

Fly About

Northam Aero club (Inc.) Newsletter

Vol. 49 Issue No. 11 November 2018



50th Anniversary



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A Message from the President

Hi all.

What a busy and hectic month. Thanks to all those that showed up and cleaned up the whole Clubroom. Karin did a great job cleaning the bar. Adam and the boys painted the public conveniences in readiness for the 50 year anniversary and book launch that was held on Saturday 10th November at the Northam Airfield.

It was a wonderful day catching up with all the original members and talking about the many interesting and memorable stories. There was definitely a different set of rules back then and they appeared to have got away with a lot less regulation. Congratulations to all the Inaugural Members on receiving the 50 year plaque and signed book from Ruth Wilson, our superb Author. NAC Member June Bairstow designed a 50 year gold pin that was presented and appreciated by all those 50 year recipients that attended the celebrations.

Bruce Hamling very kindly donated his collection of newspaper clippings from the Club's early days. The NAC has so much history and the collection is proudly displayed in the glass cabinet inside the Clubroom. Many thanks Bruce.

A special thanks also go to the G3 plus one, Gren, Claude, Matt and Margie together with Ruth on the fabulous job they have done on producing the book "NAC the first 50 years". I started reading the book at 3.00am and could not stop. There are so many funny stories, I loved the one about the Flying Students Diary. This book is a must and would be the ideal Christmas present for anyone. Sales on the day revealed that it was always going to be popular with the aviation public and I think we sold nearly 100 at the book signing on the day.

On the day of the book launch I was travelling with Ray Howell over from York when he mentioned his event with Simon Cooper, a few years ago. I don't think anyone that was part of that event could forget. Simon was Club Captain and the Flying Competition was to do a Strip Inspection from Claude's downward sloping strip. Simon was judging Ray (our eldest) competing pilot and they were flying up the sloping airstrip towards Claude's house and trees, doing the strip inspection when Simon realised they were very low advising this fact to Ray and Ray not being as young as he was, was slow in reacting. When Ray returned and casually wandered into the Clubroom for a drink with a twig in his hand he was asked if the flies were that bad his answer was "No I just pulled it out of the nose wheel. Someone must have been doing some low flying". When asked where Simon was Ray answered he was still adding up his high score and Ray felt as though he had won the competition. When Simon had not come in to announce the comp winner we went out to find him still sitting in the plane, as white as a ghost and his hands still clutching the steering column muttering over and over again, "I will never fly with him again, I will never fly with him again". We finally got his hand off the column and after several offers of red wine we got him out of the plane. Ray never did win that competition.

Once again, thanks to all that made our 50 year anniversary and book launch such a wonderful event. The biggest thank you must go to the many, many members over the years that helped shape and develop Northam Aero Club from the aviation dream that was first put together back in 1968, Thank You.

Cheers, Errol

Page 3 Plane



OWNER: Dunn Aviation

Pilot: Terry Freeman

REGISTRATION: Bomber 605/VH-FED

TYPE: Air Tractor 802F

YEAR OF MANUFACTURE: 2013

SEATS: 2

TOTAL TIME: 400

ENGINE TO RUN: 3200

PROP TO RUN: 3200

CRUISE SPEED: 148 kts

STALL SPEED: 82 kts

CRUISE FUEL FLOW: 310 l/ph

HANGARED: Bunbury

AIRCRAFT NAME: Big Block



Vice President's & Airside Report

Dear NAC Members

Saturday the 10th November was a fantastic day for the club with our 50th anniversary celebrations. The event was very well attended and it was great to meet some of our founding members and hear their stories and understand a little bit more of what our club is about and how it came to be. Errol is always talking about club history and this event and book really brought it home to me personally about how important it is to preserve that history and to make it available to both past, present and future members.

The book launch was a grand affair and we had numerous guest speakers stand up and tell us some humorous anecdotes from the past. I have finished reading my copy of Northam Aeroclub the first 50 years already and I can honestly say I found it fascinating, funny, historical and an all-round fantastic read. If you haven't purchased a copy they are available in the club rooms for \$25.

A big thanks and a round of applause to our G3 committee Gren, Matt, Claude, Marg and Ruth for all they work they did to make the book come together. It truly is a well balanced account of the clubs history and it is something that we can all be proud of as members.

We had a busy bee on Saturday the 3rd November with about 15 members in attendance. We put in over 70 hours of combined work which covered everything from painting to hangar cleaning to dusting and bringing the original club room back to like it was when it was first used on Southern Brook road. The movie and hotdog night was well attended and enjoyed by those present despite the initial technological problems that we encountered!

