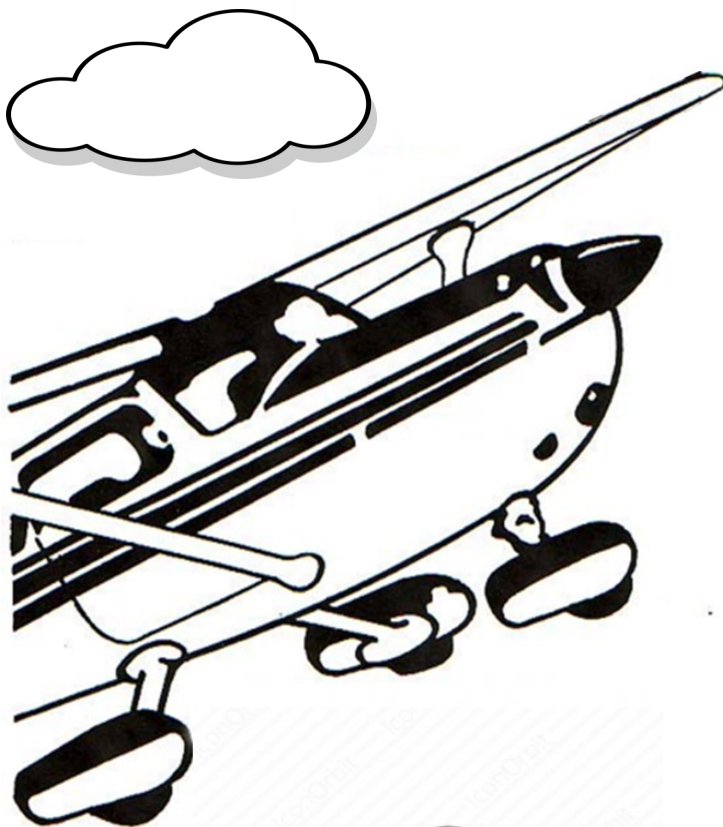


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 54 Issue No.1 JANUARY 2023



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- ◆ Club Captain's Report
- ◆ Next Club Comp
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BUSSELTON FLY-IN WEEKEND

18 & 19 FEBRUARY 2023



Royal Aero Club
of Western Australia (inc)

Join the Royal Aero Club for a great weekend
of flying, fun and fellowship!

Saturday Day: Meet for lunch at Esplanade Hotel Busselton.

Saturday Evening: Pilots and Partners Dinner at Shelter
Brewery. \$110 per head, dinner and drinks included.

Sunday: Join the Busselton Aero Club for their Big Breakfast.

SCAN ME



Accommodation: Esplanade Hotel Busselton book direct.
Promotion code: RACWA

Ground transport: Available to and from Busselton Airport.

REGISTRATION is essential, [book online now!](#)

For more information contact:

Club Captain, Haydn Vernon 0437 522 093,
Vaughan Emery 0412 923 494 or Louise Kemp 0422 637 159



Busselton Fly in

The next Royal Aero Club fly in to Busselton is organised for February 18 +19

Members from Northam are invited to join RACWA, especially for the *Pilots and Partners Dinner* on Saturday Night.

Pilots and Partners Dinner is to be held on the Functions Floor at the stunning new Shelter Brewery overlooking Geographe Bay. Cost is \$110ph. Dinner and drinks are all included but you must reserve your seats now at the dinner by booking on line www.royalaeroclubofwa.com.au or contacting The Royal Aero Club on 9417 0000.

Next Club Committee Meeting

**Next Club Committee meeting is:
Sunday 5th February 2023 at 13:00
(1:00pm) at the Clubrooms**

NAC Website access QR code

We are slowly sliding into the new technological world!

Here is the latest High-Tech way to access the NAC website.

If you are "QR" code ready then simply scan this code with your phone or tablet



(QR code reader apps can be downloaded from the App store or Play store)

Club Captains Report

January Unofficial Comp held on the 8th

While at the Club on Saturday night celebrating Sue Clement's Birthday four pilots suggested that the Captain should organize a Mini Competition for the morning. So thanks Marg for handwriting the comp sheet as if I'd hand written it pilots would be still trying to work out what is going on....!

The plan was to fly two circuits; First take off using the Soft Field technique with a powered approach to land on the keys. Then touch and go with a Glide approach and land after the keys.

Participants had no idea what was going to be scored except the Captain of course.

Several pilots lost points for drifting off to the right onto "14 right's centre line" during climb out after take off on both circuits. Looks like this will be a permanent scoring in future comps.

