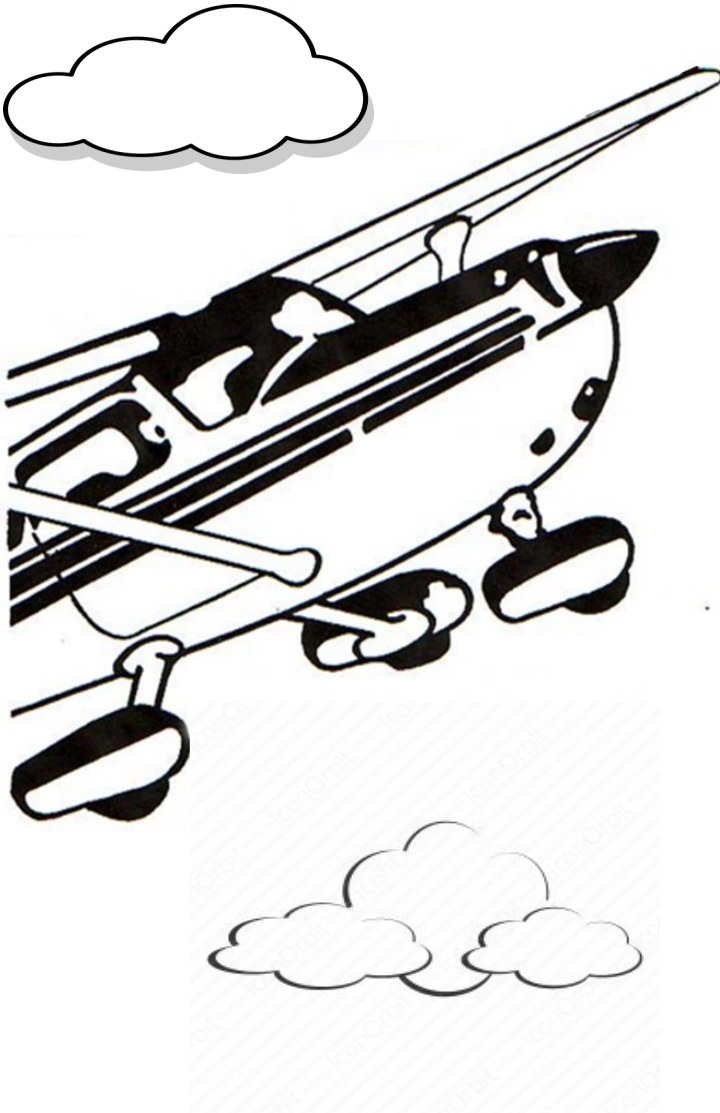


# Fly About

Northam Aero club (Inc.) Newsletter

Vol. 51 Issue No.6 JUNE 2020



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- ◆ A lesson from the CFI
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# Presidents Message

Hi all,

With restrictions now being lifted, our Bar at the NAC Clubrooms is open once again. Just a reminder hours at the Bar are now 5pm to 7pm Saturday night and social distancing measures are in place.

Thanks to Dave and Marg McFarlane for starting the ball rolling with their beef night followed by a very successful night with Ashley Smith and a steak dinner to celebrate his recent success.

Congratulations to Ashley on achieving his Commercial Pilots Licence (CPL) and a job to boot flying. Ashley achieved this all through the NAC apart from a few hours in Jandakot.  
Well done Ashley.

The monthly Committee meeting was held on June 14<sup>th</sup> as was the monthly Flying competition. At the Committee meeting it was agreed to update our clubrooms so as to improve the bar, kitchen, clubroom with new ceiling, lights and walls.

Nominations are open to the Committee and the Executive Committee positions with our AGM being held on Friday 24<sup>th</sup> July at 7.30pm. Nominations need to be in the hands of the Secretary PO Box 247 Northam by 3<sup>rd</sup> July 2020.



Anyone who has visited the airfield lately would have noted a new taxiway that has been constructed to allow planes to taxi and take off at the end of runway 32. This will be very helpful for water bombers during our fire season.

