

FLY ABOIT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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NORTHAM AERO CLUB

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CLUB ROOM	Withers Street, Northam, WA	08 9622 3248

Presidents Report

Hi Members. Happy Mother's Day to all our Mums. A good number of whom rolled up to the Mothers Day Club Competition and enjoyed the fine selection of food provided by the ladies/Mothers. Thanks to all.

Our Annual Presentation Dinner to be held Saturday 16th July is gaining momentum so check the advertisement in this issue and get your names in to save your seat for our big night. We have many presentations to be made.

Ashley Smith is standing down as Treasurer of the Aero Club after several years in that position. We will require a new Treasurer for our Committee at our upcoming AGM on Friday 29th July. Nomination forms are also enclosed in this issue to be received by the Secretary on 8th July. Please call me if you have any questions regarding taking on this big task.

We the Committee have agreed to a proposed amendment to our Constitution to add a new class of Member, that being "Associate Member". This will enable any group with an interest in Aviation to join our club with conditions. More on this next month before the Annual General Meeting.

WALAC is still progressing with lots of bureaucratic paperwork taking place. The big day will take place on 22nd October 2016 with registrations on the Friday 21st October. Volunteers for judging and various positions still required to be filled.

Welcome to our latest member, Paul Traegde and we hope he enjoys his flying within our friendly club.

The Airfield is looking fantastic and it is amazing what a bit of rain does to our countryside. Northam and surrounds is a beautiful sight from the air with the vivid greens and browns now on display. Get up amongst it.

Cheers,

Errol Croft
0429 880 149

Club Captains Report

Club Comp this month was a cross country air trial.

"A BRIDGE TOO FAR"

Nominated times with radio calls and landmarks, plus short field ops.

All crews flew well and enjoyed the Flying Comp.

Pilots departed overhead for Dumbarton Bridge then Katrine Bridge then on to Spencers Brook and Bridges over the Avon River from where we headed back to Northam, overflying Bridges and other landmarks at Northam.

Crews were kept busy identifying numerous landmarks next to these waypoints, bringing their reports back to Ground Judge Shaun who collated the scores for each crew at debrief. A strong crosswind was handled very professionally and safely by all pilots especially the landings.

THANK YOU JUDGES

RUNWAY : Mr Shaun Bazely. Also Radio.

TIMEKEEPER: Shaun and Preston Smith.

Thank you Ladies for a lovely Morning Tea spread: Marg, Megan, Beth and Gail!

RESULTS:

Equal First :	Dave and Marg McFarlane.	VH-PGL
	Peter Hill.	VH-BFC.
Equal Second :	Howie and Gail Pietersie	VH-CEU.
	Ashley Smith	VH-PGL.
Equal Third :	Ian Berry.	VH-IVB.
	Bob Emery	19-7608.

NEXT FLYING COMP is 9 am SUNDAY 12th JUNE .

CIRCUITS, three off , including GLIDE APPROACH.

All Pilots have full Comp Sheets 30 days in advance ,
so we all have plenty of time to read / understand , and

better still, FLY A PRACTICE SESSION to stay proficient.

Club aircraft is available 24/7, fly her more often !

Until then, cheers, and FLY THAT SKY!

Peter Hill, Club Captain 0450415947 prh@aurora.net.au

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

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

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 seconds 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)

Visual illusions at night

Following on from last month's article, which focused on some of the rules for night flying, here's a refresher on some of the human factors, in particular visual illusions, that you ought to be aware of if you're venturing into the wide black yonder.

Night vision

Your eyes take about 30 minutes to adjust fully to darkness, so if possible you want to avoid looking at bright lights just before you go flying. And while it takes half an hour to gain it, it only takes a flash of bright light to lose your night vision.

Your retina is made up of rods and cones. The cones are the ones you use by day. They're in the centre of your retina, which means if you look straight at something by day the image will fall on your cones and you'll see it well. But the rods are towards the edge of your retina, so the best way to see something at night is to look slightly to one side of it.

Visual illusions

The balance organs in your body are:

Eyes: these tell you which way is up because you know the floor is horizontal, the walls are vertical, the sky is up, and so forth.

Vestibular (ears): the fluid in your semicircular canals tells you if your head is rotating, in roll, pitch or yaw. This information can be wrong, such as when you get the leans.

Proprioceptive: muscles, or "seat of the pants", which sense gravity and other pressures. This one tells you which way is down because you can feel your backside on your chair, for instance. This one can be wrong as well, such as in a balanced turn, when your backside tells you that your seat is "down" and it's only your eyes that tell you the truth.

The most important balance organ is your eyes. That means at night the only way to be absolutely sure about which way is up is to use the visible information, starting and finishing with the attitude indicator. Trust your instruments, and only use external visual reference for navigation and traffic avoidance, and in the circuit.