RESULTS

Placing	Pilot	Points
Equal First Place	Peter Hill Dave MacFarlane	C152 VH-BFC PA-28 VH-HKA
Second Place	Errol Croft	C172 VH-JXI
Equal Third Place	Nick Kostov Paul Dundon	Jabiru C172 VH-JXI

Maximum points possible 43

Club Competition



NEXT NAC FLYING COMP:

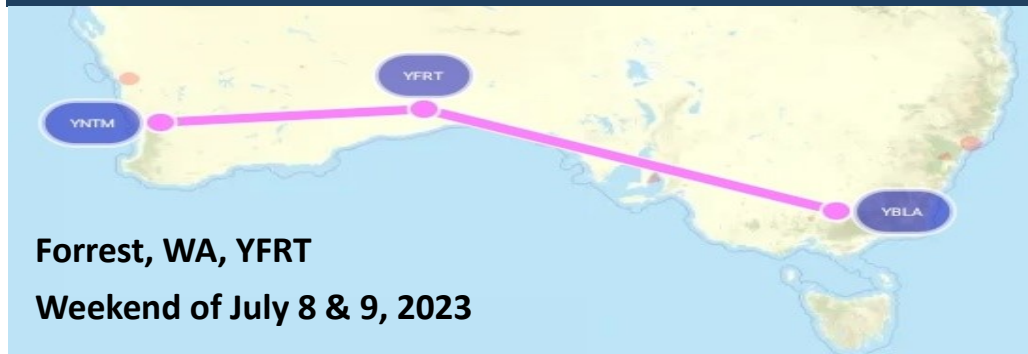
Will be held at

09:00, on Sunday 5th February 2023

Cheers, Dave McFarlane

Club Captain 0428 743 031

Inaugural Editors Dinner



Now that COVID has been and upset our lives to the point that things we do will never be the same again, and now that we have accepted that it is to be with us for ever more, we can now endeavour to move forward with our lives in as normal a way as is possible.

It, (COVID), may have caused us to postpone our first attempt at the “Inaugural Editors Dinner”, but it won’t stop us this time.

Planning is well under way for the first ever Editors Dinner, to be hosted by the Editor of the Fly About.

The event is planned for the weekend of July 8 & 9, 2023, and is to be held at the old BOM and Transcontinental Rail and Air stopover point of FORREST WA.

The event is a “FLY IN” but feel free to use other transport if the urge so takes you. (The Indian Pacific leaves Perth on Friday 7th July and arrive at Forrest at 15:30).

Accommodation will be in the old BOM houses located at FORREST and is specially priced for this event based on 4 people to a house.

Dinner will be hosted, prepared and provided by the editor at no cost!

Inaugural Editors Dinner

DETAILS:

Event: Editors Fly In Dinner

When: Weekend July 8 & 9, 2023
(Friday 7th is Optional to arrive)

Where: Forrest Airport, WA

If you are a dab hand at google you can see that Forrest has a few things to do for a weekend.

There is a small museum featuring memorabilia from the old days, there may even be a vehicle at our disposal so that we can visit the meteor crater nearby!

As with all organized events there are some rules, requirements and deadlines.

Forrest is manned by a husband and wife team of Wendy & Chris, as they are the sole residents and do all of the normal duties associated with running an outback outstation, they can not afford to take ill. Therefore anyone wishing to make use of the accommodation at Forrest must provide evidence of 3 jabs for COVID.

Accommodation pricing is based on 4 people sharing a house, you can however pay for 4 and have the house exclusively.

On the other hand if you wish to have more than 4 in a house then each person will need to pay for their accommodation.

Inaugural Editors Dinner

We have allowed for 16 attendees sharing 4 houses, but as each house has up to 5 bedrooms we can accept more if need be.

Once I have an indication from people that they wish to attend I will start an email group to keep you all informed.

Basically though the deal is as follows:

Accommodation is \$100 per person per night (based on sharing).

Breakfast, Lunch and Drinks are available for Purchase at Forrest.

Dinner on Friday Night is available at around \$30 per head.

Dinner on Saturday Night is Hosted, Prepared and Provided by MJ
(Wine with dinner included)

AVGAS is available.

Hangarage, while limited is available.

Payment for accommodation is to be paid directly to the Forrest Airport. Responsibility for payment of all deposits, fees and charges rests with the individual attendees. We have a group booking, I will email details to all that indicate their intention to attend. The number of attendees needs to be confirmed by the 14th February 2023, so let me know as soon as you can, (only 9 Slots left)!

Email me at: auswideaviation@bigpond.com (preferred method)

Call me on: 0408439160

Message me from the Club Facebook page or Messenger *Speedy Screed*

Cheers, MJ

In my Navy days the term “feet wet” had nothing to do with stepping in puddles. It was just a simple way of saying “We’re now flying over water.” Hence I sometimes describe a Perth-Melbourne flight as “feet wet near Esperance, and feet dry around Mount Gambier.” But for most of us as pilots, “feet wet” doesn’t often apply unless we’re doing that short over-water transit from Freo to Rotto. Let’s look at some of the rules and considerations for flying with your feet wet.

