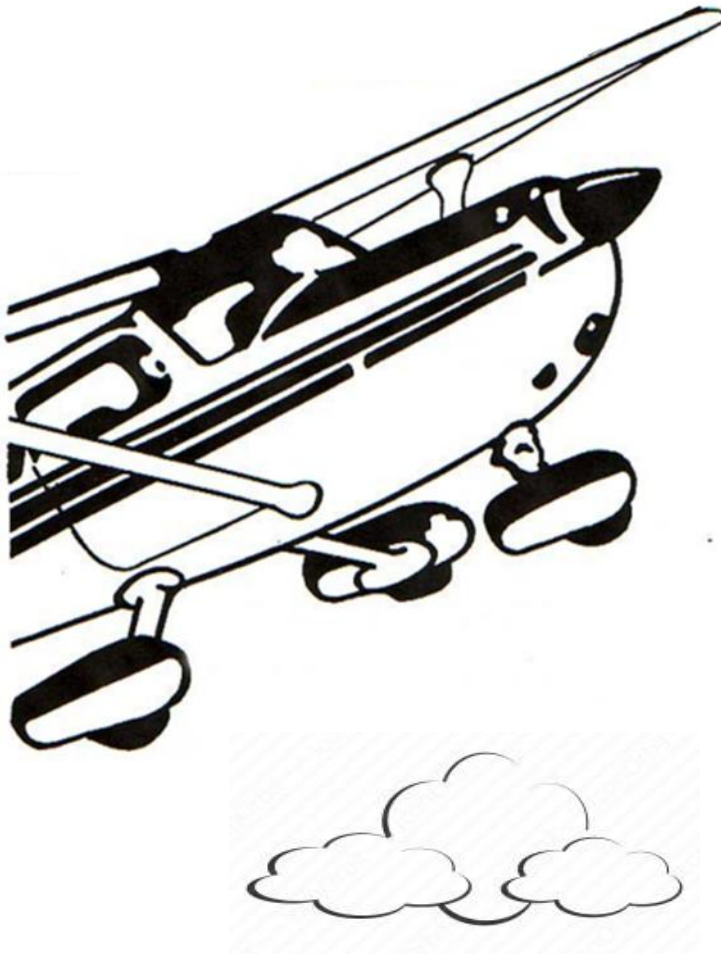


Fly About

NORTHAM AERO CLUB (INC.) NEWSLETTER Vol. 56 Issue No.4 MAY 2025



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PRESIDENTS MESSAGE

WELCOME TO MAY FLY ABOUT

It is now only 1 week before the “2025 Hopper Ballooning Event” will be with us. Registration starts on 29th May, and the competition will be held from Friday 30th May to Monday 2nd June. The Northam Aero Club will be supplying food and coffee for this event. Being a long weekend, it will start Friday and run through the weekend to Monday.

A “*hopper balloon*” is one that only carries one person on a seat/chair with the gas tank on the pilot’s back. This form of ballooning is becoming very popular. Once again, for Northam Aero Club to help make this event successful it will require a few volunteers to help in the kitchen and cooking (Barbeque). Please let me know if you can help out on a particular day, evenings or mornings. Morning very early 5.am to around 9.00am for breakfast and evenings will run from 4pm to around 7pm and on days that fit in with you.

Concurrently, the Shire of Northam will be hosting a Festival called **ELEVATE**. On the Sunday night, it will showcase the Hopper Balloons, within the **NORTHAM LIGHT BALLOON FIESTA**, a mesmerising glow of balloons, interacting with live music, weather permitting.

Part of the history of the Aero Club has disappeared in the form of the ever-reliable Kero Room Heater. Many memories there, thanks to Peter Clements we now have a MHI Refrigerated split system reverse cycle Air Conditioner in place.

I landed on Runway 32 using the new P.A.P.I. lights. It is amazing how quick they change when you are not on the glide slope. The lights will be able to be on only Daylight hours at the moment due to obstruction on the approach that does not meet the regulations at night.

Although the nominations have officially closed for the upcoming Annual General Meeting (AGM), ***we haven’t received any nominations for the Club Captain or Vice President positions.*** If you are interested in either of these positions, please contact Sue Clements to register your interest prior to the AGM.

Errol

CLUB CAPTAIN'S REPORT

MAY CLUB COMPETITION:

Well it is winter and May's competition was delayed by weather as was April, but the fog eventually cleared away leaving a cloud base high enough to do the nav held over from last month.

Four Pilots took part in a short Nav followed with a touch and go off a glide approach on to the third runway stripe and then a flapless onto the second runway stripe.

The Results of the day;

→	First Place	Paul Blain	C172 PGL
→	Second Place	Ashley Smith	C172 PGL
→	Third Place	Peter Hill	C152 BFC
→	Fourth Place	Errol Croft	C172 JXI

There was a theory question for pilots to answer; *"What instruments are Mandatory for a day VFR flight"*. A couple must have missed the "Mandatory" and put everything in the cockpit but didn't include the pilot.



Recently, there was a visit from a USA Cessna 182 and it's pilot. They have been on a flight around the world.

He must have heard about the morning tea spread that Marg, Ashley and Kate put on!!!

