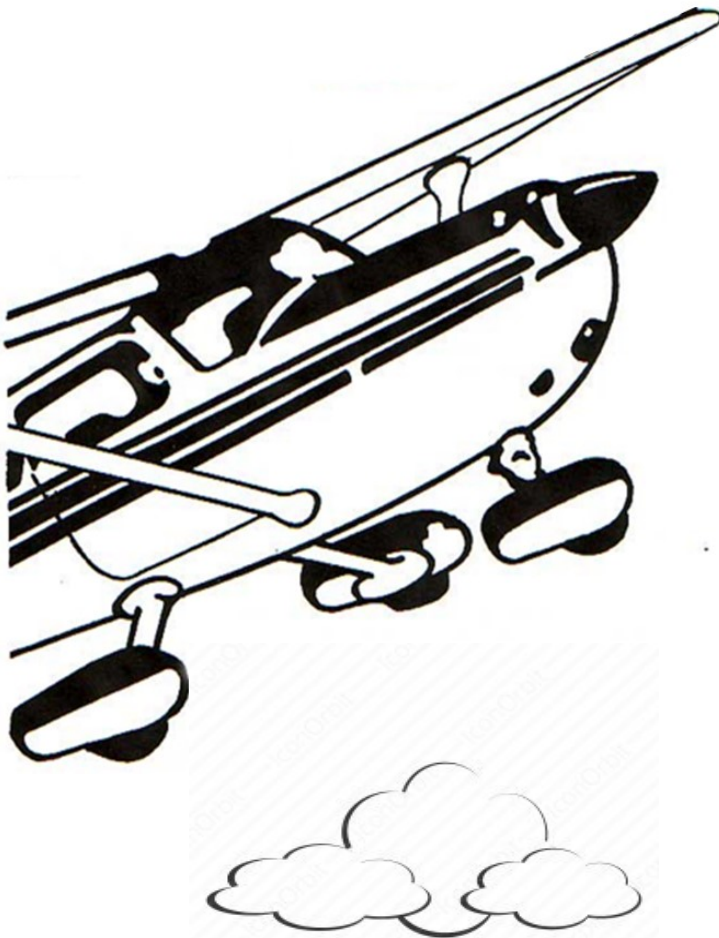


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 54 Issue No.4 APRIL 2023



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Presidents Message

Welcome all to the April Fly About.

Unfortunately, we have had no-one put their hand up to take on the Editor's role.

Please let us know if you could take on our much-loved Fly About, it is put together in a publishing document and then sent by email to all members. Contributions are added each month and we have a lively committee to support you in your endeavours.

Northam Ballooning Events will be underway in early May. We are still requiring Northam Aero Club volunteers for the preparation of meals at the club rooms from around 0430 to 0900 hours, then again at the club room around 1600 hours to about 2100 hours. This would be preparing food in the kitchen and serving in the Bar. These hours would be from Sunday 7th May to the 13th May. Any times you can donate will be very appreciated. You can be a part of this fantastic ballooning event. NAC has survived over 55 years on volunteers and we cannot run ballooning events without your help. I will be in attendance every morning and afternoon to do whatever needs doing. We had a great turnout last time we put this on and we look forward to cooking for our visitors and pilots again.

The RACWA are planning to fly into Northam on the 3rd June 2023 and has invited the Northam Aero Club to participate and join them at the Dome for lunch. This was done last year and it was well attended. You can contact me or Brendon Cox from RACWA on 0429 131 195 to allow for table bookings.

CASA has changed rules regarding our flying school and when it becomes clearer, I will inform you. Unfortunately, as always, it would appear not for the better.

Remember with the cooler weather now upon us do not forget to use your Carby heat.

Cheers,

Errol

Care of Windscreen

AIRCRAFT WINDSHIELD AND WINDOW CARE AND MAINTENANCE

You can keep your aircraft windshield and windows looking and performing like new by using the proper care products and techniques, and by understanding a little about the material you are working with.

First, most aircraft windows are acrylic plastic (as opposed to "Lexan" or polycarbonate), and acrylic plastic is scratchable. Proper care involves preventing scratches that are preventable and properly taking care of those that are not.

When cleaning a window, always remove as much abrasive dirt as possible without touching the surface. Ideally this would involve flushing the surface with water and allowing the accumulated bug residue to soak, possibly with a little dish washing liquid added to the water. If a little rubbing is needed, do it lightly with your bare hand. After a final flushing with more water and carefully drying with a clean soft cloth, use a good grade cleaner/polish intended for acrylic windows, following the manufacturers directions.

We need to step back here and take a look at cleaner/polishes. Everybody seems to have a favourite, from great and proper to poor and very dangerous. The good ones, at least those that are safe to use on acrylic plastics, tend to be the commercial ones, intended to be used on this specific material. The bad ones, including the very dangerous, tend to be materials never intended to be used as an aircraft window cleaner/polish, such as glass cleaners and furniture polish. Glass cleaners invariably contain ammonia, a killer of acrylics. **DO NOT** use anything containing ammonia on acrylic plastics. It will cause crazing (thousands of microscopic cracks) in short order. Furniture polish seems to be safer, but its long term use is undocumented and reports indicate it builds up and produces smears that are hard to polish off. Something to consider about furniture polish – it is intended to be used indoors, not outdoors, and on furniture, not aircraft windows. Furthermore, it's not much less expensive than many aircraft window products

Instructors article

Changes to Flight Training

As I think most of us know, as a country aero club NAC doesn't have a big burden when it comes to compliance with CASA's rules. As long as the aeroplane is properly maintained, and as long as pilots follow the rules, CASA doesn't take much interest in us. If we were a commercial operator, we'd have an Air Operator's Certificate, and that would mean a whole new level of compliance.

