

Fly About

NORTHAM AERO CLUB (INC.) NEWSLETTER Vol. 56 Issue No.2 MAR 2025



In This Issue:

- ✈ A Message from the President
- ✈ Club Captain's Report
- ✈ Altimetry-Part #2
- ✈ Annual General Meeting
- ✈ Narrogin Fly In
- ✈ Aviation Humor
- ✈ Next Club Comp
- ✈ Classifieds
- ✈ Club Contact List

Presidents Message

Welcome to March Fly About

Welcome to March Fly About. I have found March to be fairly busy already with lots of flying.

We had our monthly flying competition on the 9th, once again it was a short mini air trial. We were given co-ordinates to fly to and questions to be answered. For the first time I used my Oz Runway app on my I pad. I asked Paul how to put them into my I pad and I am sure he entered different co-ordinates because I still got lost even with my local co-pilot who knew the area. Lots of fun though. I still have not mastered that glide approach at the end of the competition. Our competition day was a very special day for a long time and inaugural member of the club Mr Preston Smith. He would not let on but it came out during the day it was his 93rd birthday.

CONGRATULATIONS PRESTON.

I flew down to Murray Field for Royal Aero Club's flying competition on the 23rd, which, coincidentally was also a glide approach competition. I thought I flew that pretty well but down there you have to call out all the checks, which makes it very hard to do. It is always enjoyable catching up with the Royal Aero Club pilots, they love to talk about the history of Northam Aero Club.

A successful application to the Federal Government's Regional Airports Program by The Shire of Northam will see significant upgrades taking place at the Northam Airfield.

On the finals to Runway 32 we now have had installed P.A.P.I. lights. I believe they are working and we are very privileged to have these lights at our Airfield.

Our next Fly in, weather permitting, will be to Narrogin on Sunday 30th March. They will be putting on a breakfast.

Also please be aware that the clubs website address has changed and is now

<https://www.northamaeroclub.org.au>

Errol

Club Captain's Report

March Club Competition:

This month's Competition was a Navex to the north west (way point 1) which was a collection of vehicles on a farm. Ash Smith even COUNTED THEM and got 74 but didn't tell us how many orbits he had to do for this result! Next way point 2 just west of Spencer's Brook where participants were asked where they would do a precautionary landing owing to lowering cloud and decreased visibility. Most found they were overhead an airstrip although some thought they were flying a high performance glider and chose places MILES away!

On return to Northam, a normal landing on the 2nd stripe followed by a glide approach onto the 3rd stripe. Apparently the Captain didn't make it QUITE clear enough for some WHICH one is the THIRD stripe! 1, 2, 3... doesn't sound hard to him...! But he will attempt to rectify this in future somehow.

Wonderful to have seven pilots taking part! The winners were lucky because the Hill boys had spent most of the week flying and their partners had jobs for them to do today.



Club Captain's Report

Results of the day;

→	First Place	Ashley Smith	C172 PGL	95 points
→	Equal First	Bob Emery	Jabiru	95 points
→	Second Place	Paul Blain	C172 PGL	92 points
→	Third Place	Peter Hill	C152 BFC	91 points

Big thanks to Paul, Errol and Shannon for much needed maintenance on the briefing room etc. Also to Ash, Kate and Marg for looking after us all.

Next Competition Sunday 13th April. Briefing from 9am.

Anyone who cannot make a Sunday comp can let me know as it could be flown on Saturday afternoon as I will be there manning the bar.

Dave McFarlane
(Club Captain)



Dave
attending to other pressing club
business post the completion
- thanks Dave.



Altimetry-Part 2

Following on from last month's article full of definitions and rules about altimetry, here are a few more random ideas.

TELLING PEOPLE YOUR ALTITUDE

An easy way to remember what you need to read back from an ATC clearance is : - ***“routes, runways, numbers, direction of turn”***.

- **ROUTES** – any route clearance e.g. “Track Rivendell – Lothlorien – Gondor.”
- **RUNWAYS** – any runway clearance e.g. Clear for take-off, clear to land, hold short, cross Runway 06 left.”
- **NUMBERS** – any number, including **level**, **QNH**, frequency, or transponder code.
- **DIRECTION OF TURN**, since there is always a short way and a long way to get to a new heading.

So you always read back an altitude and QNH if they're in a clearance. Another one in CTA – after any frequency change, your ***“Hello, I'm here”*** call must include your last assigned level. If you're not at that level, you also advise your last vacated level. An example is flying through V66, where you initially talk to Perth Centre on 135.25 to ask for a clearance, and eventually they will get you to call Approach or Departures.

A typical initial call to Approach or Departures would be:
“Perth Approach, PGL, maintaining 3500 ” or
“Perth Departures, XHW, left 5000, on descent to 3000.”

Incidentally, that's all you need to say to Approach or Departures. They already know you want a clearance because Centre told them, so there's no need to ask for it again.

Altimetry-Part 2

And don't forget it's part of your inbound call to a non-towered aerodrome. Who you are, where you are, and what you're going to do. Often a student will broadcast something like,

"Northam traffic, PGL, 10 miles east, inbound, Northam."

I'll say, *"You didn't tell them where you are."*

"Yes I did."

"No you didn't! You're in three dimensions; your position is not complete without your altitude."

PRONUNCIATION

AIP GEN 3.4 Section 5 sets out how you're supposed to pronounce words and numbers. (This is the section I refer to if I have to tell people the first letter of the club aircraft's callsign is "pah-PAH" not "Puppa"!)