NEXT COMPETITION: Sunday 8th June. Briefing from 9am

Dave McFarlane
(Club Captain)

REJOINING THE CIRCUIT

One of my ex-RAAF friends who did Empire Test Pilots' Course in the UK gave me a good example of a variation on standard rejoin procedures. Flying a Hawker Hunter, his instructor one day directed him to overfly the field before returning to land. His brief included the following directions on height, speed and flight path for the first pass: "50 feet. 550. Centreline." My friend freely admits he enjoyed obeying those directions.

For better or worse, our rejoins are always going to be a little bit more boring than that. But since there are a few ways you can do it, let's look at the options.

THE RULES

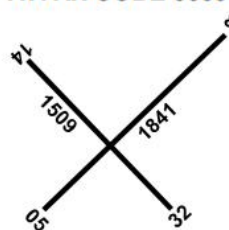
In all of CASA's directions about approaching non-towered aerodromes, there are very few "must" and a lot of "should" statements. A couple of "must" rules in CASR 91 are:

91.400 – you must have a radio at a certified aerodrome.

There are couple of little nuances and "buts" in that rule, but let's keep it simple. A certified aerodrome has "CERT" underneath the aerodrome abbreviation in ERSA. Cunderdin is certified; Northam is not.

But even if an aerodrome is uncertified, the operator may require you to have a radio. Northam is our closest example of that.

CUNDERDIN
AVFAX CODE 6005



WA 313720S 1171300E UTC +8
AD OPR Cunderdin Shire Council, PO Box 100, Cunderdin, WA, 6407.
Email: admin@cunderdin.wa.gov.au. PH 08 9635 1005. ARO 0409 686
938. Fax 08 9635 1464.

REMARKS

1. AD Charges: All ACFT.
2. PPR.
3. Gliding OPS HJ, Weekends and Public Holidays (2300-0830 UTC).

ELEV 705

YCLIN
CERT

REJOINING THE CIRCUIT CONT...

The Rules cont...

CASR 91.395 has a couple of “musts” about straight-in approaches:

- You must know the wind direction and runway in use;
- You must give way to other aircraft in the circuit;
- You must be established on finals by 3nm from the runway.

The other references for this topic include:

- CASR Part 91 Manual of Standards (MOS),
- Advisory Circular (AC) 91-10 which, as the number suggests, relates to part of CASR Part 91;
- AIP ENR 1.1-9;
- VFR Guide.

The last three all contain much the same thing.

OVERFLYING AND JOINING MIDFIELD CROSSWIND

If you're unfamiliar with the aerodrome, or you're not sure about the wind, or traffic, or whether the aerodrome is OK for landing, overflying is the safest procedure. At RACWA, it's the only one a PPL student will use.

The AIP, AC 91-10 and VFRG all say you should overfly at least 500 ft above circuit height, and normally 2000 ft above the aerodrome. Most people I know use 500 ft above circuit height, and as long as you're flying it accurately and are no lower than that, that's safe separation from the circuit traffic.

Once you're on the dead side, descend and make sure you're at circuit height before you join the circuit. From there, join on midfield crosswind. The reason it's called “midfield crosswind” is to distinguish it from normal crosswind – the one you do after you turn at 500 ft AGL on upwind.

“Midfield” doesn't mean smack-bang over the middle of the runway; it means between midfield and the upwind end of the runway. So if you join over the upwind threshold of the runway you're using, that gives you the maximum time to sort yourself out on downwind while still fitting within CASA's definition of “midfield”.

REJOINING THE CIRCUIT CONT...

JOINING DOWNWIND

If you're going to arrive on the active (circuit) side of the runway, the recommended way is to be at circuit height, approach the downwind leg at 45°, and turn onto downwind when you get to the right spacing.

A couple of tips here:

- When joining downwind, the AIP and AC 91-10 (and therefore the VFRG) say you should enter "midfield" . You can assume that means halfway along the runway, but if the upwind threshold counts as "midfield" for a crosswind join, why not use the same definition for a downwind join, for the same reason – maximising your time on downwind.
- A common fault when joining downwind is to get impatient to be in the circuit, misjudge the spacing, and turn onto downwind too soon, the result being a Concorde circuit. If you know what your downwind leg should look like (eg. Runway 2/3 of the way up your strut in a left-hand circuit in a 172), wait until you can see that "if I turn now, the runway will be where it should be on my strut."

JOINING ON BASE

This is not prohibited, but CASA doesn't recommend it. For that reason, we won't cover it here, and we'll leave it for the RFDS when they're in a hurry to get on the ground and collect a Priority 1 patient.

STRAIGHT-IN APPROACH

CASA doesn't consider straight-in approaches to be a recommended procedure either, but if you can meet certain conditions, they can obviously be a time-saver. The conditions are:

- You must give way to aircraft in the circuit. That includes aircraft on downwind. Once upon a time you only had to give way to aircraft on base or final, since a pilot on downwind can always extend to accommodate you. That's no longer the case. If the pilot on downwind communicates and decides to give way to you when you're on long final, that's his choice, but he has right of way.

REJOINING THE CIRCUIT CONT...