It seems the Royals were a no show due to fog and bad weather but we will try again in the near future. Otherwise happy flying,

Cheers, Errol

# Club Captains Report

## TEAM NAC FLYING COMPETITION for June 2020

"CIRCUITS x 2" - nominated times, landing criteria. Light and variable winds, so Runway32. This Runway is very handy to NAC Clubrooms, and afforded great viewing by our Visitors, Family and Friends.

Marg and Dave put on Morning Tea, many thanks. Much appreciated. Everyone enjoyed it.

### RESULTS

First Place	Howie Pietersie	VH-CEU	PA28-235
Second Place	Ashley Smith	VH-CEU	PA28-235
Third Place	Peter Hill	VH-BFC	C152
Equal Fourth Place	Ian Berry James Hill	VH-PGL VH-BFC	C172 C152

Well Done Howie, and well deserved too! Howie is soon to sell this lovely machine, VH-CEU and can be contacted on 0407306820.

Ashley Smith last year's Club Champion, has just (very quietly as is his way), obtained his COMMERCIAL PILOT'S LICENCE! Ash is our Best Pilot; we are very proud!

Peter Hill is this Season's Club Champion.

Ian Berry is in great form, I hope I fly that well at 80! Ian is the Recipient of this Season's "ROSS SMITH MEDAL" for the longest flight by a NAC PILOT. Congratulations Mr. Berry!

James Hill is NAC "ROOKIE OF THE YEAR", he has attended every Comp.

Judges were Chris and James, most appreciated! James in particular has added a new dimension to TEAM NAC COMPS, he films every landing every Comp, this is a valued training/revision tool.

We have 2 years' worth of all Comp. landings, and all safe, nobody "bangs it down".

This was the last Comp for 2019/2020 season, here is to another successful Season 2019/2020.

CoVid19 restrictions mean NO Annual Dinner / Trophy Presentation night.

Sincere thanks to all 14 Team NAC Pilots and Crew for joining us, in particular it is encouraging to see RA AUS Pilots among you.

Next season we invite all Pilots, both GA and RA Aus to join in the fun.

All Comps are based on what we were taught up to RPL level.

First/next Comp is SUNDAY 12<sup>th</sup> JULY Northam Airfield. "DEMPSTER STRIP/MURESK SORTIE" A mini Cross-Country Air Trial approximately 34 n.m. TEAM NAC PILOTS have Competition Sheets with 4 weeks to go.

Why not FLY a PRACTICE RUN, see you Sunday 12th July! Morning Tea as usual, all Welcome.

Until then, Stay Safe

# Club Captains Report

## Club Championship



Peter Hill on his way to Club Champ 2019/2020



Ashley Smith in VH-CEU on his way to Runner Up in Club Championship 2019/2020

# Club Captains Report



Ian Berry in Club C172 VH-PGL on his way to third Place in Club Championship 2019/2020

Well done to everyone that participated in this years Northam Aero Club Championship. Sadly there will not be an Annual Dinner or Trophy Presentation night, but hopefully we will be over the COVID19 pandemic and able to celebrate next year.

## Results

**Club Champion**

**Peter Hill**

**Runner-up Club Champion**

**Ashley Smith**

**Third Place**

**Ian Berry**



# Maintenance Release — Kevin Lathbury

Every time you go flying you look at a maintenance release. Do you always look in all the right places? Do you know exactly what you should be looking for? If not, here are some pointers that may be helpful.

## Part 1

Part 1 is the section that's filled out when the MR is issued, and which many pilots are fairly good at not reading. Some key items on Part 1 are labelled on the example below, which is from PGL's recently expired MR.

**Australian Government**  
**Civil Aviation Safety Authority**

**Maintenance Release** A 232743  
Civil Aviation Regulation 43

Aircraft Type C172P VH- PGL

Expires 30/5/2020 OR 13406.5

This Maintenance Release has been issued by virtue of Regulation 43(7) (a) of the Civil Aviation Regulations 1988 and except where it ceases to be in force by virtue of Regulation 45 or Regulation 47 of the Civil Aviation Regulations shall remain in force until the expiry date or aircraft time in service shown whichever is the earlier.

