

# Fly About

Northam Aero club (Inc.) Newsletter

Vol. 53 Issue No.5 May 2022



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# Presidents Message

Hi all, welcome to the May edition of the Northam Aero Club Fly About.

Once again, a lot has been happening around the club. On the 1<sup>st</sup> April Royal fly in to Kununoppin to be taken on a bus tour of Nungarin and markets and of course their magnificent museum. A huge thanks goes to Gary our bus driver and tour guide. We did point out to Gary that Nungarin should have their own Air strip. During our tour with him he pointed out where it was and it was obvious that a lot of work was needed.

I would also like to thank Vaughan for his very generous donation to the Northam Aero Club of a signed cap from Steve Fossett and his crew. We will mount it and display it in a glass cabinet in the club room.

On the 30 April Warren Reynolds once again hosted the Warbirds and the M.G. car club visiting his hangar at the Airfield. It was a fantastic sight to see and great to see members John and Jeanette Masters on the day.

Our AGM is set for Saturday 9<sup>th</sup> July 2022 so if anyone would like to be a part of the Committee please fill out the nomination form and get it to our Secretary before the 18<sup>th</sup> June.

Once again, thanks to MJ for his ongoing support and editorial brilliance in putting together our Fly About every month.

Cheers, Errol.

# Club Captains Report

Sunday 8 th May was our Monthly Flying Competition.  
A Cross Country appr. 34 n.m. within 10 mile radius of Airfield.  
Runway 32 again, that suited our Visitors and Crew, very handy  
to the clubrooms and a cuppa on a very pleasant morning .

All TEAM NAC PILOTS had full Comp Sheets and Maps 30 days prior,  
and all Pilots flew well ,only five points covered the whole field!

Judges were James, Nick, Dave, thank you !

"Ian Berry did the smoothest and best landing today"

Ian took Bruce from RSL Northam with him as Navigator  
around the course with him also which he enjoyed.

## RESULTS

Placing	Pilot	Points
First Place	Bo Hannington	114
Second Place	Peter Hill James Hill	113 points
Third Place	Nick Kostov Dave McFarlane	111 points
Fourth Place	Ian Berry	109 points

Congratulations to all TEAM NAC PILOTS.

Next Flying Comp is Sunday 12th JUNE....

Mark your Calendars.

"CIRCUITS x 4 "

..... Let's revisit Glide Approach / Flapless etc., eh?

All Team NAC Pilots have full details with 30 days to go.

See you all next month Sunday 12 th June Comp.

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

# Next Club Competition

Here is next Flying Comp  
Sunday 12<sup>th</sup> JUNE  
Enjoy Peter Hill Club Captain



PILOT: \_\_\_\_\_  
CALL SIGN: \_\_\_\_\_

## NAC FLYING COMP.... CIRCUIT WORK.

1. NORMAL CIRCUIT      FLAPLESS TOUCH & GO.
2. NORMAL CIRCUIT      TOUCH & GO.
3. GLIDE APPROACH      TOUCH & GO.
4. LOW LEVEL CIRCUIT      SHORT FIELD FULL STOP.

Know your Radio Calls & do them.

- |   |                              |            |
|---|------------------------------|------------|
| 1. Normal Circuit                               | flapless touch & go.         | 10 Points. |
| -----   |                              |            |
| 2. Normal Circuit                               | Touch & Go.                  | 10 Points. |
| -----   |                              |            |
| 3. Glide Approach / simulated Engine Failure... |                              |            |
| abeam or overhead threshold @ 1500 ft.          |                              |            |
| Touch & Go.                                     |                              | 10 Points. |
| -----   |                              |            |
| 4. Low Level Circuit                            | Short Field Full Stop.       |            |
|   | ON KEYS                      | 10 Points. |
|   | Full Stop < 300 Me from Keys | 10 Points. |
| -----   |                              |            |

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## NEXT CLUB COMPETITION

**Sunday 12th JUNE Northam Airfield, Circuits x 4 will be June Comp.**

- *How long since YOU did a Glide Approach?*
- *How long since YOU did a Flapless landing?*
- *How long since YOU did a Short Field Landing?*

Team NAC Pilots : Please see attachment for full details.

See you at Northam Comp., Sunday 12th June....,

Mark your calendars!

Complimentary morning tea as usual etc.