For levels, it's whole thousands and whole hundreds, with the word *"thousand"* or *"hundred"* as appropriate. For instance, 4500 is *"four thousand five hundred."*

CHOOSING YOUR LEVEL

Firstly, can you maintain VMC? Below 3000 ft AMSL or 1000 ft AGL, whichever is higher - clear of cloud. Above that - 1000 ft vertical or 1500m horizontal separation. Hemispherical cruising levels are of course another consideration. Apart from those factors, you may also consider in your level selection:

- ➔ Ease of navigation - up high you can see further, which is good, but features that may be useful down low may be not so useful up high. Mount Dale is a great feature at the height at which you usually fly past it - 3500 ft or so - but from 8500 ft it's just a zit.
- ➔ Forced landing options – out in the Wheatbelt it may not matter, but flying over the hills, get as high as you can, all other factors being considered, so you can have at least one or two options open if it all goes quiet out the front.

Altimetry-Part 2

CHOOSING YOUR LEVEL CONT...

- Comfort - generally the higher the better to avoid turbulence, especially around the hills where the turbulence is often mechanical.
- CTA - are you happy to sacrifice comfort and forced landing options because submitting a flight notification and getting a clearance is all too hard?
- Comms - VHF is in the “line of sight” frequency range, so the higher you are, the more likely you are to be able to talk to the likes of Melbourne Centre.
- What’s the highest level your poor little aeroplane can stagger up to on a hot summer day with 3 POB and full tanks?

CONSIDERATIONS AT YOUR ALTITUDE

In the CLEAROFFS checks we teach as part of navigation training, “A” is altimetry (not just altitude).

That includes:

- Am I at my planned level?
- Is it hemispherical?
- Can I stay in VMC at this level?
- Am I heading towards CTA or SUA, and if so, where will I enter it at this level, and when do I need to get a clearance?
- Where and when is my next level change?

Altimetry-Part 2

CONSIDERATIONS AT YOUR ALTITUDE CONT...

Do you need to make a call when you're overflying an aerodrome?

That depends how far above it you are. If you're flying over Northam at 2500 ft, definitely. But if you're flying over Cunderdin at 8500 ft, why bother? You're well clear of circuit traffic, and if you only have one radio, it should be on Area VHF anyway. Overflying Narrogin at 4500 ft - you're well clear of the circuit, so maybe you wouldn't bother calling. But they have gliders at Narrogin, so maybe you would bother (*I would*). Use your discretion.

Another factor is your descent plan. That matters more the higher you are, since you don't want to arrive overhead your destination and still be 3000 ft above it because you didn't plan. The simple 500 fpm descent rate, apart from being nice and comfortable and not ear-popping, makes a descent plan easy.

For instance, 4000 ft of descent is 8 minutes. 120 kt is 2 miles a minute - 16 nm in 8 minutes - so if you guesstimate that at 100 kt it will be about 13 or 14 nm, that's near enough. And if you start descending a bit early and get down to your desired level a bit early, that's good. It gives you time to level off and sort the aeroplane out. Remember that once the destination is in sight, it's no longer a navigation exercise, put your charts or your tablet away and just fly the aeroplane.

Kevin

Annual General Meeting

NAC - ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting @ NORTHAM AERO CLUB

SATURDAY 07TH JUNE 2025 @ 7.00PM

At the NAC Club Rooms

AGENDA ITEMS

ELECTION OF OFFICE BEARERS

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 (16th May 2025). The names shall be posted in the Club for 14 days before the Annual General Meeting.

NOMINATION FORMS ARE ON PAGE 18 **OF THIS MAGAZINE.**

Please bring a small plate of food for all to share
at the conclusion of the meeting.

Narrogin Fly-In



NARROGIN FLYING CLUB INVITES YOU TO A FLY IN AT NARROGIN AIRSTRIP

SUNDAY 30th MARCH

Arrivals before 10AM please

CTAF 134.0

\$10 Sausage sizzle, coffee & tea on arrival

Please RSVP by the 21st of March - text or email

narroginflying@gmail.com

Glen - 0414 712 767

SUBJECT TO WEATHER



Aviation Humour

OH NO! DOGE got ahold

of Air Force One!

How rockets really work...



Aviation Humour



Missed voice call

Tap to call back 5:16 PM

Babe !!!!! 5:16 PM

I've been calling your number and you didn't pick, I knew it !! You are with a lady 5:17 PM

What do you mean babe ?? You know my profession! I'm a pilot and I'm currently on flying



5:20 PM ✓✓

I'm not supposed to be chatting with you, I'm on duty (on Air !!!) But I had to 5:21 PM ✓✓

That's a big lie, send me proof 5:21 PM



5:22 PM ✓✓

Ok babe , I love you 5:22 PM

Stay safe 5:23 PM

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

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www.northamaeroclub.com

NEXT CLUB COMMITTEE MEETING

Sunday 13^h April 2025 @ 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



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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: Kevinlouis62@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 - \$270 per hour
- Dual Training - \$440 per hour
- TIF's - \$220 per 1/2 hour
- Briefing - as required
- Instructor (in owner's aircraft) - \$170 per hour

Pre-paid Discounted Block Rates Available

- 5 hours - less 5%
- 10 hours - less 10%

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 April 2025

Cheers,

Dave McFarlane

Club Captain **0428 743 031**

NAC -AGM Nomination Form

Nomination is hereby made for the
position of:

*President *Vice President *Secretary
*Treasurer *3 x Committee Persons (2 years)

Nominee _____

Signature _____

Position _____

Proposer: _____

Seconder: _____

***To be in the hands of the Secretary
by Saturday 16th May 2025***

(PO Box 247 Northam WA 6401)