Issued by Northam Air Services Aircraft total time in service at issue 13306.5 Time 1630 Date 30/5/19 Place Northam

Signed [Signature] AME licence/authority no. 438869 ☐ IFR ☒ VFR Night ☒ VFR Day Operational Category Charter

Maintenance requirements - The following maintenance, in addition to daily inspections, is required to be carried out on the aircraft during the period for which this Maintenance Release is expressed to remain in force, in order to comply with requirements or conditions imposed under the Civil Aviation Regulations.

Schedules/System of Maintenance applicable to this aircraft: CASA Schedule S + Eng 4-11

Item no.	Maintenance required	Due at date/ Aircraft TTIS	Complied with, entered & certified in Log Book or Part 2 of MR	Date
①	Record all up-lifts on this MR	Daily		
②	50W oil - filter	2197-4 TTIS		12/4/19
③	Amercy Fire extinguisher d/d	1/8/19		05/09/19

Amercy 25/02/2020

1. This tells you when the MR expires. It's 12 months or 100 hours of engine time after the issue, whichever comes first. The time here – 13406.5 in this case – is Total Time in Service (TTIS), which for many aeroplanes is also the time on the tachometer.
2. This tells you the date and the TTIS when the MR was issued. The figures in Item 1 are 1 year and 100 hours later.
3. This tells you the aeroplane has the right instruments and lighting to be flown VFR by night as well as day, but it's not suitable for IFR. It also tells you it's suitable for charter operations.

# Maintenance Release — Kevin Lathbury

4. This lists the scheduled maintenance, that is, the maintenance that needs to be done regardless of whether anything breaks. The items on this list are:
- a) Record oil added, which is something else that pilots are fairly good at not doing.
  - b) 50 hourly oil and filter change. The time written here is a tacho time. In PGL the TTIS is not the same as the tacho time, so it doesn't appear anywhere in the cockpit. NAS needs to write the tacho time so we can see when the oil change is due. They've noted the tacho time at issue – 2147.4, which is also shown in Part 3 – and added 50 hours to that. Being a pilot you are of course highly numerate, meaning you can add 50 to this time, and you know the MR expires at 2247.4 hours on the tacho.
  - c) The last item is a fire extinguisher overhaul due on a set date. Scheduled maintenance like this, or Airworthiness Directives (ADs) issued by CASA, must be actioned by the due date (or aircraft time). If they're not, the aircraft is not fit to fly. If you see the tacho time or the date is getting close to one of these, let Dave Beech know (rather than assume someone else has) so he can arrange the appropriate work with NAS.

Australian Government Civil Aviation Safety Authority		Maintenance Release Civil Aviation Regulation 43		A 232743		1			
Aircraft Type <u>C172P</u>		VH- <u>PGL</u>		EXPIRES <u>30/5/2020</u> OR <u>13406.5</u>		Part 1			
<p>This Maintenance Release has been issued by virtue of Regulation 43(7) (a) of the Civil Aviation Regulations and except where it ceases to be in force by virtue of Regulation 45 or Regulation 47 of the Civil Aviation Regulations shall remain in force until the expiry date or aircraft time in service shown <b>whichever is the earlier</b>.</p>									
Issued by <u>Northam Air Services</u>		Aircraft total time in service at issue <u>13306.5</u>		Time <u>1630</u>		Date <u>30/5/19</u>			
Signed <u>[Signature]</u>		AME licence/authority no. <u>438869</u>		<input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR Night <input checked="" type="checkbox"/> VFR Day		Place <u>Northam</u>			
				Operational Category <u>chaper.</u>					
<p><b>Maintenance requirements</b> - The following maintenance, in addition to daily inspections, is required to be carried out on the aircraft during the period for which this Maintenance Release is expressed to remain in force, in order to comply with requirements or conditions imposed under the Civil Aviation Regulations.</p>									
<p>Schedules/System of Maintenance applicable to this aircraft: <u>CASA Schedule 5 + Eng 4 #11</u></p>									
Item no.	Maintenance required	Due at date/ Aircraft TTIS	Complied with, entered & certified in Log Book or Part 2 of MR	Date	Item no.	Maintenance required	Due at date/ Aircraft TTIS	Complied with, entered & certified in Log Book or Part 2 of MR	Date
①	Record oil up/lts on this MR	Daily							
②	Sony oil filter	2197.4 hrs		12/4/19					
③	Amercy Fire extinguisher	18/19		05/09/19					
<p><i>Ameyus 25/02/2020</i></p>					<p><b>3</b></p>				