Cheers, Peter Hill Club Captain 0450415947 prh@aurora.net.au

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# **ANNUAL GENERAL MEETING**

**Notice is hereby given to the  
Members of:**

**The Annual General Meeting for:**

**NORTHAM AERO CLUB**

**Saturday 9th July 2022**

**NAC Club Rooms**

**7.30pm**

## **AGENDA ITEMS**

**Election of Office Bearers**

**Notices 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 (18<sup>th</sup> June 2022). The names shall be posted in the Club for 14 days before the Annual General Meeting.

# CLUB ELECTIONS

## **Nomination Form**

Nomination is hereby made for the  
positions of:

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

\*3 x Committee Persons (2 year)

Nominee \_\_\_\_\_

Signature \_\_\_\_\_

Position \_\_\_\_\_

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

Seconder: \_\_\_\_\_

**\*To be in the hands of the Secretary by Saturday 18<sup>th</sup>  
June 2022**

(PO Box 247 Northam WA 6401)

# Club Competition



Above:

"Bo Hannington brings his lovely RV6A home in First place at Sunday 8th May Flying Comp."



Above:

"Dave McFarlane in his PA-28 at May Comp. Northam Aero Club"

# Self-loading cargo

When you learnt to fly, there was nothing better than the days when the instructor either got out of the aeroplane on the taxiway, or sent you off to the training area or around the countryside on your own. And quite a few of us spend most of our flying time on our own or with other pilots. But what do you need to think about differently when you carry self-loading cargo, also known as passengers? And especially, what about someone who's never flown in anything small and who thinks a light aircraft is one with only one aisle?

## The briefing

The CASR Part 91 MOS lists the items you have to include in a passenger briefing. It's geared towards large passenger aircraft, hence it includes items such as seat backs, tray tables and emergency slides, and it's all about safety. But in the little bugsmasher, especially with a first-time passenger, once you've finished talking about safety you also want to make them feel comfortable.

For our simple little aircraft, the passenger briefing should start before you get to the aeroplane. Items you can mention before you leave the building include:

- Stay with me;
- No running on the tarmac;
- No smoking;
- Keep your eyes out for the dangerous things such as propellers;
- Don't be distracted, such as by having your head in your phone.

Also, if you need to carry life jackets or rafts, brief the pax on their use before you get to the aeroplane, since there's no room in a 4-seater to do the flight attendants' "This goes over your head, this goes around your waist, pull this tight" disco dance.

Once in the aircraft, we need to cover:

- How to do up and undo the seatbelts (if they're like in an airliner and not a car, point that out), and when to wear them;
- The exits, and how to lock and unlock the doors;
- Where to put any luggage;
- Any rules you want to impose about phones (CASR Part 91.C.8 states that the pilot in command can determine that it is or isn't safe to use them);
- No smoking;



# Self-loading cargo

- For the front-seat passenger – not to touch the controls, which includes the pedals;
- Not to interrupt you – staying silent on take-off and landing, and if you're talking or listening on the radio;
- Comfort – air vents, sick bags (I always like to reassure passengers that sick bags are like umbrellas – as long as we have them we won't need them), and to let you know if they're feeling uncomfortable;
- What to do if something goes wrong.

On the last point, I teach students not to use phrases like “emergency exits” or “in the event of an emergency.” If it's a passenger's first time in a light aircraft, don't make them any more scared than they already are. “If anything goes wrong” or “If we have to get out quickly” is less alarming. Keep the language nice and soothing.

## Performance

At some stage during your training in a 4-seater, you probably did a load check to get the feel of flying the aeroplane when it was heavier. Factors to consider include the initial acceleration to climb speed. Rotate gently and keep the nose low enough to allow you to reach that speed. That may mean rotating to a slightly lower attitude than when you're on your own. Climb performance will obviously be reduced, but there's nothing you can do about that. Just maintain a proper climb speed and be patient!

On approach, you might need a bit more power, and if you flare too high or pull the power off too quickly on landing, you may find yourself being dumped on the ground harder than you'd like. Reduce the power to idle gently.

## In the air

There are two things you can do much more easily to an inexperienced passenger than to a seasoned pilot: scare them, and make them sick. (What can you add to that list? Discuss over beer at the bar.) Northam Aero Club is not inhabited by pilots who'd do stunts like flying down a valley or over someone's house at 100 feet, so we don't really need to discuss that, but there are other things that might look okay to you but would scare the wits out of a passenger.

# Self-loading cargo

As an example, if you're not set up properly by 300 feet on final with passengers in the back, go round. Sideslipping and zigzagging or all those other silly things that people do to lose height in "glide approach, spot landing" competitions are fair enough if you've had an engine failure and you look like overshooting the paddock, and your butt is on the line. But for a normal approach, going round if it's not right is not only good airmanship, but it also means your passengers are more likely to fly with you again.