But flight training is a commercial operation. (Sure, the average punter would be surprised to read that because most people think that when it comes to aviation, "commercial" and "airline" are synonyms.) To conduct our flight training we need an AOC, and until now we've operated under the AOC of the Royal Aero Club. That's why I teach using the RACWA syllabus, use the RACWA electronic student records system, hand out the RACWA questionnaire for Flight Reviews, and do my annual standardisation with RACWA.

In its wisdom, CASA is tightening up on organisations like NAC using someone else's AOC to conduct commercial operations. So for the purpose of flight training, we'll need to become a training base of RACWA, in the same way Murrayfield is.

For most members doing private flying, which has nothing to do with an AOC, nothing will change. But for NAC to be a training base of RACWA, I'll now be employed by RACWA rather than NAC. The difference you'll notice if you fly with me is that RACWA will charge me out at the standard Grade 2 instructor rate, which has a higher mark-up because unlike the hard-working Rachel who pays me monthly, the RACWA staff are not volunteers. So my time will now cost you more.

Changes to flight training cont'd

If you fly with Ray or me, you'll still get a NAC invoice, with a higher rate for my time, which will be \$148 per hour for flying and briefings. You'll pay the club, and when I put my timesheet in to RACWA, they'll add up my hours and send NAC an invoice to recoup that cost.

Bear in mind of course, without RACWA's overheads our aircraft is cheaper to hire, there are no landing charges, you don't wait behind two at the holding point and three on final before taking off, and for students, you don't have 10 minutes transit time to the training area, so it's still quite a bit cheaper than flying in the city.

Cheers,

Kevin

Club Captains Report

Captain's Report on Sunday the 2nd and 16th April 2023

The April Competition was scheduled to 2nd to avoid clashing with Easter! Wongan Hills was IFR due to very low cloud and drizzle so we had to drive!!! Northam was not much better, however the cloud cleared about 10.30 enabling two pilots who had driven from Perth to have a go.

Competition; 3 circuits nominated time from Rolling;
Short field take off from the start of runway,
Touch and go flapless approach.
Second Circuit Powered approach, touch down on the second centre line stripe.
Final circuit, glide approach from abeam the threshold, touch down on the second centre line stripe.

Result 2nd April;

Peter Hill 98 points

James Hill 90 points

Due to the bad weather it was decided to reschedule the Competition for the 16th April with the hope of better weather.

BUT the 16th weather proved to be replica of the 2nd!!! The cloud base improved enough to fly at 11 o'clock. Peter Hill thought he could find the two points he missed previously so flew again. James Hill wasn't sure he could find the 10 points he missed so let that result stand.

Result 16th April;

Peter Hill 92 points

James Hill 90 points

Peter Hill the Younger 80 points

Dave McFarlane 76 points

Peter Hill's practice on circuit work really shows out! His first try was only 7 seconds long and second go was 8 seconds long!

Next Competition; Mothers' Day Sunday 14th May 2023. It is to be a four leg Navex of about 20 minutes.

Anyone wishing to fly the Competition on Saturday afternoon in lieu of Sunday please give me a call to arrange time.

Cheers

Dave McFarlane

0428 743031

BAR ROSTER

APRIL	
1ST	1700-1900
08TH	Closed Easter
15TH	1700-1900
22ND	1700-1900
29TH	1700-1900
JUNE	
3RD	1700-1900
10TH	1700-1900
17TH	1700-1900
24TH	1700-1900

MAY	
6th –12TH	NBE
Open every day	Ballooning 1600-2000
13th	1700-1900
20th	1700-1900
27th	1700-1900
JULY	
1ST	1700-1900
8TH	1700-1900
15TH	1700-1900
22ND	1700-1900
29TH	1700-1900

THE BAR IS OPEN EVERY SATURDAY EVENING

Next Club Committee Meeting

**Next Club Committee meeting is:
Sunday 14th May 2023 at 13:00
(1:00pm) at the Clubrooms**

April/May/June 2023



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
24	25	26	27	28	29 Bar 1700-1900	30
01	02	03	04	05	06 NBE Practice Bar 1600-2000	07 NBE Practice Bar 1600-2000
08 NBE Comp Bar 1600-2000 NBE	09 NBE Comp Bar 1600-2000	10 NBE Comp Bar 1600-2000	11 NBE Comp Bar 1600-2000	12 NBE Comp Bar 1600-2000	13 NBE Comp Bar 1700-1900	14 Club Comp Committee Meeting
15	16	17	18	19	20 Bar 1700-1900	21
22	23	24	25	26	27 Bar 1700-1900	28
29	30	31	01	02	03 Bar 1700-1900	04

Wanted - Aviation Memorabilia

- Books
- Artifacts
- 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

Postage available—\$10.00 per order

Club Caps with logo—\$25.00 available at the bar

Stubbie Holders—\$7.00 available at the bar

Postage available—\$8.00



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NAC Cessna 172—VH-PGL

Hire Fee Structure

Private Hire - \$260 per hour

Dual Training - \$370 per hour

TIF's - \$185 per 1/2 hour

Briefing - as required

Instructor (in owner's aircraft) - \$115 per hour

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:

NAC Treasurer - nactreasurer@bigpond.com T: 0428 743 031

Aircraft Bookings: Matt Bignell - 0407 873 700

Next Club Competiton

Next Competition 09:00, Sunday 14th May 2023

Cheers, Dave McFarlane

Club Captain 0428 743 031

**President**

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Vacant position

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