# Maintenance Release — Kevin Lathbury

## Part 2

Part 2 is for unscheduled maintenance. The endorsements for the fire extinguisher and the 50-hourly oil change don't really need to go here because they're scheduled maintenance, and as such they're already in Part 1. But just in case you don't read Part 1.....

The third endorsement (Item 5) was by one of the instructors, who decided the turn coordinator needed to be put on the Steven Seagal (ie. bad actor) list. I signed it with the date and my ARN, as per the rules, but I also wrote in the Clearing Endorsements column (Item 6).

That wasn't absolutely necessary, but since you don't legally need a turn coordinator for Day VFR flight, I just chose to make it clear that "Turn Coord US" didn't make the aeroplane unserviceable. Had it been, say, the altimeter or ASI that was U/S, that would have been a different story.

The other, more important, clearing endorsement was by NAS who, like the sparkie or mechanic who's just charged you a \$150 callout fee, found no fault!

When you see an endorsement in the left side of Section 2, you want it to be either fixed and signed off in the right side, or to be something that doesn't stop the aeroplane from flying.

Item no.	Endorsements	Date, signature and licence no.	item no.	Clearing endorsements	Clearing signature, licence/authority no. and date
1	Fire extinguisher due over haul	05/11/19 <del>St</del> 54908	1	New fire extinguisher fitted serial no F-55958350	<del>St</del> 54908 03/11/19
2	Coly, Ben		2	50LY40 SN8636 with 2nd 50LY40 SN8636	
3	TURN OVER US	<del>St</del> 14/12/19 404867	3	OK FOR DAY VFR TESTED NO FAULT FOUND.	<del>St</del> 404867 14/12/19

A signature in Part 2 of this Maintenance Release certifying for the completion of maintenance shall constitute a certification required by Civil Aviation Regulation 4275.



# Maintenance Release — Kevin Lathbury

## Part 3

This is the best place to see the tacho time at issue. When you do your daily inspection and sign, you'll notice if the tacho time is getting close to 2247.4, in which case you can let Mr Beech know so he can book the aeroplane in for its 100-hourly.

Most of us don't fill in TTIS at the end of our flight because we don't know if ours will be the last flight of the day, so when we sign we usually fill in the previous line with the TTIS from the last flying day.

It's also good to note total landings for the previous day, which we can count up from the other sheet – the one with VDO time that Dave Mc uses to do our accounts. That's a pretty logical thing to do, since wear and tear on wheels and tyres and struts doesn't depend on hours flown, but rather on the number of times we've banged the aeroplane onto the ground. Incidentally, for the benefit of the NAS staff reading this, I always tell students to count a "bounce-bounce-bounce-settle on the runway" landing as 1, not 4!