Notification

Part 9 of the CASR Part 91 MOS says that for an over-water flight you must submit a SAR-TIME flight notification or at least leave a Flight Note (WIFESAR, MUMSAR or equivalent) with a responsible person. According to the MOS, the responsible person you leave it with must:

- Be at least 18;

- Have access to 2 phones;

- Satisfy you that they know how to contact the Joint Rescue Coordination Centre (JRCC) and will do so if you’re overdue.

Equipment

Division 26.14 of the MOS covers the equipment you must carry. That includes life jackets with whistles for everyone on board if:

- For a single-engine aircraft, you’ll be out of glide range of a suitable landing spot; and

- For a multi-engine aircraft, you’ll be more than 50 nm from a suitable landing spot.

In a single-engine aircraft, you must wear your life jacket if you’re out of glide range of land, unless you’re above 2000 ft, in which case CASA considers you’d have time to put it on before going swimming.

In a piston-engine aircraft you must carry life rafts if you’re flying over water for more than 30 minutes at normal cruise speed, or 100 nm, whichever is shorter.

Division 26.12 says that if you’re flying a single-engine aircraft out of glide range of land, you must carry a survival ELT. That’s not the same as the one fitted to the aircraft. A survival ELT is one that is removable from the aircraft, and is an EPIRB or personal locator beacon.

Transponder

AIP ENR 1.6 says if you're in Class G airspace more than 15 nm from shore, the appropriate transponder code is 4000.

Ditching

One of the many accurate aviation cliches is that there are no ships in the air but there are a lot of aeroplanes in the ocean. If you should ever have the misfortune of having to put your aeroplane down on the water, you'd like to have some clues about how to give yourself the best chance. To that end, CASA published a very informative Advisory Circular in November 2021. It's AC 91-09 and its title is Ditching: <https://www.casa.gov.au/sites/default/files/2021-11/advisory-circular-91-09-ditching.pdf>.

The circular says, logically enough, that drowning is much more likely if escape from the aircraft is delayed. Reasons for that can include being unable to undo seat belts or open doors, disorientation, and unfamiliarity with how to escape. The last of these is clearly one of the objects of a good passenger briefing.

As for disorientation – I've done Helicopter Underwater Escape Training (HUET) quite a few times, in the Navy and as part of the requirements for offshore oil and gas work. When you do that training, you do a few simple immersions and escapes, and they get progressively more complicated, including inverted and blindfolded. On one course, after we'd done the required drills, we did one last one in which the instructor suggested we try something different. (The offshore helicopter pilots, who unlike the passengers have to do HUET every year, like to play chicken for this one – last one out wins!) My plan was to simulate that my window wouldn't open and I needed to escape via the opposite window, so as we went inverted I reached across the aisle and grabbed hold of the opposite seat back so I'd know which way to go. Once we were inverted, the only reason I went the right way was that I had hold of that seat. And that was a training exercise, with a few practice immersions under my belt, by day, in a pool. I find it extremely easy to believe that if you hit the water hard in a ditching, with the aircraft not staying level and your heart rate red-lining, not knowing which way is out or up could be a very real scenario.

If you only have life jackets and no raft to climb into, hypothermia will be a risk. You lose body heat about 25 times faster in water than in air at the same temperature. (Remember *Titanic* – Kate survived but Leo died.) You'll also be harder for the rescuers to spot, as they're looking for a few bodies rather than a nice brightly-coloured life raft. For these reasons, particularly if you're flying over cold water, you may choose to take a life raft even if the rules don't require it.

Section 7 of AC 91-09 contains lots of good tips for survival once you're on or in the water.

Preparing to ditch

Section 4.3 of AC 91-09 list some things you'd do prior to ditching. A few of these, such as putting your life jacket on, stowing loose items, and bracing, are part of all the airline safety briefings we've all heard.

Where to ditch

Provided you fly the aeroplane as well as possible, by far the biggest influence on the outcome of a ditching is the sea state. Your forced landing on land will be as into-wind as you can make it, but on the sea that may mean landing into a big sea or swell, which would be far from ideal. In most cases the safest bet will be to touch down parallel to the swell, on the crest or back side. And since the swell is a result of yesterday's wind or distant wind, it may well be a different size and in a different direction to the waves that are generated by the wind at the time of ditching, hence your typical weather reports about "3 metre seas on a 4 metre swell." (Incidentally, that's a total of 5 metres, not 7, because when you add sea and swell you have to Pythagoras the two numbers.) So if you touch down parallel to the swell, chances are you won't be directly into wind, meaning you probably won't have the slowest possible groundspeed (Can you call it waterspeed?)

