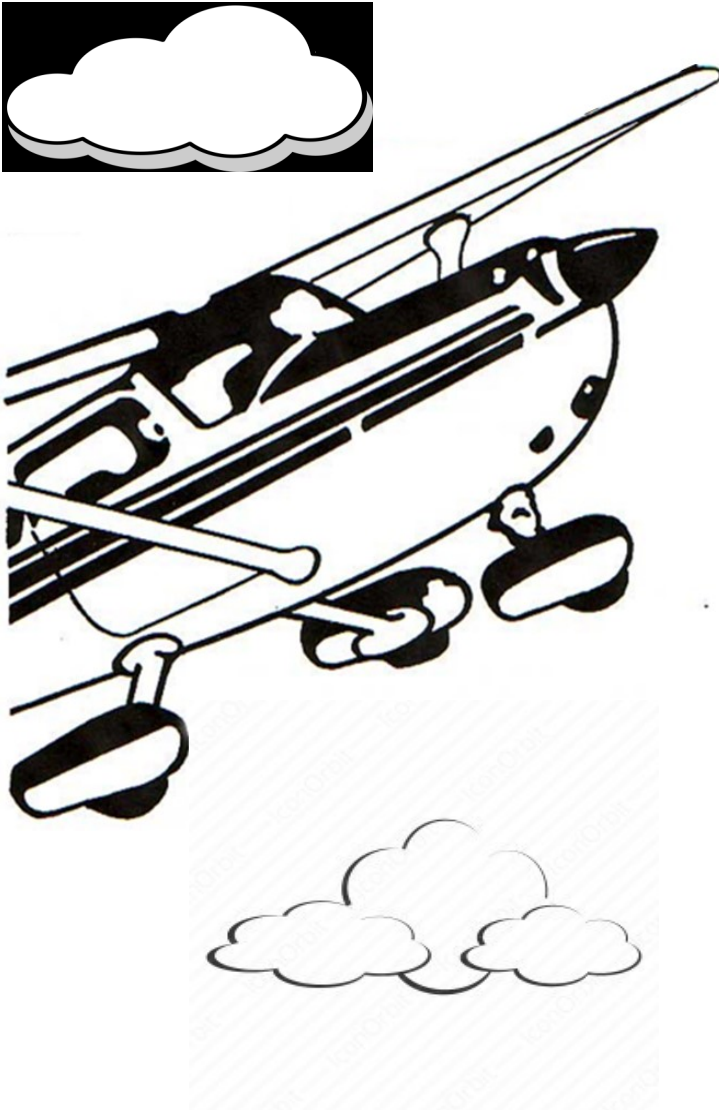


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 50 Issue No. 8 August 2019



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Presidents Message

Hi all.

Another Year another Annual General Meeting.
A new Northam Aero Club Committee.

I would like to thank the outgoing Committee and welcome Heather Deegan and Suzette Scheer to the Committee this year. We also have Les Ballantyne as Vice President. Other than those changes the Committee stays the same.

My deepest sympathy goes out to Jenny Hickey and family on the sad loss of husband Tony. Tony always had a smile and could tell stories for hours on his flying adventures. Tony made it to our first 50 years book launch and anniversary and as Tony does he told more yarns. We had many laughs with him on the day. Farewell my friend. We will miss you.

In October we intend to have a wildflower Fly In to Wongan Hills. Dave and Marg McFarlane will organise this Fly In so if you are interested please advise us but I will do a phone around once we check on the wildflowers and weather.

I was in Nungarin and caught up with an old flying pilot who is heavily involved in their museum there and just loves rebuilding tanks and getting them to run again, along with many other antique pieces of machinery. They are very keen for us to fly up to the Kununoppin Air Strip, meet us in a bus and bring us back for a lunch at the hotel and a guided tour of their museum so will let you know of a date for that fly in also. Another event if we can fit it in is the Trayning Tractor Pull on the 7th September 2019. Plenty happening if you are interested just let me know. Wave Rock is also a fantastic fly in as well. Otherwise happy flying and stay safe.

Cheers,

Errol

Club Captains Report - August 2019

Sunday 11 th AUGUST was our Monthly Flying Comp.

" WONGAMINE BROOK RECONNAISSANCE ."

Nominated Times with Radio Calls and Short Field Ops, plus ground targets to be identified etc. Each Pilot nominated their own time for the journey so not a race ,just a safe and interesting little cross country.