Productive discussions have been ongoing with the Shire regarding maintenance and improvements at the aerodrome. State Government grant money is coming available and all going well we should have an application in to receive some of this money.

Last of all I would like to send a note of thanks to our all our members and significant others who have worked tirelessly to make our 50th anniversary celebration what it was. In particular Peter Scheer our ever energetic and dedicated Secretary has once again gone above and beyond the call of duty with his efforts to make all this come together, thanks Peter it hasn't gone unnoticed and the day wouldn't have been what it was without your input.

Adam Price—NAC Vice-President




Monthly Flying Competition

"Cross Country Air Trial and Straight in Approach"

Rescheduled to Sunday 9th December

9.00am

	PILOT: _____ CALL SIGN: _____
<p>CROSS COUNTRY AND STRAIGHT IN APPROACH RUNWAY 14 NORTHAM.</p> <p>Take off and climb to 2,500 Ft East of Airfield.</p> <p>Make OVERHEAD DEPARTURE tracking 185 degrees to Muresk.</p>	
RADIO:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">"Northam Traffic _____ DEPARTURE OVERHEAD maintaining 2,500 Ft tracking 185 degrees Northam"</div> 10 Pts.
<p>AT MURESK: Is there a Swimming pool next to Oval? yes / no _____ 10 Pts.</p> <p>Now track 315 degrees to overfly Spencer's Brook at 2 Miles.</p> <p>Continue downrange another 13 Miles (____ Minutes) on 315</p> <p>IDENTIFY TODDAYS RACE TRACK;</p> <p>Report: Is Race Track East or West of Grandstand? _____ 10 Pts.</p> <p>TURN RIGHT on to 090 degrees and CLIMB to 3,500 Ft.</p> <p>Overfly DUMBARTON BRIDGE at 2 Miles (____ Minutes).</p> <p>Report: Is there a RED sailcloth next to Tennis Court? yes/no _____ 10 Pts.</p> <p>Now track ____ to a WAYPOINT LOCATION 31 32' / 116 34'</p> <p>YOU ARE NOW 9 MILES NORTH/WEST of NORTHAM AIRFIELD .</p> <p>Prepare for a STRAIGHT IN APPROACH RUNWAY 14 NORTHAM.</p> <p style="padding-left: 40px;">i.e. do a rate 1 Right Hand Turn to a heading 140 degrees.</p>	
RADIO:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">"Northam Traffic _____ 9 MILES NORTH WEST at 3,500 ft. INBOUND AND ON DESCENT for a STRAIGHT IN APPROACH RWY 14 ESTIMATE CIRCUIT TIME ____ NORTHAM".</div> 10 Pts.
<p>Establish Runway 14 Visual and position Aircraft on proper alignment for Runway 14 Straight In Approach .</p>	
RADIO:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">"Northam Traffic _____ 5 Miles North West at _____ Ft. on a STRAIGHT IN APPROACH RUNWAY 14 NORTHAM".</div> 10 Pts.
RADIO:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">"Northam Traffic _____ ESTABLISHED 3 MILE FINAL STRAIGHT IN APPROACH RUNWAY 14 NORTHAM".</div> 10 Pts.
RADIO:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">"Northam Traffic _____ ONE MILE FINAL STRAIGHT IN RUNWAY 14 FULL STOP NORTHAM".</div> 10 Pts.
<p>BONUS POINTS: LAND ON KEYS 10 Pts.</p>	
RADIO:	<div style="border: 1px solid black; padding: 2px; display: inline-block;">" Northam Traffic _____ LANDED AND CLEAR RUNWAY 14 NORTHAM".</div> 10 Pts.

All Enquiries to Club Captain Peter Hill, 0450 415 947

Editor's Broadcast

What a busy month! The Club hasn't seen so much action in a while and it was great to see so many in attendance at the anniversary lunch. Lots of laughs were had by all. The "newbies" listened to some hilarious stories and those "oldies", I'm sure had a wonderful time reminiscing times gone by. Listening to the anecdotes of the last 50 years has made me excited to see what the next 50 years brings! We all looked forward to purchasing a copy of the long awaited "Northam Aero Club The First 50 Years..." Ruth Wilson has written a wonderful book, do yourself a favour and purchase a copy. It will definitely be something to enjoy.

Thanks to those members who volunteered their time for the club busy bee, we all worked tirelessly throughout the hot day to achieve great results.

I would also like to thank those ladies (you know who you are!) who are the quiet achievers behind the scenes in making it possible and enjoyable for events like the recent lunch, movie nights, morning teas, club dinners etc. These events aren't possible to organise and run by one person and your help is so appreciated by everyone. You ladies are amazing and lots of fun to be around!

