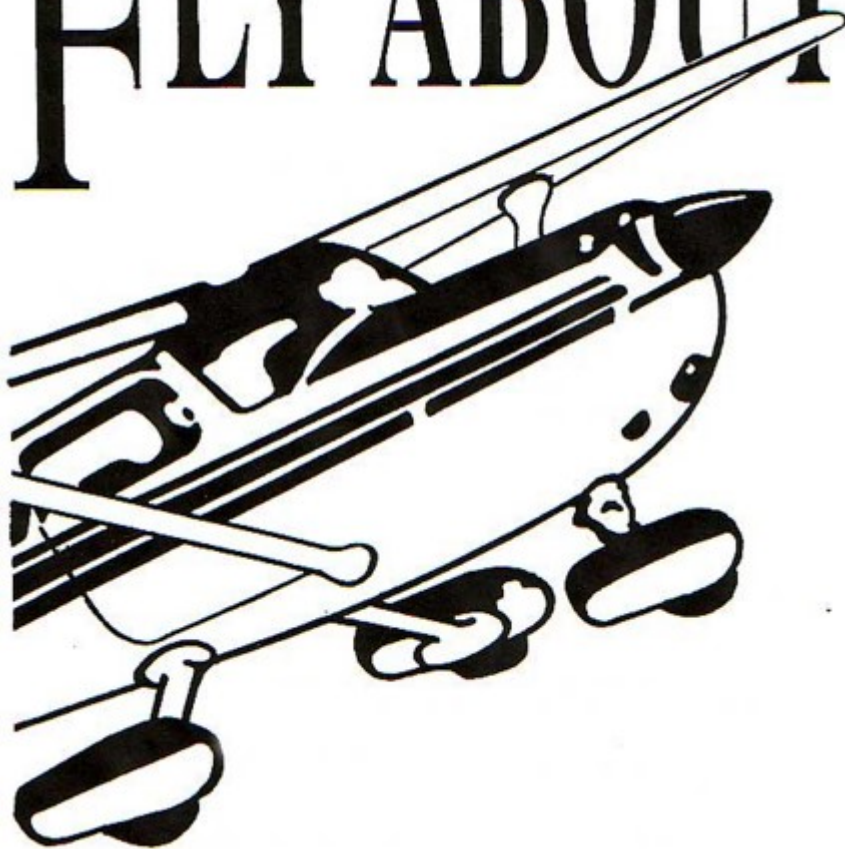


FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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Presidents Report

Hi all isn't it nice to have cooler weather.

These hot days really do make flying bumpy and uncomfortable. Quite a few Northam Aero Club members flew to Bus-sellton and what a display they put on. The RAAF air display alone made the big trip worthwhile. More fly-ins with Wyalkatchem and Brookton coming up this weekend.

October 22nd, 2016 is the date now confirmed for the West Australian Light Aircraft Championships (WALAC) to be held here by the Northam Aero Club. The events you can practice for, if you want to participate are, Streamer Cutting, Precision Circuits, Spot Landings and Formation Flying. We at the Aero Club will need to supply ground judges for the event. People who have already heard about the coming event have already put their hands up to help so please continue to do so. Give me a call or drop us a line from the information on the front cover of this magazine.

Royals are prepared to supply Instructors to instruct and endorse any Pilots from the Northam Aero Club that are interested in Formation Flying but they need groups of three pilots. We may already have one group of three but, once again, let me know if you are interested. They will also assist anyone interested in doing their Night Ratings at the Club.

The Club is clocking up a lot of flying hours which is great to see. It was great to see Trevor from the Northam Air Services being part of the Fly-in /Flying Competition to Wongan Hills. I dare say the enjoyment he had will prompt him to continue with his pilot's licence.

Anyone that has hangar space available, we still have a lot of people enquiring about availability to Hangar their Aircraft.

Up and coming events will be our Annual Dinner and Annual General Meeting for Office Bearers so start thinking about those positions that are available.