We all enjoyed the flying, everything went well. We welcome a new Member with a fresh RPL to Team NAC, Nick Olszewski, thank you for joining us Nick! Hope to see you at NAC Flying Comps moving forward... Welcome to NAC Nick.

NAC flight Crews gathered in the Flight office in good spirits with a nice cuppa and cake from the Lovely Ladies of the Kitchen!

As always I would once again sincerely thank our ladies for their cakes and bickies, tea and coffee etc. Beth, Annette, Suzette ! THANK YOU.....

All TEAM NAC pilots had full Comp Sheets 30 days prior as usual, so ample time to read/print off /fly some practice runs.

Pilots who fly NAC Monthly Comps give themselves every opportunity to keep their flying skills well honed and proficient, so it is no surprise that all scores are pretty close by all Pilots.

Nominated Times decided the finishing order for this Comp.. First , Second and Third places had only 4 seconds between them!

Judges were James, Trevor, Annette and Stephanie.

Thank you, we all value your work greatly.

RESULTS

Club Captains Report - August 2019

1st	Peter Hill	Cessna 152
2nd	James Hill	Cessna 152
3rd	Ashley Smith	Cessna 172
4th	Trevor Sangston	Bonanza
5th	Ian Berry	Cessna 172
6th	Russell Steicke	Cessna 172
7th	Nick Kostov	Jabiru

Sincere congratulations to all Competitors !

NEXT NAC FLYING COMP :

SUNDAY 8th SEPTEMBER 2019. 9 a.m. start Northam Airfield.

" JENNACUBBINE AIR TRIAL"

All Pilots have full Comp sheets with 4 weeks to go, so Fly it....

All Members welcome, refreshments provided, and seats available in Club Aircraft for Members who would like to fly with TEAM NAC.

See you Sunday 8th SEPTEMBER 9 am at Northam Airfield.

Until then,

Thank You and Stay Safe.

Peter Hill

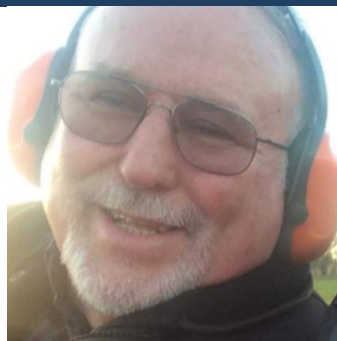
Club Captain 0450415947

prh@aurora.net.au

Anthony Terrence Dalton HICKEY

10.03.1952 - 26.07.2019

It is with great sadness that I write of the tragic and unexpected death of a close friend who once belonged to the Northam Aero Club and was actively involved as a Flying Member until his work took him to Perth and the Eastern States.



Tony was born in Gainsborough in England in 1952 and was the second eldest of four children born to Irish parents. His father was in the English Air Force as a pilot/navigator for 22 years. When Tony went to school, he jumped grades because of his high IQ, and at 15 years of age he moved to Australia with his family, completing his final year at Applecross High School, before joining BHP as an accountant at the young age of 16.

Tony and Jenny met in the car park at the Floreat Hotel and were married soon after. Their adventure filled marriage of 48 years was filled with love and laughter, and gave them four beautiful children in Blake, Kieran, Ebony and Shareice, and six grandchildren, all of whom Tony absolutely adored.

Tony completed his accounting degree and excelled in law. This led to Tony being the youngest auditor of Mount Newman, later BHP, and took Tony and Jenny up to the North West.

Tony had always wanted to fly, and while in Port Headland he worked as an auditor by day and refueled aircraft by night, acquiring his pilot's licence from Dave Walker of Walker Aviation. In the Northam Aero Club's beginnings, David Walker was the Chief C.F.I. at the Narrogin Flying Club and did some Flight Training in Northam in 1969. David (then of Walker Aviation) later helped out with Tim Peters in mid 1977. Unfortunately, David was killed in an accident at Newman.

Flying was a passion of Tony's, and wonderful memories of the Great Western Air Races run over a weekend by the Royal Aero Club were great fun and quite competitive for a number of years. In those days the Club aircraft, C172M "Charlie Mike Papa", was entered in quite a number of Air Races in which Northam Aero Club Pilots did very well.

Air Race 1985 with crew Tony Hickey, Mike Cahill, Susan Ward and Di Parker, were the **AIR RACE WINNERS OVERALL**

Air Race 1986, the "6PR Air Race n Trial," was to **Geraldton** with Susan Ward (PIC) and crew Tony Hickey, and Robyn and Jeff Stewart.