Another way you may scare a passenger is to practice an emergency such as a forced landing. That shouldn't be a problem because it's illegal to practise emergencies with passengers on board. That particular piece of wisdom is now in CASR Part 91.725.

And on the subject of stunts, think about how you land a jet. You don't hold off...hold off...hold off like in a 172, mainly because you chew up too much runway. You put it on the ground; we all know what a normal big jet landing feels like. If you land a light aircraft properly with a first-time light aircraft passenger on board, it will be the smoothest landing they've ever felt, which makes you, dear reader, a legend in their eyes!

When it comes to comfort, a couple of items come to mind. You won't do it on a 40 degree day or a rough day. And if you're bouncing around a bit, be conscious of how the pax are faring. From all his time flying kids around over Northam, Ashley Smith will tell you, "It's all right if they're arcing up and making noise. You only get worried when they're all quiet. Or worse still, when they're arcing up then they go quiet!"

Remember too, any time you've sat in the back of a 4- or 6-seater, a bit further than normal from the CoG, it feels different, not just in turbulence but also in turns. When you're turning, be gentle on your back-seat pax. And the best way to stop them getting sick (apart from not flying when it's a washing machine) is to use the pedals, not as footrests, but to keep the ball in the middle.

And we have a club member who is now allowed to put all the above worldly wisdom to use. I was remiss to not include it in my last article, but Matt Sewell passed his RPL test on March 26<sup>th</sup>, congratulations Matt.

In 2018 I went to the “February Fly about” competition. As I wasn’t financial, I drove up, and kept in the loop. After the event finished, I walked around the aerodrome like I normally do when I go to airfields!!!! I noticed in an open hangar a red and white Cherokee 180 VH-PDA, looking very unloved, covered in black dirt. I made some enquiries and got in touch with the owner, and I ended up hiring it, basing it at Brookton on my farm. The owner put me in touch with a guy who owned a Cherokee 6 out at Merredin. He had no intentions of doing anything with it, he said it’d been sitting there in a shed for ten years not used. He told me I was wasting my time, his words were “Its nothing but a pile of poop”. I persisted in conversation with him, he said I could get the log books & do whatever I liked with them, which I did. I looked through them and I thought it seemed okay. A month or so later I was still keen to go and have a look at this “pile of poop”. I drove out to Merredin with a range of tools. I pulled all the inspection plates off; my two good pilot friends flew up from Jandakot flew up to go through it with me to see what we could find wrong with it. We went through the airframe and couldn’t find any main defects or corrosion or issues with it. I took up some Avgas with me and the battery and we thought we’d see if we could start it. My mate said to me “don’t be disappointed if we can’t start it, I think we will get it started but it might take quite a bit to get it to go.” So, we put the fuel in it, we pushed it out of the shed to see if we could get it to start. We turned the master switch on & thought wed try to get the fuel pump to get fuel pressure. It got fuel pressure up surprisingly quickly for a long time of no use. So, we called “clear prop” & we tried to start it. On third compression it fired and roared into life. We let it idle quite a lot to get oil temps and pressures & then we ran the engine up to 2500rpm, which we couldn’t hold because it was dragging the plane along with the brakes on. We reduced the power to approx. 2000 revs & we did magneto check, it was fine, and cycled the propellor a few times to get the oil through the governor, we idled it for a bit, it was all fine and we shut down. We pushed it back in the shed. My mates went back to Jandakot. I put all the inspection plates back on as I found the aircraft and returned to Brookton. I rang around 3 aircraft engineers to get their opinions and ended up choosing Paul Drayton at Wagin to do the pre-purchase inspection. In July, after seeding, Paul inspected the plane and ran the engine up, we did compression tests. The results came back exceptional for something that had been sitting around for so long with no use. Paul was very surprised with its condition and the ADs were up to date at that point. The owner wouldn’t give me a price as he thought it a piece of poop, he wanted it to go to a good home where someone would love and care for it. Prior to our conversations he was considering selling it to salvage. He said we could transfer the registration into my name if I was interested in it, and when I got it serviced see how airworthy it was. He was leaving payment to my discretion depending on how difficult it was to get it airworthy.