Happy Flying all – Cheers,

Errol

Club Captains Report

Wongan Hills Sortie-- Cross Country with circuit work on arrival was our Club Comp this month. Nice Flying weather too. Multiple circuits by our 5 aircraft soon brought a crowd of local families to Wongan Hills Airstrip just outside the Town site.

Noticed amongst the crowd was long time NAC Member and Wongan Hills legend Keith Betty, and I enjoyed catching up with Keith, as did our TEAM NAC PILOT.

Some of the locals were thrilled to be offered a local scenic flight by some of our pilots;

Ashley Smith in VH-PGL took a couple of local young belles up and Errol Croft in VH-JXI had as Co-Pilot on a local flight Alec one of only two remaining WW2 RAAF 85 Squadron members, he enjoyed this immensely as did the ladies with Ashley of course. After the Flying Comp, mine host Marg and Dave McFarlane had a convoy of vehicles organised and off we went to their place for a Great Lunch! THANK YOU MARG and DAVE! We all loved it.

Alec, our RAAF WW2 veteran regaled under constant prompting some lovely stories about his time in 85 Squadron 1942/45 - Boomerangs (Rhymes with prangs...) and Spitfire Vb, and also his time on Black Cats (PB5 Flying Boats) up North... lovely stuff. Alas, too soon it was time to head back to the Airfield and head South. Dave saw us off safely, I can still picture him standing next to his car, we all had a good day eh?

Oh yes, RESULTS. WONGAN HILLS SORTIE.

Equal First with perfect scores were our two WONGAN WARRIORS who put their Home Strip Advantage to good use, closely followed by the rest of TEAM NAC PILOTS who were all not far behind, the finishing order determined by second circuit radio calls or lack of!

Equal First.	Cessna 172 P VH-PGL	Dave and Marg McFarlane
	Tecnam P8002	Glen Millstead .
Equal Second	Cessna 172 P VH-PGL	Geoff Winsor--onya Geoff!
	Cessna 152 VH-BFC	Peter Hill.
Third	Cessna 172P VH-PGL	Ashley Smith.
Fourth	Glasair VH-IVB	Ian Berry.
Fifth	Cessna 172M VH-JXI	Errol Croft.

All NAC Pilots enjoyed the day and are flying well and flying safely. NEXT NAC FLYING COMP: SUNDAY 10th APRIL NORTHAM AIRFIELD 9am. TIMED CIRCUIT with RADIO CALLS.

All pilots have a detailed Comp sheet for this next comp 30 days prior as usual. Club aircraft is available 24/7 so get in a few practice circuits would be the go eh boys?

Come and join us Sunday 10th April, seats are available in Club aircraft as always..

Hope to see you there. FLY THAT SKY!

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

Night VFR

Now that those of us with NVFR ratings need to do flight reviews to keep them current, here's a refresher on some of the considerations.

Weather forecast

At night you can't necessarily see the cloud you're about to fly into, so choose your Lowest Safe Altitude and ensure there is no more than scattered cloud below that height plus 1000 ft.

Ground lighting (AIP ENR 1.1-59)

Your aerodrome must have runway edge, threshold, windsock, and obstacle lighting. There is no requirement for taxiway lighting, so if you're taxiing at night without the help of taxiway lights, keep an extra sharp eye out, and remember your speed can be deceptive. Look at your wingtips to check you're taxiing at a fast walking pace and not a Usain Bolt 100 metres pace.

Aircraft instruments (CAO 20.18 Appendix IV)

In addition to the flight instruments you need by day (ASI, altimeter, compass, time-piece), at night you also need:

- Attitude indicator – in the absence of the real horizon, this is the most important instrument in the aeroplane;

- DG;

- OAT gauge;

- Turn and balance indicator – in case your vacuum pump fails and you're left without the AI, this will be your main source of roll information;

- Indications that the power supply to the gyros is working – in most light singles the AI and DG are vacuum-powered and the turn coordinator is electric, so this means ammeter and suction gauge;

- Alternate static source.