AIR RACE COUNTRY WINNERS

Air Race 1987 to Esperance was with Tony Hickey (PIC) and crew Susan Ward, Robyn and Jeff Stewart. **WINNERS OF FIRST AIR TRIAL LEG**

Air Race 1989 to Kalgoorlie with Susan Ward (PIC) and crew Tony Hickey, Robyn Stewart and Simon Wilding. **WINNERS of SECOND PLACE OVERALL**

Tony had a strong work ethic and a drive to own his own business, when and opportunity presented itself in Karratha in the fuel business, swapping his accountancy to teaching himself to drive a road train fuel tanker. After a few years of hard work Shell management offered Tony a fuel distributorship in Northam. This was when many strong friendships were made with the Hickey family.

It was time for a new adventure that led the family to uproot and move to the north east of Queensland where Tony obtained his licence to try his hand at Real Estate. While Jeff and I were on a visit to Townsville in 1988, Tony had an excuse to be in the air. He hired a PA28 Cherokee Warrior, and with Jenny and Jeff, he flew us to Dunk Island for the day, landing on a beautiful lawn-like airstrip. After a wonderful day there, I flew the Cherokee back to Townsville.

However, the family's time in Queensland was short lived, and they moved back to Perth after about twelve months, where, for awhile, he continued his life in Commercial Real Estate with Richard Ellis Real Estate, owned by Warrick Gerard. Tony would fly Warrick all over the countryside with Warrick's business, and at times, Tony would also act as an Auctioneer.

The ability Tony had to adapt to any profession is a testament to the man who had been a mine manager, a contract negotiator, gold buyer, truck driver and mechanic, to commanding a boardroom in London – a testimony to a just a few of the jobs he held.

Tony was a fun man with a big smile and a huge zest for life. A great story-teller!

Above all, Tony was a loving family man, with great intellect, initiative, imagination, dedication and enthusiasm, who lived by the following principles.

“Be curious, ask questions, apply critical thought to all aspects of life”

and

“Strive for contentment, the rest will follow. Be persistent and never give up on your dreams”

Our special condolences to Jenny, Blake, Kieran, Ebony, Shareice and Families.

Robyn Stewart



Bar Roster

Bar Hours - Saturday 5pm - 7pm

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

August

3rd	-	A.G.M
10th	-	Matt
17th	-	Crofty
24th	-	Howie
31st		Dave

November

2nd	-	Adam
9th	-	Peter S
16th	-	Peter H
23rd	-	Mike
30th		Dave

September

7th	-	Adam
14th	-	Peter S
21st	-	Peter H
28th	-	Mike

December

7th	-	Ashley
14th	-	Matt
21st	-	Crofty
28th	-	Closed

October

5th	-	Ashley
12th	-	Matt
19th	-	Crofty
26th	-	Howie

January

4th	-	Closed
11th	-	Howie
18th	-	Adam
25th	-	Dave

Caution Wake Turbulence

If you fly at Jandakot in the morning, you will usually be using Runway 06L or R. When that's the case, the ATIS will often include "Due Perth duty runway 03, caution wake turbulence." The ILS approach for 03 at Perth starts at 3000 ft just east of Jandakot, so while a wake turbulence encounter is unlikely, it's clearly enough of a threat for ATC to always include it on the ATIS when Perth is using Runway 03. So what exactly is it, how does it affect an aeroplane, and how do you avoid it?

CASA rewrote their AIC on wake turbulence in 2017, and produced a very good description of it in AIC H30/17.

What is it?

Everyone learns in basic aerodynamics that the air pressure under a wing is greater than on top of the wing. While this has next to nothing to do with how a wing produces lift (contrary to what many textbooks will tell you), it does help in explaining wake turbulence. As the air tries to move from the area of high to low pressure, it spills around the wingtips, creating vortices. As seen from behind, these are clockwise behind the left wing and anticlockwise behind the right. (For the purpose of this discussion, we'll leave helicopters out of it, and I'll also assume you haven't always had a digital watch and you know which way clockwise is!)

In 1972 a DC-9 crashed in Forth Worth, Texas, when it was caught in the vortices of a DC-10. It caused the US FAA to create new rules for separation from heavy aircraft, but it remains a good illustration that wake turbulence can bring even a big jet down.

