up at Hoedspruit Air Force base - what a stroke of luck!

Well, that's about all. I hired a car and drove home from Hoedspruit because the weather really got bad, but my neighbour stayed at the hospital there. He can't make a statement yet because he's still not awake. Poor fellow, he must have the 'flu, or something.

Let me know if you need anything else, and please send my new license by registered mail.

Membership

Reminder that Memberships are now due.

Membership Renewal Forms

Were mailed out in the first week of December, and by now you will all have yours.

Please advise us if you have not yet received your membership forms and also make note of any changes to your personal details, such as change of address or contact numbers.

Regards, Ashley Smith (Hon. Treasurer)

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