Don't forget, I'm always after ideas and articles for the Fly About—submissions need to be sent by the first Monday after the monthly flying competition to:

northamaeroclubsocialdirector@gmail.com



Mommy, when I grow up
I want to be a pilot!

I'm sorry son, you
can't do both...



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and pilots' supplies"**

Social Corner

Get Your Jingle On!

For the Northam Aero Club
Xmas Luncheon

Sunday 9th December 2018

12.00 pm

At the NAC Club Rooms

All Members and Family Welcome

Please bring a plate for a buffet lunch

Father Xmas arriving at 12 noon

with lunch served at 1pm

Club rooms airconditioned and drinks available for
purchase from the bar

RSVP - Karin Price

northamaeroclubsocialdirector@gmail.com

0428 611 797



All are welcome to our club Xmas lunch. Details above. Could you please let Karin know of your attendance, what you would like to contribute to the buffet and if you would like to participate in the Secret Santa for all the “big kids”. Santa will be arriving at 12pm - could Santa’s Elves have all presents for the children to the club rooms by 10am

Bar Roster

Bar Hours - Saturday 5pm - 7pm

If unable to do your rostered days, please make
arrangements to swap with someone.

November 2018

24th November Peter Sheer

December 2018

1st December Peter Hill

8th December Crofty

15th December Howie

22nd December Closed

29th December Closed

Close Calls

Dry but not high...

Reprinted with courtesy of Flight Safety Australia Magazine

This 60-year-old, male, low-hour pilot with about 100 GA hours and 50 RA hours was the proud new owner of a neat pre-loved SK220 Jabiru. My plan was to fly to NATFLY at Temora from my home base in SE Queensland. In preparation I conducted six cross-country sorties ranging in duration from one to four hours.

On the sixth flight I planned a route from base to Maryborough, Tin Can Bay and home: a total of 235nm with an estimated flight time of 2.9 hours. I calculated fuel consumption at 15 litres per hour, giving 43 litres plus a 10 per cent (or 4 litre) variable reserve and 30 minutes (or 8 litre) fixed reserve, making a total of 55 litres. Before leaving, I noted the fuel tank visual level was at least 55 litres from a maximum 63 litres.

Until the final stage, the flight was uneventful, with a brief stop in Maryborough. There I checked the fuel and engine time elapsed, noting that 37 litres remained after 1.5 hours, which was 0.2 hours longer than estimated, but the fuel consumption was still within planned parameters. On the 30nm leg to Tin Can Bay headwinds were higher than forecast, but I didn't change the cruise power setting of 2850 rpm and accepted a groundspeed penalty which added 12 minutes. En route from Tin Can Bay to home I made a small diversion to avoid some rain. That added about six minutes.

About 20 minutes from home I asked my passenger to visually check the fuel tank behind the seats. She said she couldn't clearly make out the level, but thought fuel was visible. I was happy with this until a few minutes later, when the engine suffered unmistakable fuel exhaustion. Switching on the booster pump and reducing power to 2000 rpm gave about another two minutes of power and time to find a suitable landing spot.

The engine cut out at 2200 feet AGL and fortunately a lovely smooth cow paddock was within easy gliding range. I made a three-leg circuit and landed with full flap into the wind, with a 200-metre ground roll and no damage.

I broadcast Mayday on the area frequency, but some of the transmission was lost as we neared the ground out of VHF line-of-sight. On the ground there were no radio comms, so I called 000 on my mobile and asked the police to contact Brisbane Centre to let them know we were down safely.

Within a few minutes the police, AMSA and the RAA ops manager had all called to check that things were OK. Their response and concern were impressive.

Next I ambled over to a nearby house to greet the farmer, who hadn't seen my silent arrival. He was mildly surprised to see the elegant addition to his cow paddock and commented that many planes conducted simulated engine failures over his farm, but I was the first to actually drop in for a visit. He obliged with a jerry can of fuel and helpfully pointed out some power lines at the bottom of the paddock.

My passenger and I walked the intended take-off path, clearing away a few rocks and sticks. I then explained to the farmer that I would do a short field take-off to avoid bumps and the power lines. But when I applied full power and released the brakes the Jab didn't move ... its left-hand tyre was firmly stuck in a big, wet cowpat! The farmer helped us get unstuck; we took off, and arrived home only an hour later than planned.