Characteristics of wingtip vortices

Wake turbulence starts at rotation and ends at touchdown. How strong it is depends on a few factors, including the aircraft's weight, wingspan, configuration and speed. As a rule, vortices are strongest if the aircraft is heavy, clean and slow. Logically enough, the heavier the aircraft, the stronger the vortices. There are exceptions, a notable one being the result of the crash of a business jet behind a 757 in California in 1993, which resulted in the 757 being classified as "heavy" for the purpose of wake turbulence separation if it's the leading aircraft. With flaps and other high-lift devices such as slats out, more air flows the way you want it to – backwards along the wing – and less of it flows laterally, which means vortices are stronger when the wing is clean. And you will of course remember from your aerodynamics courses that parasite drag is highest at high speed and induced drag, which is the drag produced as a result of lift production, is highest at low speed. Vortices are a manifestation of induced drag.

Vortices decay more slowly in calm air, and separation standards are based on not having wind and turbulence to disperse them. On the runway they also move sideways at a few knots (2 or 3 or 5 depending on which book you're reading), so a light crosswind will hold the into-wind vortex on the runway for longer.

To experience a severe roll in a vortex, you need to be almost directly following the aircraft generating it. If you are following an aircraft that is generating vortices and you end up in one of them, the effect is typically a small roll in one direction as you first encounter a vortex, then a much worse roll in the direction of the vortex once you are in the middle of it. If you cross a vortex at right angles, there won't be any roll, but you could expect brief turbulence.

What should you do if you encounter a vortex?

If you encounter a vortex, you can make it worse or you can make it better. If you react to the initial roll by applying opposite aileron, the main rolling motion in the vortex will be compounded by your roll input. If an aircraft's flight manual has a procedure for dealing with wake turbulence, it will probably be along the lines of:

- Wait,
- Resist the urge to react immediately,
- Don't use rudder,

Once clear of the turbulence, recover from any unusual attitude.

On 12th November 2001, American Airlines Flight 587 took off from JFK Airport in New York, and crashed shortly after take-off, killing all 260 on board as well as 5 people on the ground. Initial speculation on the cause included terrorism, since it was only two months after the September 11 attacks. However, the NTSB determined that while the initial factor was the wake turbulence from a JAL 747 that had taken off less than two minutes earlier, the determining factor was the FO's excessive use of rudder, which led to excessive forces on the fin and caused it to separate.

How do you avoid wake turbulence?

As always, prevention is better than cure. In controlled airspace, ATC provides wake turbulence separation standards for VFR aircraft taking off, but they do not provide it for VFR aircraft in flight. What that means is they'll make sure you don't run into all the paying passengers, but they may not keep you far enough apart to account for wake turbulence. "Caution wake turbulence" from ATC generally means the spacing is less than the ATC separation minima. But in uncontrolled airspace you are on your own, so knowing the pilot actions to avoid vortices on take-off, as well as in flight and on approach, is relevant when you're competing for uncontrolled airspace with heavier aircraft, such as landing behind the Fokker 100 at Albany.

To keep it simple, let's cover the standard tips for avoiding wake turbulence when you're behind the offending aircraft. If you're departing behind a larger aircraft:

Note its rotation point, then consider how far the vortices will move with the wind. A 10 kt headwind means the air is moving a mile every 6 minutes, which means the vortices will move about 300 metres downwind per minute.

Plan to rotate before the larger aircraft's rotation point, or where you expect the vortices to have moved to with the wind.

Climb above the larger aircraft's flight path.

If you can't do that (and let's face it, your average light aircraft is not going to outclimb your average passenger jet or turboprop), wait until the vortices have dispersed. How long should you wait? More on that in a moment.

If you're landing behind a larger aircraft, stay above its flight path and land beyond its touchdown point.

If you're landing behind a larger aircraft taking off, it will come as no surprise that the standard advice is to note the rotation point, or more importantly, the point where you expect the vortices to be, and touch down well before that point.

Wake turbulence categories and separation minima

The weight categories for wake turbulence are:

SUPER – A380 and Antonov AN225;

HEAVY – 136,000 kg (300,000 lb) or more;

MEDIUM – 7,000 to 136,000 kg;

LIGHT – the rest of us.

There are very few exceptions, such as the 757. As mentioned above, it's MEDIUM when it's the following aircraft (the heaviest 757's are about 120 tonnes), but HEAVY when it's the leading aircraft.

The separation minima that ATC are required to apply are in AIC H30/17, and in AIP ENR 1.4. For take-off and landing the minima are based on time, not distance, and typical numbers for a LIGHT aircraft following a MEDIUM category aircraft are:

Departure using full length ie. from the same point as the MEDIUM – 2 minutes,

Arrival – 3 minutes.

Obviously they're sensible numbers when you're applying your own separation, so if you're arriving in Geraldton behind the 70-seater, allow at least 3 minutes between his landing and yours, and don't line up within 2 minutes of his take-off.