### DAILY INSPECTION CERTIFICATIONS AND AIRCRAFT TIME-IN-SERVICE

Part 3

Date	Daily Inspection Certification		Aircraft Time in Service				Cycle Totals, e.g. Landing/Start Pressurisation	
	(Pilot, LAME, MA)		Flight Time		Progressive Total		L	P
	Signature	Licence no.	Hrs	Min	Hrs	Min		
		Brought Forward			2147	4		
16/19	<i>[Signature]</i>	557404	0	6	2149	1	1	
26/19	<i>[Signature]</i>	404867	1	2	2151	3	13	
9/16	<i>[Signature]</i>	735266	0	7	2150	0	5	9/16
15/6	<i>[Signature]</i>	404867	0	9	2159	9	7	
17/6	<i>[Signature]</i>	419600	0	7	2153	0		
29/6	<i>[Signature]</i>	404867	2	6	2155	6	10	
6/7	<i>[Signature]</i>	404867	1	2	2156	8	4	
13/7	<i>[Signature]</i>	419600	0	3	2157	1	7	
14/7/19	<i>[Signature]</i>	035117	2	3	2159	3	4	
19/7/19	<i>[Signature]</i>	419600	1	7	2161	0	1	
16/7/19	<i>[Signature]</i>	557404	1	1	2162	1	2	
27/7/19	<i>[Signature]</i>	404867	2	8	2164	9		
3/8/19	<i>[Signature]</i>	404867	1	6	2166	5	2	
11/8	<i>[Signature]</i>	735266			2168	1		
13/8	<i>[Signature]</i>	98414	0	5	2168	6	6	
17/8	<i>[Signature]</i>	404867						
17/8	<i>[Signature]</i>	419600	1	9	2170	5	8	
19/8	<i>[Signature]</i>	153387	0	5	2171	0	5	
21/8	<i>[Signature]</i>	735266	2	9	2173	9	1	
25/8	<i>[Signature]</i>	1006122	0	8	2174	4	2	
28/8	<i>[Signature]</i>	105702	1	0	2175	00	2	
31/8	<i>[Signature]</i>	113377	1	0	2185	4	2	

Date	Daily Inspection Certification		Aircraft Time in Service				Cycle Totals, e.g. Landing/Start Pressurisation	
	(Pilot, LAME, MA)		Flight Time		Progressive Total		L	P
	Signature	Licence no.	Hrs	Min	Hrs	Min		
Brought Forward:								
6/9	<i>[Signature]</i>	557404	1	1	2177	5		
8/9/19	<i>[Signature]</i>	035117		8	2178	3		
15/9	<i>[Signature]</i>	838914						
15/9	<i>[Signature]</i>	1056291	4	4	2221	92	1	9
21/9	<i>[Signature]</i>	404867			2181	8		
27/9	<i>[Signature]</i>	191357			2184	5	1	
28/9	<i>[Signature]</i>	191357			2185	2	1	
29/9	<i>[Signature]</i>	191357			2186	1	1	
30/9	<i>[Signature]</i>	191357			2186	5	1	
1-10	<i>[Signature]</i>	191357	6	7	2188	5	6	
5/10	<i>[Signature]</i>	404867	1	3	2189	8		
6/10	<i>[Signature]</i>	1006122			2190	3	5	
13/10/19	<i>[Signature]</i>	035117			2190	8		
19/10/19	<i>[Signature]</i>	404867	2	9	2193	7	6	
26/10/19	<i>[Signature]</i>	1006122		4	2194	1		
1-26/11	<i>[Signature]</i>	178295	1	0	2195	1		
6/11/19	<i>[Signature]</i>	557404	0	8	2195	9		
10/11/19	<i>[Signature]</i>	035117	0	5	2196	4	2	
17/11/19	<i>[Signature]</i>	1006122			2196	5		
21/11	<i>[Signature]</i>	1006122	0	3	2197	1		
7/12	<i>[Signature]</i>	404867	1	1	2198	2	2	
15-12	<i>[Signature]</i>	838914	0	7	2198	7		

A signature in Part 3 of this Maintenance Release certifies that the completion of maintenance shall constitute a certification required by Civil Aviation Regulation 422E

Note that last column says cycle totals, with another example being pressurisation. As with landings, hull fatigue in a pressurised aircraft doesn't depend on hours flown as much as the number of cycles. That lesson was learnt, or at least reinforced, about 30 years ago when a 737 in Hawaii suffered an explosive decompression. A typical 737 in Australia might fly 1000 hours of Perth-Melbourne or Sydney-Adelaide and do 300 pressurisations, but flying half-hour legs between the Hawaiian islands, 1000 hours means more like 2000 pressurisations, which is much more relevant than hours flown. So the appropriate inspection and maintenance on the hull will be done, say, every 200 pressurisations rather than every 1000 hours. Lastly, apart from the obvious safety aspect of an MR, if you bend the aeroplane, and if you haven't read the MR properly and you've flown when some scheduled maintenance was overdue, or when something written in Part 2 made it unfit to fly, that will be all the excuse the insurance company needs to wash their hands of it. That could make the whole exercise even more expensive than flying at Jandakot!