I undertook a detailed analysis of what had happened and after checking for any obvious fuel leaks and finding none, the next thing I noticed was total engine time of 3.5 hours compared to my planned 2.9 hours: a difference of 36 minutes, or nine litres at 15 litres per hour. The headwind and diversion accounted for a maximum of 18 minutes, an unexpectedly long backtrack at Maryborough about six minutes, and run-ups and pre-take off checks another six minutes. The remaining 18 minutes were the extra take-off and leg home after refueling.

Next I considered fuel consumption. All 55 litres were consumed in 3.3 hours, giving an average of 17 litres per hour. Both the technical manual and previous owner assured me that 15 litres per hour using 95 UL MOGAS on a cruise setting of 2850 rpm was reliable for cross-country planning. This figure had proved to be accurate on my six previous sorties.

There are two significant things to note in relation to fuel and this particular aircraft:

1. There is no electric fuel gauge or flow meter. The translucent fibreglass tank is graduated visually in 10-litre increments. The 95 UL MOGAS is straw-coloured and less easy to judge once the level falls below about 15 litres. The 98 UL MOGAS (red) and 100 LL AVGAS (green) both provide more contrast and make judgment easier and more accurate at lower levels.
2. While 95 UL MOGAS is an approved fuel for the SK2200 Jabiru, consumption will be lower using 98 UL MOGAS or AVGAS.

Lessons learned:

1. My time calculations were wrong. My planned groundspeed of 90 knots was too high and I didn't allow enough time for run-ups, taxiing, headwinds and diversions.
2. I relied on an overly optimistic fuel burn estimate. The aircraft's technical manual and previous owner's experience should only be used as a guide, because an engine with 450 hours TTIS may not return the same fuel burn as a newer one.
3. Fixed and variable reserves are fine as concepts, but not much use if your planning is flawed from the outset.
4. I should change to 98 UL MOGAS or AVGAS as these not only give better fuel economy, but also allow a more accurate visual reading of the level in this plane's tank.
5. I was slack. Completely filling the tank (only an extra eight litres) would have got us home with 20 minutes to spare.

50th Anniversary Celebrations



Celebrations ran throughout the day and into the evening for the 50th Anniversary of the Northam Aero Club and book launch.
Above - Club President, Errol Croft addresses the crowd.
Below - Anniversary cake





Some tall tale telling!

Top left—John Douglas, Top Right—Mike Cahill, Bottom Left—Adrian Clements, Bottom Right—Bruce Hamling presenting the club with his memorable collection of newspaper clippings from the last 50 years!





Top Left—Preston Smith, Top Right—Tony Rees
Below—Present Errol Croft presenting John Masters with the First
50 years book and plaque





Above from left—Grenville Putland, Adrian Clements, John Masters,
Preston Smith and Bruce Hamling
Below—Gren Putland and Errol Croft





Above—Gren Putland, Shire President Chris Antonio, Ruth Wilson and Club President Errol Croft.
Below—Ruth Wilson, Author of Northam Aero Club The First 50 Years.









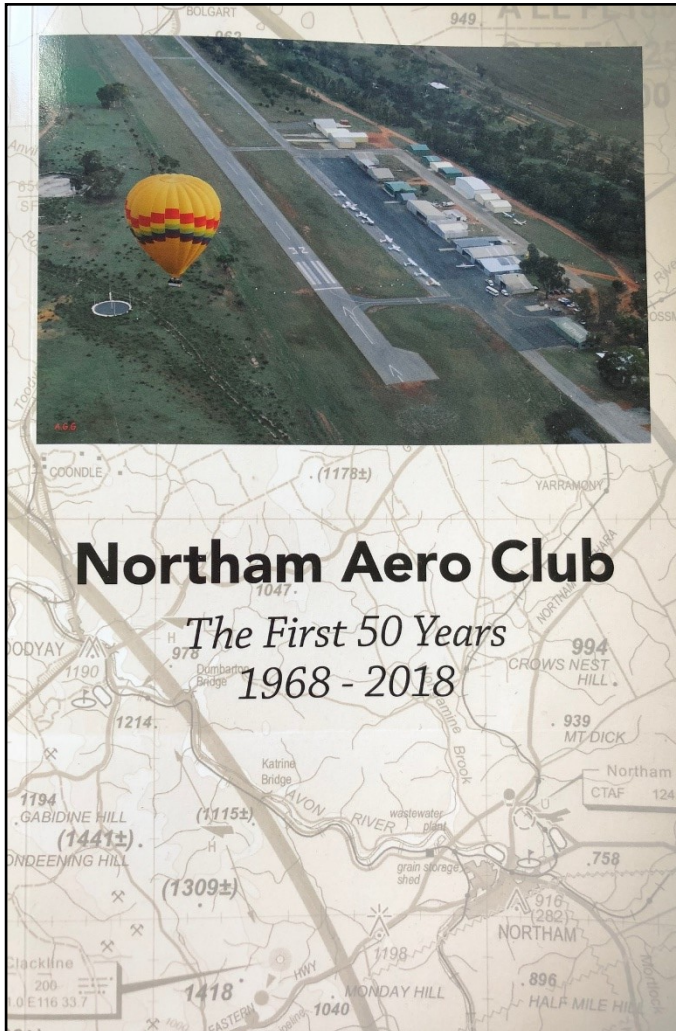
Past and Present members and friends of the Northam Aero Club enjoying good times and the scrumptious lunch on the day.