For a much more detailed description and list of hints, including for landing on crossing runways or crossing behind a departing larger aircraft, have a look at the circular:

You are invited to the
Sport Aircraft Builders Club
Annual Fly-In
Sunday 27th October 2019



YSEN – Serpentine Airfield

286 Yangedi Road, Hopeland 6125



Put the date in your diary, don't miss it.

Gates open 9:00am

Car Clubs, Motor Cycles, Steam
Engines, Radial Engine runs, Aircraft
construction demos, Members
completed projects and much more



Refreshments available
throughout the day



Contact Bo Hannington for more information

0427 044 156 or Bo@elbo.com.au



Welcome to Serpentine Airfield.

Your safety is our concern, so please observe the following:

- Aircraft propellers are Dangerous, please supervise your children at all times
- Watch out for and remain clear of moving aircraft
- Advise nearby persons if you think they are at risk
- Aircraft have priority, always give way to them
- Please remain behind the barriers, unless invited by a Member
- Parking is only available in designated areas. Please follow the Marshals' instructions.
- All paved areas are taxiways. Do not park within 6 metres of a taxiway unless directed by a Marshal
- If you are visiting a friend at his hangar, please park in, alongside or behind his hangar wherever possible, rather than in front of it.
- This Airfield is a No Smoking Airfield. The only smoking area is the brick paved area behind the Clubhouse
- Pets & dogs are not permitted on the Airfield during the Fly-In
- Refreshments are available for purchase throughout the day in the Clubhouse, and from food vans
- We hope you will enjoy your visit to our airfield

The Fly In may be postponed by 1 week if the weather dictates. We will advise via our Website and Facebook page

www.sabc.org.au



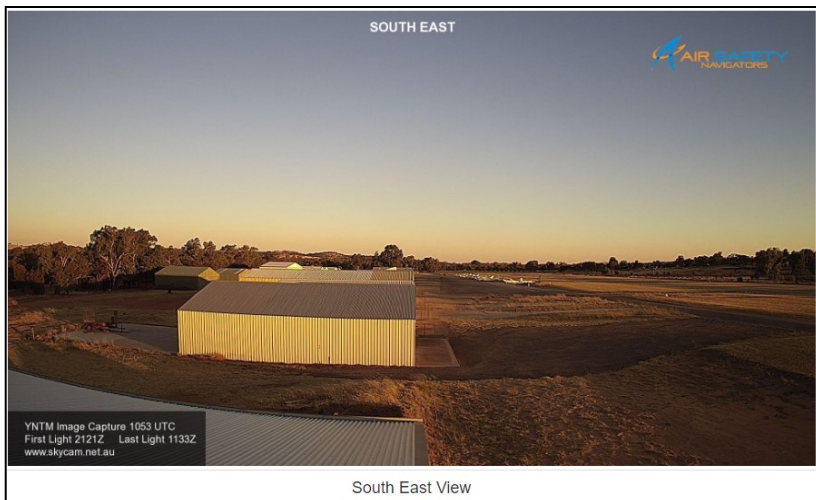
This event is open to Members and Friends of the SABC

NORTHAM AIRPORT SKYCAM

Northam Airport now has a Skycam:

<http://www.northam.skycam.net.au/>

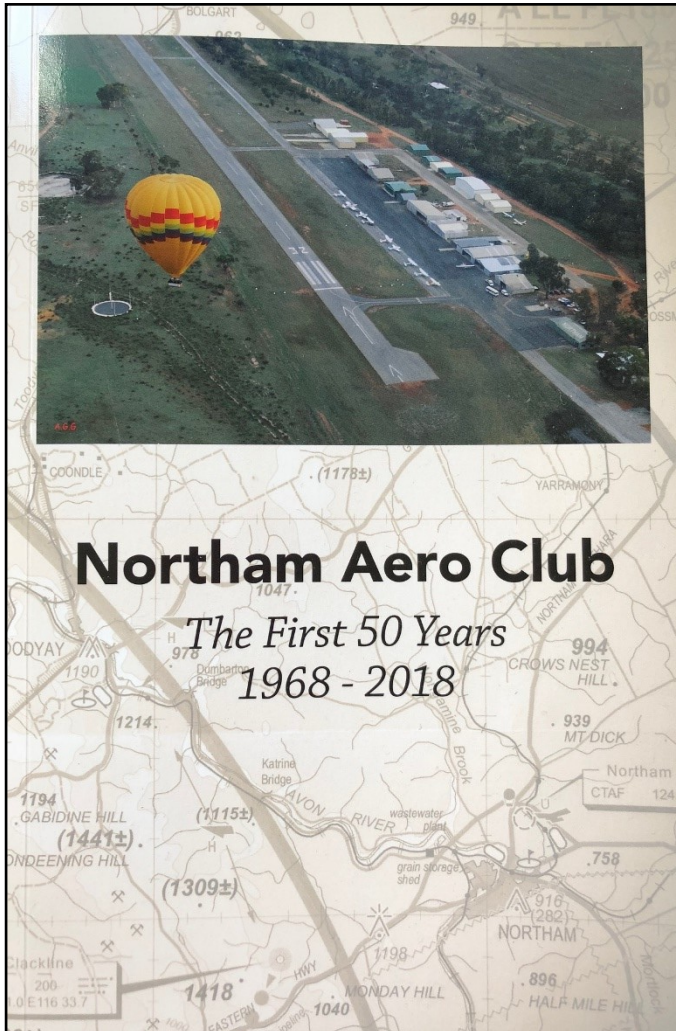
The Skycam system at the Northam Airport has been installed to improve pilot situational awareness with regard to the weather. This webcam is funded and will be maintained by Air Safety Navigators as part of our commitment to aviation safety, the local flying community and in support of our home airfield. Images are now available on Ozrunways and Avplan



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.

August/Sept 2019



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	27	28	29	30	31 Dave	1
2	3	4	5	6	7 Adam	8
9	10	11	12	13	14 Peter S	15
16	17	18	19	20	21 Peter H	22
23	24	25	26	27	28 Mike	29
30	1 Oct	2	3	4	5 Ashley	6

Pick the Plane

See how many of these aircraft you can name!!



Last Months Answers

A. Piper Pilot 100

B. Cirrus SR22T

C. Cessna 172

D. Ilyushin Il-76

E. Let L410

F. Pitts Husky

Northam Aero Club Membership & Apparel Order Form

Name: _____

☐ Not Renewing

Address: _____

Phone: (Home) _____ (Mobile) _____ (email) _____

Type of Membership: ☐ Adult (\$55)

☐ Junior (\$10)

Apparel: ☐ Club Polo Shirt (\$35) – 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 5XL . (185 GSM 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 (\$20) plus \$8 postage. (* Caps are also available from the bar)

Total Enclosed \$ _____

If you would like to receive an Invoice please tick ☐

‘Fly About’ Magazine: Yes ☐ I would like to receive it by ☐ email (preferred) ☐ post

No ☐ I do not wish to receive it

Many thanks,

Northam Aero Club Committee

Northam Aero Club Cap \$20

Northam Aero Club Polo Shirt \$35 (Personalised)



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—\$20.00 available at the bar

Stubbie Holders—\$7.00 available at the bar

Postage available—\$8.00



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- 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

50/50 Share Sale

Vans RV7A

VH-ZDB

Looking for a 50/50 share or a possible outright sale considered

- *Aircraft built in Nungarin and first flew in 2005*
- *Faultless history*
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For more information please contact David Watkins

E : dwatkins8@me.com

The Story of Curvy Kate

is a fascinating story of one man's lifelong dream to build a head-turning replica SS Jaguar from the ground up.

Howard Pietersie takes us through a mechanical odyssey, replete with setbacks, successes and innovative solutions that make 'Curvy Kate' a remarkable story of endurance, elation and love.

However, the romantic notion of building a truly elegant piece of 20th century motoring royalty is not for the faint-hearted, though any unsuspecting soul determined to do so would do well to read this book.

The Story of Curvy Kate is Pietersie's inspirational and sometimes hilarious journey into the secret life of an enthusiastic amateur determined to realise a dream.



The Story of Curvy Kate

available online

www.replicajaguarbook.com

Paperback—\$29.95

Hardback—\$39.95

ASIC Cards

As you know, ASIC's now need to be collected in person. This has meant a trip to Perth to have a face to face pick up. I am now an agent for CASA so if you nominate Northam as your pick up point, your ASIC will be sent to me for you to collect in Northam.

Enquiries—Denis Beresford

0408 747 182

"Happy Flying"

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

NAC Cessna 172—VH-PGL

Hire Fee Structure

Private Hire - \$210 per hour

Dual Training - \$300 per hour

TIF's - \$150 per 1/2 hour

Briefing - as required

Instructor (in owner's aircraft) - \$100 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

Matt Bignell - 0428 962 001





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