Configuring the aircraft

Your flight manual may tell you how to configure the aeroplane for a ditching. If it doesn't, gear up, full flap, and minimum controllable speed will be your best bet.

Whether your aircraft is high-wing or low-wing, and whether the gear is fixed or retractable (and therefore up), it won't be a smooth touchdown. As for getting out, you want to wait until the aircraft settles, and once you've opened a door or window, wait until the cabin fills with water. Otherwise, you're trying to push your way out against incoming water. And of course, you know from airline briefings not to inflate your life jacket until you're out.

Avoiding ditching

If you're going to fly over water, what can you add to this list for avoiding the need to ditch?

Well-maintained aeroplane;

Good pre-flight checks;

Fly high enough to stay within glide range of land;

Have two engines.

And while we're on the subject of the sea, well done to new student and member Bassem Azer. While discussing Air Law recently, I think he was the first student I've ever had who's correctly answered the question, "Why do the flying rules say to turn right to avoid a head-on?"

Hi All, this arrived in my inbox today, so I thought I would share it in case there are some interested parties out there.

Good afternoon,

Bankstown-based flight academy Sydney Flight College (SFC) is set to host a new Outback Air Race to raise funds for Angel Flight.

The navigation time trial will take place over six days beginning 31 March, stopping in six outback locations.

The race will aim to raise \$20,000 for Angel Flight, to support the transportation of 125 patients from remote Australian communities to major hospitals for non-urgent care.

The Race forms part of an extended partnership between SFC and Angel Flight. Under the existing partnership, SFC has offered its grounds and facilities as a hub for Angel Flight pilots to pick up and drop off patients.

SFC and Angel Flight are encouraging aero clubs of all shapes and sizes from around the nation to get involved in the upcoming Air Race, with registrations open now. through the Member Jungle website. Spots are limited.

Please see brochure on next page for further details. Or click this link.

[*sfc-air-race-club-events-a4-flyer-21cm-x-29.7cm-.pdf*](#)

Kind regards,

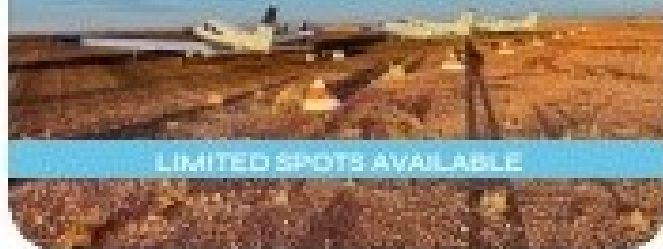
The Angel Flight Team



SFC
A Passion for Flying

SFC AIR RACE

FOR ANGEL FLIGHT



LIMITED SPOTS AVAILABLE

Raising life-saving funds for **Angel Flight**

MARCH 31 - APRIL 5

Across Outback Australia

Join us for a Navigation Time Trial through Outback Australia.
8 days, one goal, to raise \$20,000 for Angel Flight.

CLUB MEMBERS

SUPPORTING

Angel
Flight

Angel Flight Australia is a charity that coordinates non-emergency flights to assist country people to access specialist medical treatment that would otherwise be unobtainable due to distance and high travel costs.

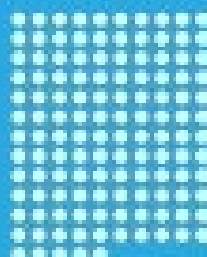
THE MISSION

Team and captain of the SFC Australia Road's team will be asked to take navigational and time keeping accuracy for each leg.

THE GOAL

Raise

\$20,000



For

125

life saving
Angel Flights

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 ☐

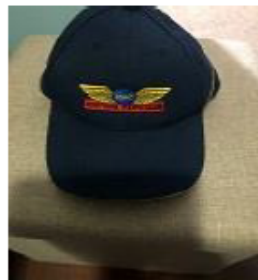
No ☐

Many thanks,

Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised



BAR ROSTER



BAR ROSTER 2022

February	
5th	1700-1900
12th	1700-1900
19th	1700-1900
26th	1700-1900
April	

March	
3	1700-1900
10	1700-1900
17	1700-1900
24	1700-1900
31	NYE
May	

THE BAR IS OPEN EVERY SATURDAY EVENING

**Stay tuned for a new Bar Roster in the coming issues of the
Fly About**

Jan/Feb 2023



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
23	24	25	26 Australia Day	27	28	29
30	31	1	2	3	4	5 Club Competition
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	1	2	3	4	5



\$25.00 available from Northam Aero Club

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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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

Membership Renewals

Northam Aero Club Membership Renewal due January 2023

Our Membership year runs from January to December each year.

Bank Details to make Membership payment to **Northam Aero Club**
BSB: **036107** Account No. **692937** Reference **(please use your surname to make it easier for us to find you)**

**President**

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