Northam Aero Club

“The First 50 Years”

1968—2018



Copies of this wonderful read can be purchased for \$25 from the Aero Club Bar or the Northam Visitors Centre. A great Xmas present and a must to have on your shelves.



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November 2018



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	3 Weather briefing & Movie Night Busy Bee Bar—Adam Price	4
					10 NAC Anniversary Lunch & Book Launch Bar—Mick	11 Club Competition NAC Committee Meeting
5	6	7	8	9	17 Bar—Matt	18
12	13	14	15	16	24 Bar—Peter S	25
18	20	21	22	23		
26	27	28	29	30		

December 2018



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
31					1 Bar—Peter Hill	2
3	4	5	6	7	8 Bar—Crofty	9 Club Comp 9am Club Xmas Party 12pm
10	11	12	13	14	15 Bar—Howie	16
17	18	19	20	21	22 Bar—closed	23
24	25	26	27	28	29 Bar—closed	30

Seen Around the Field



It was a hot afternoon for the local SES who conducted their annual loader training. The waterbomber was flown in from Bunbury by Terry Freeman, Waterbomber Pilot for Dunn Aviation. After the training session we were all treated to the bomber releasing his load of water over the field. What a sight and great to know that the bombers and SES are well trained and on hand for the upcoming fire season.



Club Busy Bee



So much work was completed by the wonderful volunteers on Saturday for our Club Busy Bee. The lawns were mowed, toilets painted, hangar, bar, kitchen and old briefing room thoroughly cleaned. Thanks to Dave May all the resident spiders were re-homed! The NAC sign across the front of the club rooms had a shiny new paint job by Adam (VP) - only when he had finished did he find that his only pair of work boots were just as shiny and a quick trip to town was needed for a replacement pair for work the next day! Jesse & Lachie did a great job on the mowers (even if Dave M. had to mow again after!). Thanks everyone—your efforts were huge and appreciated as always !





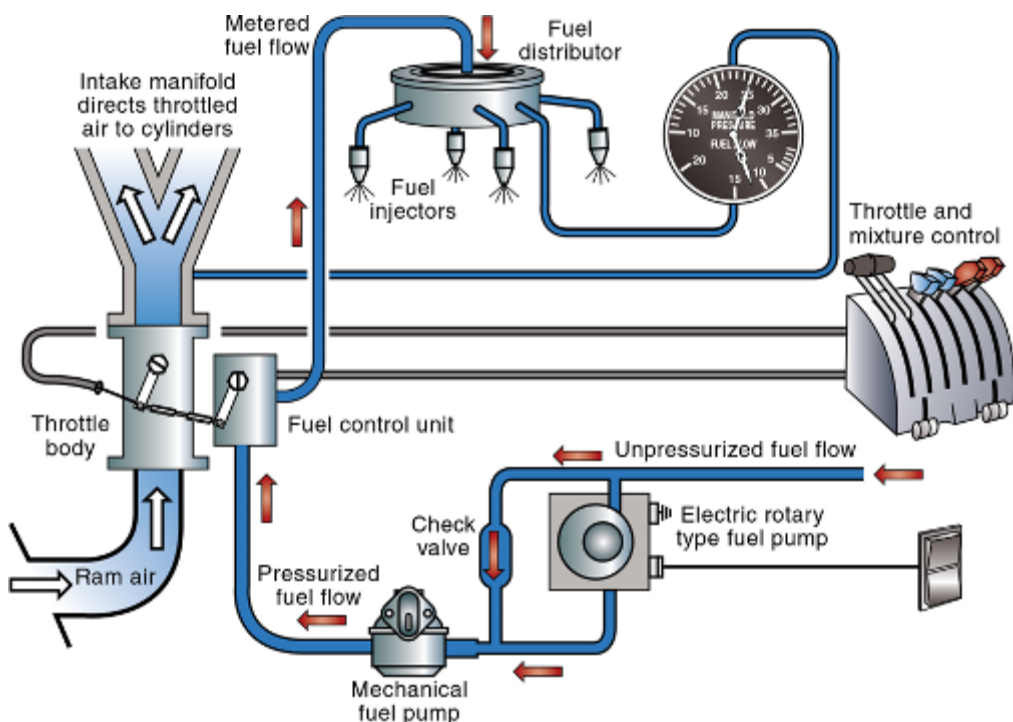


Maintenance Corner by Trevor Sangston

Hot Starts Part 2

Last month we discussed the Continental Fuel injection system and problems associated with it and one tried and tested method of starting when the engine and weather are hot. So this month I will try and help with those pilots who fly the ever popular Lycoming Fuel Injected series of engines.