In 2019 I had saved up enough money to take the propellor off and got it overhauled. In 2020 I got Paul to come back out to put propellor on & do 100 hourly, which was okay. Did fuel calibrations at Merredin & it passed the 100 hourly & had a current maintenance lease which made it airworthy again. I flew it back to my farm in Brookton April 2020. Our seeding programme began in April so the plane got shelved. I did take it out of the shed on a regular basis to run it up but didn't get to fly it until January 2021. From this time, I started flying it again. I met a girl who live out near Wongan Hills, a 40minute flight, compared to a 2.5 hour drive. I have been to Bunbury in it twice, been on parts runs for the farm business, been to Esperance to visit my sister in it and for the 12 months did approx. 20 hours. From late November 2021 it is back at the maintenance shop in Wagin having wing inspection done, fuel tanks pulled out to check main spar, all okay. I'm replacing some radios which weren't working & currently installing an EDM 830 engine monitor, and waiting for some more parts for the nose wheel leg. In the meantime a glider had landed on my strip and they were keen about the Cherokee 180 doing some hiring for their tow pilots. I based that at Beverley, they were using it for themselves to keep current. Its still there today.

In the next twelve months I am planning on putting in an audio panel and six place intercom as there is no intercom in it at the moment. At the same time refurbish the upholstery as it all has to be taken out to do the upgrade on the intercom. Hopefully upgrade some instruments up to ADSB specifications, put in some uavionix AV-30 . I have purchased a 2<sup>nd</sup> hand GPS, KLN 94 to link up to the uavionix instruments. The paintwork is good enough to get polished while its down at Jandakot. (All dependent on funds availability). I expect to have the plane back from Wagin maintenance shop by end February 2022 to enjoy and use, when the farming operation allows. Seeding is approaching and as we are mixed enterprise farmers, sheep also have to be mustered off the strip before landing on occasions.



# Next Club Competition

## **NEXT NAC FLYING COMP:**

"Circuits x 4"

Northam Airfield Circuits x 4 will be June Comp.

Team NAC Pilots: Please see attachment for full details.

See you at Northam Aero Club Comp

Mark your calendars! Complimentary morning teas as usual etc.

Cheers, Peter Hill Club Captain 0450415947 prh@aurora.net.au

**09:00, Sunday 12th JUNE 2022**

**Next Club Committee meeting is:  
Sunday 12th JUNE 2022  
13:00 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 and you will be taken to the club website.

What will they think of next!



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

# 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 ☐

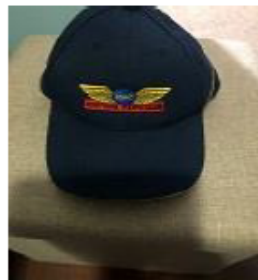
No ☐

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

MAY	
7th	
14th	
21th	
28th	
JULY	
2nd	
9th	
16th	
23rd	
30th	

JUNE	
4th	
11th	
18th	
25th	
AUGUST	
6th	
13th	
20th	
27th	

**THE BAR IS OPEN EVERY SATURDAY EVENING**

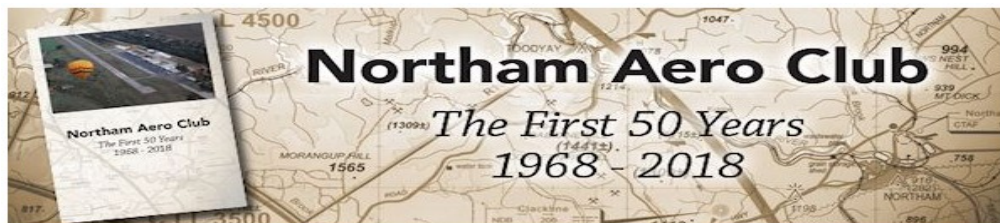
**Stay tuned for a new Bar Roster in the coming issues of the**

**Fly About**

# May/June 2022



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
16May	17 Fly About Deadline	18	19	20	21 Bar Open	22
23	24	25	26	27	28 Bar Open	29
30	31	1	2	3	4 Bar Open	5
6	7	8	9	10	11 Bar Open	12
13	14	15	16	17 Fly About Deadline	18 Bar Open	19
20	21	22	23	24	25 Bar Open	26
27	28	29	30			



*\$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*



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



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and pilots' supplies"**

# NAC Cessna 172—VH-PGL

## Hire Fee Structure

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*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](mailto:nactreasurer@bigpond.com) T: 0428 743 031

Aircraft Bookings: Matt Bignell - 0407 873 700

## Membership Renewals

### **Northam Aero Club Membership Renewal due January 2022**

Our Membership year runs from January to December each year.

The cost of club membership remains unchanged at \$55.00 per 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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**House & Grounds**

Vacant

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