The leans

The most common source of spatial disorientation for pilots, “the leans” is a result of the fluid in your ears giving you the wrong information. There are a couple of ways it can happen. One is where a balance turn has been sustained for a while, and the fluid in your ears “settles down” and stops moving, which makes your ears think your wings are level. When you roll wings level, your ears then tell you that you’ve rolled into a turn. Another way it can happen is for you to not be paying attention to your AI, a wing drop starts (which is not hard because most aeroplanes are unstable in roll), the wing drop is below the threshold of stimulation for your ears so your ears still think your wings are level, then when you look at the AI, realise what’s happening and correct it, at a rate that your ears can sense, your ears tell you you’ve rolled into a turn. It can be quite a strong illusion, and if your AI says your wings are level, you need to believe it no matter how strongly your ears are telling you otherwise.

Coriolis illusion

This one is caused by excessive head movement, which can give you a sensation of tumbling. A good way to get it is to move your head too much while you’re rolling into or out of a turn, because then your head is pitching, rolling and yawing all at once. The way to minimise it is to minimise head movements. As Test cricketer and WW2 fighter pilot Keith Miller said when asked about the pressure of Test cricket, “Pressure is a Messerschmitt up your arse. Playing cricket is not.” Coriolis illusion, from manoeuvring to avoid the Messerschmitts and turning your head to look for them, must have only added to that pressure!

Somatogravie illusion

This is a “seat of the pants” illusion, which has killed people at night. When you accelerate fast, you get pushed back into your seat. When you pitch up, you feel the same thing, which is why all-singing all-dancing airline flight simulators tilt back on take-off to give you the feeling of accelerating. So if you accelerate on the runway in a relatively high-performance aircraft, you know it’s an acceleration and not a pitch up because your eyes can see the runway lights whizzing past faster and faster. The problem arises when you rotate and lose the visual reference, and the feeling of the real pitch up can be heightened by the imaginary pitch up due to the acceleration. If you’re not paying proper attention to the AI, you may feel you’re pitching up too much, you push forward, and you make a smoking hole in the ground a couple of hundred metres upwind of the runway. The simple mantra “Rotate, onto the clocks” helps to avoid this. (Flying PGL also helps because acceleration is not a term commonly associated with a 172.)

Autokinesis

If you look at a single stationary light source against a dark background for long enough, the light may appear to move. If you scan constantly you should avoid this problem.

Empty field myopia

If there's nothing to look at outside, and you're just looking at your instruments, your focus will "default" to your normal resting focal length, the same as when your eyes glaze over when you're listening to a boring talk. That resting focal length is 1 – 2 metres, which means you'll see your instruments but not the traffic. To eliminate the problem, shift your focus beyond 1 – 2 metres often, even if it just means looking at your wingtip lights.

Black hole effect

This can happen at aerodromes with little or no ground lighting in the vicinity. The lack of lights means you don't have any visual cues other than the runway to estimate height and distance. Also, the runway lights can look brighter than they actually are because of the contrast with the surrounding darkness, which can make the runway look closer than it actually is, so you think you're too high, and you descend into the black hole.

As with most illusions, the way to not get bitten by it is to rely on your instruments.

A few tips, not just for minimising black hole effect, but for circuits in general:

Plan the circuit, including heading for each leg and height for rolling out on finals. Use the heading bug to help you.

Avoid long straight-in approaches if there is no glideslope guidance available, such as PAPI.

Fly by reference to instruments, especially in turns (except for turning final, when you should roll in on instruments and roll out on runway centreline).

Don't rely solely on visual estimates to judge height and distance.

Fly downwind until you're abeam the point where you should be at 500 ft AGL on final. I do this by imagining a line from the landing threshold, at 45° to the runway, to a point on downwind which is the base turn point. If you turn base and fly at right angles to the runway (unlike some of the trapezoidal circuits I see sometimes), and roll out on final at 500 ft AGL, you will be on the right glidepath, even if it looks high due to black hole effect, or low at Northam because the runway lights are so dim.

Pick an aiming point beyond the landing threshold, such as the second set of lights. If you want to practice dealing with black hole effect, and the other challenges of landing on a runway with no other lighting close by, Narrogin is a very good option as it's about 5nm from the town. Wyalkatchem is not a bad option either.

Happy flying, and enjoy that cold winter night climb performance!

N A C Annual Awards Night

Saturday 16th July 2016

Bar Open at 7pm for pre-dinner drinks
Three course dinner starts at 7.30pm
Cost \$45 per head

RSVP

Errol 0429 880 149 or Heather 0428 738 808
Or email
secretary@northamaeroclub.com



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



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

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: _____

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8th July 2016

(PO Box 247 Northam WA 6401)

THE NORTHAM AERO CLUB (Inc.)
PO Box 247 NORTHAM

SURFACE MAIL
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AUSTRALIA

TO:

“FLY ABOUT”
PRINT POST APPROVED PPN: 100018823

NEXT CLUB COMPETITION

9am Sunday 12th June 2016

NEXT CLUB MEETING

The next Northam Aero Club Committee Meeting
will be held at the club rooms on
Sunday 12th June 2016 at 12.00 noon