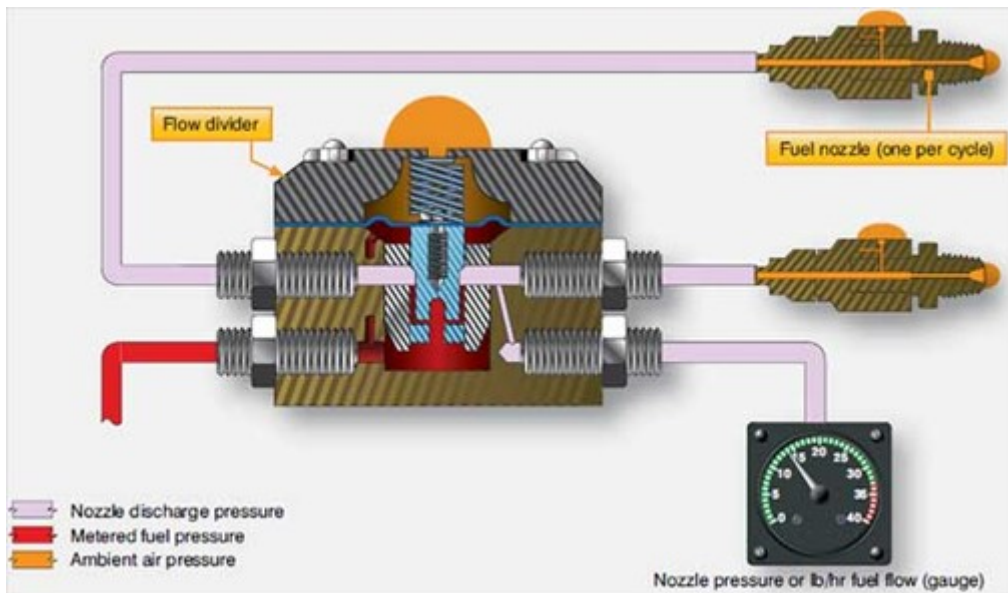
As with Continental powered aircraft the cowls and baffling are set up in such a way as to provide the most effective and efficient path of cooling air through the cylinders in the most compact form to reduce drag. This works great when you are cruising along at 150 knots but once you shut the aircraft down the heat from the engine cannot dissipate well and everything contained inside the cowl will begin to heat up. Avgas has an initial boiling temperature of 37°C so you can see it will not take long for vapour to build up in the fuel system leading to starting problems.



Why the difference?

With Continental powered aircraft it's simply a matter of purging the vapour from the system using the method discussed last month and starting as normal, with Lycoming engines the process is very different.

In both systems a fuel distributing manifold or flow divider is situated above the engine and contains a diaphragm with spring pressure holding it closed stopping the flow of fuel to the injectors until the fuel pump can overcome this pressure.



This gives better control of fuel flow at low RPM and clean shut off when the mixture is closed during shutdown.

However the heat contained in the cowl causes the fuel to boil and pressure to build up in the fuel system due to the expansion of the fuel, overcoming the spring pressure, causing fuel to flow to the injectors.

In Lycoming engines the Fuel Injector is mounted in the cylinder in such a way that this fuel (vapour) hits the inlet valve directly and one cylinder will more than likely get a shot of this fuel directly into the cylinder leading to flooding. Continental injectors are situated further from the Intake Valve and will drain this fuel through drains situated in the inlet manifold or cylinder head. So if we use the same technique as the Continental you will have a hard time getting the engine to start.

The Lycoming Solution

As stated last month always consult your POH of Flight manual for Start procedures relevant to your particular aircraft, but here are some tips that may help if you are having problems when it's hot.