Do your pre-flight before dark and turn all the lights on – inside and outside – to check they're working. Also make sure you have a torch, its batteries are not about to run out, and it's a practical one that you can sit on your lap or strap to your head like a coal miner, or somehow use it without needing to use a hand to hang onto it.

Radio (AIP GEN 1.5)

Radio requirements are pretty simple: one VHF, one ADF, VOR or GNSS (even if your destination doesn't have any ground-based aids), and a transponder if in CTA.

Alternates (AIP ENR 1.1-58)

By day you only have to worry about weather. By night you need to think about lights and nav aids as well. If you can't remember the weather requirements, check the AIP. But for the others:

Nav aids

You must have an alternate within 1 hour unless:

- Your destination has a VOR or NDB and you have a VOR or ADF, or
- You have an IFR-approved GNSS and an appropriate qualification to use it.

Lighting

There are three questions to ask yourself about lights.

1. Does the aerodrome have only portable lights? If so, you need a responsible person to turn them on, or you need an alternate. In most cases, we can skip this question.
2. Is the lighting pilot-activated? For most country aerodromes, yes. You need someone there to turn the lights on, or you need an alternate. This covers the chance of the VHF switching failing.
3. Does the lighting have standby power? If not, you need portable lights and someone to turn them on. This covers the chance of a power failure.

Questions 2 and 3 are completely separate and independent, so don't mix them together like many people do. If your lights are PAL and there's no one there, your aerodrome scores a "Fail" on Q2. You don't even need to go on to Q3. But if your aerodrome has PAL and someone there, or better still the lights are on all night, then go on to Q3.

The bit about having 2 VHF's or VHF and HF and 30 minutes holding fuel doesn't apply to your destination; it applies to your alternate. The normal rule is that if your aerodrome requires an alternate, it can't be used as an alternate (pretty common sense really), which means an aerodrome with PAL and no one there can't be nominated as an alternate. This is an exception to that rule.

LSALT (AIP GEN 3.3)

Your LSALT must be 1000 ft above the highest obstacle within 10 nm of track. You can also use the IFR methods of calculating LSALT if you like, but the NVFR rule is much easier.

Find the highest terrain in your area of interest, and find the highest obstacle. Then apply the obscure little rule, buried in the CASR's (CASR 139.365), that says anyone who builds a structure higher than 110 metres (360 ft) must tell CASA. That means

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Find the highest terrain in your area of interest, and find the highest obstacle. Then apply the obscure little rule, buried in the CASR's (CASR 139.365), that says anyone who builds a structure higher than 110 metres (360 ft) must tell CASA. That means someone can build a tower 359 ft high and CASA may not know about it, so it may not be on your map. So if the highest obstacle is more than 360 ft above highest terrain, add 1000 ft to it to get your LSALT. If the highest obstacle is no more than 360 ft above highest terrain, which is more often the case, assume there's a 359 ft tower on the highest terrain, and add 1360 ft to get your LSALT.

You can fly below LSALT:

- When climbing on departure;

- Once you're within 3 nm of your destination and you can see the lights (bear in mind the runway lights at Northam are about as bright as the candles in St Joseph's Catholic Church in Wellington St, so just being within 3 nm may not be enough);

- When you're under radar control.

The next instalment will be on visual illusions at night.

Mantra of an SR-71 pilot: "Though I fly through the valley of death, I shall fear no evil, for I am at 80,000 feet and climbing." At that height, it's always night time!

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

Bob Emery 0419 043 583.

bobemery51@gmail.com



Dave and Marg Mcfarlane.

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

THE NORTHAM AERO CLUB (Inc.)
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NEXT CLUB COMPETITION

9am Sunday 10th April 2016

NEXT CLUB MEETING

The next Northam Aero Club Committee Meeting
will be held at the club rooms on

Sunday 10th April 2016 at 12.00 noon