Australian Government  
Civil Aviation Safety Authority

**Flight Safety**  
australia

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# **ANNUAL GENERAL MEETING**

**Notice is hereby given to the Members**

**Annual General Meeting**

**NORTHAM AERO CLUB**

**Friday 24th July 2020**

**NAC Club Rooms**

**7.30pm**

## **AGENDA ITEMS**

- Election of Office Bearer**
- Notice of Motion**

(Please bring a small plate of food for fellowship at the conclusion of the meeting)

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 (3rd July 2020). The names shall be posted in the Club for 14 days before the Annual General Meeting.

## **Nomination Form**

Nomination is hereby made for the position of:

\*President \*Vice President \*Secretary \*Treasurer

\*3 x Committee Persons (2 year)

\*1 x Committee Person (1 year)

Nominee: \_\_\_\_\_

Signature: \_\_\_\_\_

Position: \_\_\_\_\_

Proposer: \_\_\_\_\_

Secunder: \_\_\_\_\_

**\*To be in the hands of the Secretary by Friday 3rd July 2020**

(PO Box 247 Northam WA 6401)

# Cessna Cardinal 68 – Ian W Berry

I recently purchased a Cessna Cardinal 68, flying it home to Serpentine from Lilydale, Melbourne.

Over the years I have owned a Murphy Rebel, which I built however was lost after being caught in a willy-willy on take-off. Following that was a Glasair Glastar, one of the best experimental planes around. For me though the castoring nose wheel made it hard to maneuver in the hangar and the control stick location was challenging so I sold that and purchased a Jabiru J250. The Jabiru was a great touring plane however the seats were not that comfortable for a young man like me, so I made the decision to return to my roots and search for a C172H which was a plane I was very familiar with having mustered sheep in one as a young bloke.

I began searching the usual places such as Aviation Trader, Barnstormers and Plane Sales Australia. Amongst the advertisements on Plane Sales Australia was an expression of interest closing in some four days' time for a Cessna Cardinal 68 in my price range of \$60k. The plane was hangared in Lilydale VIC, east of Melbourne. On ringing the agent, I established that it was in IFR category with ADSB In/out Garmin 480. Discussions with the maintenance organisation who had looked after the plane for the past seven years proved that it had current SIDS and the AWB for carry through Spar had been done. With no time for an independent pre-purchase inspection, I made the decision to submit an offer which was subsequently accepted.

Not wanting to fly it home to Serpentine solo, I asked my friend Ian Garside to join me to share the flight hours home which he graciously accepted. We flew with Tigerair to Tullamarine where we were collected by the agent and taken to meet the owner to complete the relevant paperwork. Unfortunately, the owner was in poor health and not able to take us for a fly which proved interesting as neither Ian nor myself had ever flown a Cardinal.

The weather was not flash so we booked into a hotel for the night and hoped for better weather. We studied the handling notes overnight and when we could see the towers on the Dandenong Ranges the following day we took off for a few touch and goes. The first circuit was a go around, the next we did a clean stall down-wind and landing, took off for another lap and came down with a good landing. Following this Ian then went and did three touch and goes, we refueled, loaded our gear and took off for Wentworth NSW via Kilmore Gap.

Wentworth has a great Aero Club with excellent facilities. We helped ourselves to the key safe where we were able to obtain a key, let ourselves in, purchase food and sleep in the Club House. The next morning, we refueled, flew the next leg to Port Augusta in South Australia, refueled again and then set off for Ceduna. We took fuel at Ceduna and then flew onto Nullarbor, again refueling. We spent the night at Caiguna after 9.7 hours flying for the day.

The next morning we left Caiguna round 10.30am, flying onto Merredin for fuel and then arriving at Serpentine, a total of 6.2 hours for the day. The total flight time from Lilydale to Serpentine was 19.3 hours.

The Cessna Cardinal handles very differently to a C172. After almost 60 years of flying, it has taken a bit of adjustment but the ease of getting into and out of the aircraft, the comfort and the visibility make it a much better fit for me.