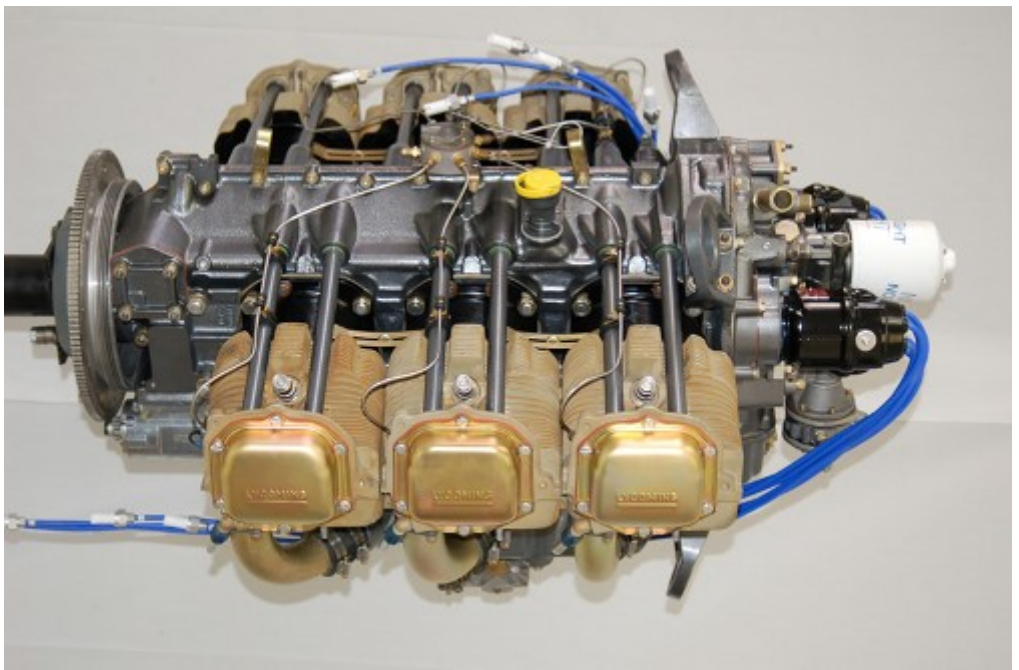
The amount of fuel that will leak through the injectors after shutdown is usually sufficient for a start so no priming with the electric pump is necessary, but this will depend on how long the engine has been shut down. Generally the mixture is left in the ICO (Idle Cut Off) position as this will prevent any further fuel from reaching the injectors. Open the throttle $\frac{1}{4}$ to $\frac{1}{2}$ way and the engine can be cranked over. Once the engine fires the Mixture can be **slowly** moved to full rich and the throttle retarded back to idle and the engine should be idling as normal.

Another trick is to park into wind to assist with cooling the engine once shutdown, this is especially true for tightly cowled aircraft like the Mooney 210.

So hopefully these tricks will assist you next time you're at the Bowser and can't get your aircraft started.

Happy Flying

Trevor Sangston



Look Out!

Kevin Lathbury—NAC

See or be hit! The formal term may be “see and avoid”, but either way it highlights the reality that, as VFR pilots, it is our responsibility to see other traffic before it gets big in the windscreen. Even in controlled airspace like at Jandakot, the controllers don’t separate us from other traffic – they only give us information to help us to separate ourselves. As the best collision-avoidance aid is the “Mark I eyeball”, it is worth considering some of the strengths and limitations of our eyes so we can optimise our lookout.

The retina is the back of the eye. Images fall on it, so it’s like the sensor in a digital camera that converts the input to a picture, or the film in an old camera. The retina has a central point called the fovea, and visual acuity – the sharpness of the image – is much clearer on the fovea than on other parts of the retina. Focus on the word “fovea” on the previous line and see how many words you can clearly see on either side of “fovea” without shifting your focus. Maybe one or two? This means that unless you are looking directly at something distant and making the image fall on your fovea, you may not see it clearly. So keep your eyes moving and make sure that distant aircraft that’s out to hit you paints its image smack bang on your fovea.

Another little trick that illustrates the need to keep your eyes moving involves peripheral vision. Look ahead and hold a finger up to the side of your head. Wiggle the finger and hold it so you can only just see it out of the corner of your eye. Then hold your finger still. You won’t be able to see it. This shows that the very periphery of your vision detects only movement. An aircraft on a collision course with you will appear to be stationary in your windscreen, which means there’s no relative movement, so your peripheral vision will not pick it up. Solution – keep your eyes moving so the aircraft gets out of your peripheral vision and onto your fovea.

You need a friend for the final party trick in this edition of Flyabout. Get said friend to hold their finger at the limit of peripheral vision (as per Party Trick 2), then move their finger in a 180° arc and follow it with their eyes. You’ll notice their eyes move smoothly. Then get them to do the same thing with their eyes – move through 180° – but without the finger to focus on. You’ll notice the eyes move in little jerks, or flicking motions. These little movements are called saccades. If your eyes are focused on an object crossing the sky in front of you (like the finger), then your eyes will move in one smooth continuous movement. But if you are scanning across an empty sky, your eyes will do the saccade thing – focus, flick, focus, flick, focus. While your eyes are flicking, they are blind. In effect, you have a series of little blind spots across the sky, which is clearly not very handy with all those aeroplanes out there trying to hit you.

Just for fun.....

Quiz—Aviation Firsts

1. How many flights did the Wright Brothers make on the 17th December 1903?
 - a) 3
 - b) 4
 - c) 2
 - d) 5
2. Where did the historic flight of the Wright Brothers take place?
 - a) Dayton, OH
 - b) Kill Devil Hills, Kitty Hawk, NC
 - c) Potomac River
 - d) Long Beach, CA
3. The first of the Wright Brothers to fly their aeroplane on the very first flight was Orville?
 - True
 - False
4. Who was the first American to fly after the Wright Brothers?
 - a) Samuel Franklin Cody
 - b) Samuel Langley
 - c) Charles Lindbergh
 - d) Glenn Curtiss
5. Who made the first sustained manned powered flight to Europe?
 - a) Louis Bleriot
 - b) Wilbur Wright
 - c) Albero Santos-Dumont
 - d) Orville Wright
6. What was another “first” in aviation history achieved by Albero Santos Dumont?
 - a) He was the first to fly, in an airship around the Eiffel Tower in Paris
 - b) He made the first flight of an aeroplane in Brazil
 - c) He was the first to cross the English Channel with an aeroplane
 - d) He made the first flight of an aeroplane

7. Who was the first man to cross the English Channel in an aeroplane?
- a) Samuel Code
 - b) Glen Curtiss
 - c) Henry Farman
 - d) Louis Bleriot
8. What was the first 4 engine aeroplane to fly?
- a) Sikorsky Ilya Mourometz
 - b) Sikorsky Bolshoi
 - c) DeHavilland DH4
 - d) Handley Page O/400
9. The first Navy aeroplane was Curtiss A-1 "Hydroplane"
- True
 - False
10. Who was the first to make a double crossing of the English Channel (From England to France and back) ?
- a) Charles S Rolls
 - b) Hubert Latham
 - c) Louis Bleriot
 - d) Henry Farman

Answers can be found on Page 33



Test Your Aircraft Recognition

For the chance to win a \$10 Aeroclub bar voucher name the aircraft and the manufacturer below.

The winner will be the first and closest to the mark. Email your responses to Northamaeroclubsocialdirector@gmail.com



WINNER!!!!

Congratulations Peter Hill for correctly answering the October Aircraft Recognition Competition! There is a \$10 voucher waiting for you at the club bar.

Answer :

♦ *Victa R2*

Quiz Answers
1 - b, 2 - b, 3 - true, 4 - d, 5 - c, 6 - a, 7 - d, 8 - b, 9 - true, 10 - a

Classifieds

For Sale



TECNAM P2008 LSA. 2011, 430hrs TT.
VH reg, Aerial work & Private Category.
Bolly prop, electric AH/DG, aux alternator,
GMA 240 Coms, 30 Nav/Com with CDI.
Garmin 495 GPS, Garmin GTX327 Txp/
Mode C. 118Ltrs fuel, 115kts Tas, 20ltr/hr.
LAME maintained, one owner, exc cond,
always hangared inland WA.
Fresh 100 Hourly.

\$130,000 plus GST

0428935635



Hangar for Sale

15m x 15m located on a front row and

Corner of taxiway—Block No. 33.

Power and water on corner of block.

Note—the hangar only uses the front half of
the block, therefore another hangar can be
built on the back of the block.

Please call—0438 101 334

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Suitable for 2 aircraft

Jabiru Size - \$150 per month

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Prices negotiable

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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

0428 962 001

Aircraft for Sale

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CSU Retractable Undercarriage

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25 Nov 2024

Propeller

126 hours since new

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27 Nov 2018

Other

Airframe total hours - 5187.2



\$45,000

plus 200 hours of wet hire

For more information please contact

Milton Brooks

M : 0414 763 347

E : milt_brooks@hotmail.com

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VH-RXA

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- Lots more!

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For more information please contact MJ

M : 0408 439 160



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Pre-paid Discounted Block Rates Available

- 5 hours - less 5%
- 10 hours - less 10%
- 20 hours - less 15%

Student pilots may use the discounted block rate for aircraft hire only

Instructor fees remain as priced above

For all further enquiries please contact:

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