I plan to be flying the Cessna Cardinal for another 10-15 years...being only 80 years old I hope I have a bit longer left in me yet!



# Cessna Cardinal 68 – Ian W Berry

Ian Berry will be presented with this Season's  
" **Northam Aero Club LONGEST FLIGHT**" award next month.

Ian Berry has been flying continuously since he got his PPL in 1962!  
He is a past Club Champion and a dedicated aviator.  
Well Done Ian Berry!



# Fly About Editors Position Open

Hi All,

Given that it is that time of year when we again elect our hard working and dedicated office bearers, I feel it is only fair that I offer up the Fly About Editors Role to anyone that wishes to , “Give It A Go”, so to speak.

You don’t need to be a literary expert, (for goodness sake, take a look at my efforts over the years, nothing to brag about).

The Fly About is a Template based publication that only requires minor skills in the use of Microsoft Publisher to complete each month.

Our extremely supportive committee members provide reports and articles for each publication, in a very timely manner.

Most of the work is done for you, it is just a matter of compiling the information and emailing it out.

So don’t be shy, please step up and have a go!

# FOR SALE

## WASP Aircraft and Hangar

Aircraft was first registered in 2009, built by Mark Thornton. Aircraft has a TTIS of 33 hours and is powered by a Rotax engine.

Hangar was also built by Mark and is at Beverley Airport. For more information please call: Maree Thornton on 0429 646 155



## Next Club Competition

NEXT NAC FLYING COMP is scheduled for Sunday 12th July 2020.

Due to the restrictions in place as a result of the Corona Virus Pandemic, please check with Club Captain Peter Hill to confirm.

Peter Hill, Club Captain NAC 0450415947 [prh@aurora.net.au](mailto:prh@aurora.net.au)

# Bar Roster

Bar Hours - Saturday 5pm - 7pm

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

June		
6th	-	Peter
13th	-	Mike
20th	-	Matt
27th	-	Crofty

July		
4th	-	Howie
11th	-	Adam
18th	-	Peter
25th	-	Dave















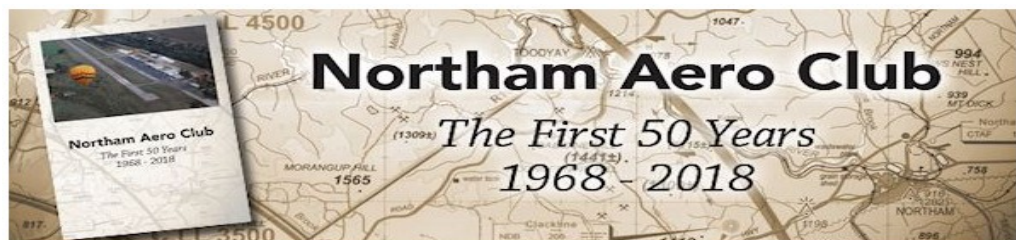
IF UNABLE TO DO YOUR ROSTERED DAYS  
PLEASE MAKE ARRANGEMENTS TO SWAP WITH  
SOMEONE

# June/July 2020



**NORTHAM AERO CLUB**

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5
6	7	8	9	10	11	12 July Comp.
13	14	15	16	17	18	19
20	21	22	23	24 AGM 7:30pm	25	26
27	28	29	30	31	1	2



*\$25.00 available from Northam Aero Club*

## Wanted

### Aviation Memorabilia

- Books
- Artifacts
- Photographs
- Old Aircraft Parts
- Signs

## NAC Club Aircraft Bookings



En-

quiries—Matt Bignell



# Northam Aero Club Membership & Apparel Order Form

Name: \_\_\_\_\_

☐ Not Renewing

Address: \_\_\_\_\_

Phone: (Home) \_\_\_\_\_ (Mobile) \_\_\_\_\_ (email ) \_\_\_\_\_

Type of Membership: ☐ Adult (\$55)

☐ Junior (\$10)

Club Bank Details: BSB 036-107 A/c Number:69-2937

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



## LEARN TO FLY **Recreational Aviation** **Capital of the West**



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