THE STRAIGHT-IN APPROACH cont...

- It goes without saying that you need to know the wind direction and runway in use before you start.
- You must be established on final by 3nm out.
- You should be squawking and have all your external lights on.

AIP ENR 1.1-9.13 says this, but more importantly, CASR 91.395 says it (apart from the bit about lights), which means **you're breaking the law if you don't meet those conditions**.

As with downwind joins, straight-in approaches are easy to misjudge. What I find works is to get down to circuit height with at least a couple of miles to go, still on a cruise descent profile (Why slow down before you have to, especially in a hired aeroplane where you're paying by the hour?) Get your pre-landing checks out of the way, and once you're at circuit height, pick what would normally be the start of finals, and double that distance. That point is where you then do what you do at the start of base – slow down and get configured for landing. From there, it should look like a normal final leg, with approach speed and flaps, and the numbers in the right place in the windscreen.

TALKING ABOUT IT

The only call you are legally required to make at a non-towered aerodrome is one to avoid collision. Everything else is up to you and what you've been taught and what you consider good airmanship.

INBOUND

AIP ENR 1.1-9.1 lists, among "Recommended call in all circumstances", an inbound call by 10nm out. I think everyone does that. If you're planning a straight-in approach, announce it with your inbound call.

REJOINING THE CIRCUIT Cont...

Inbound cont...

The format for your call should include:

- (Aerodrome name) traffic
- Type and callsign
- Position
- Intentions
- Aerodrome name

Some tips here:

- Position includes altitude. “10 miles east” is not a complete description of your position. “10 miles east, 2500” is.
- Be specific with intentions (inbound, inbound for circuits, straight-in approach for Runway 14).
- Many pilots give an estimate for the circuit, which is a good idea. But “Cessna 172, 10nm” means about 6 minutes, so it’s up to you whether you add that in.
- “Aerodrome name” at the end. Don’t say “Traffic” at the end. “Northam traffic” tells you a transmission is starting, so be quiet and listen. “Northam” means the end of the transmission, so now you can talk. The first and last words of the transmission should be the aerodrome name.
- Don’t say a place name eg. Grass Valley. We all know where Grass Valley is, but the poor old Maverick wannabe on his first flight over the hills from Jandakot has no idea. Stick to direction and distance.

REJOINING THE CIRCUIT CONT...

INBOUND cont...

If you're in any doubt about someone's position, ask them to clarify. It's not only my students who say "east" when they're southeast, or north when they're south. A good practice if you're in doubt is to ask for their last tracking point. If someone says '10nm north", and you're in doubt and you ask him, and he says his last tracking point was Dowerin, you know he's northeast, not north, and you can (1) look in the right place for him and (2) be grateful he's not your navigator.

The other calls, that come under the AIP list of "Recommended calls dependent on traffic" are:

- ➔ By 3nm on a straight-in approach;
- ➔ Just before you join the circuit, if you're doing a midfield crosswind or a downwind join.
- ➔ Do your call as you're joining, so other pilots will look for you in the right place. It's not uncommon to hear a "Joining midfield crosswind" call and then see the aeroplane cross the runway a minute later, meaning they called at least a mile too early.
- ➔ A standard call with all the information you need would be: "Northam traffic, PGL, joining midfield crosswind for Runway 14, Northam".

One of my instructor colleagues made an observation a while ago that I found interesting. He noted that in the AIP there is a format for an inbound call, a downwind call, a base call, a finals call, and a "Clear of the runway" call (among others), and whether you make all those calls depends on traffic and your version of airmanship. But the AIP does not even contain a format for a "Descending on the dead side" call, and the RACWA Student Pilot Guide and PPL Navigation Study Guide don't either.

REJOINING THE CIRCUIT CONT...

INBOUND cont...

Obviously it's fine to make that call if you see the need, but it's a source of amusement to some of us that many pilots seem to think that Moses came down from Mount Sinai with a tablet of stone engraved with *"Thou shalt make a 'descending on the dead side' call."*

And after all that, once you've rejoined, it's no longer a navigation exercise or a steep turns lesson or a PFL lesson or a rejoin exercise; it's just what you did on your first solo – the best circuit you can manage, followed by a nice greasy landing on the centreline!

Kevin



"I'm looking forward to flying this airline because they boast about having more leg room than any other."

Annual General Meeting

NAC - ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting @ NORTHAM AERO CLUB

SATURDAY 07TH JUNE 2025 @ 7.00PM

At the NAC Club Rooms

AGENDA ITEMS

ELECTION OF OFFICE BEARERS

The names of the candidates proposed as Officers of the Club with the names of their proposers and seconders shall be posted in the Club for 14 days before the Annual General Meeting.

NOMINATIONS ARE NOW CLOSED

**(UNLESS ITS FOR CLUB CAPTAIN OR VICE
PRESIDENT!!!)**

Please bring a small plate of food for all to share
at the conclusion of the meeting.

Northam Festival

Northam elevate festival

Sunday 1 June 2025

Henry Street Oval | 2pm-10pm

16 & over \$15 | 15 and Under FREE

Balloon Glow (weather permitting)

Headline Act- The Baby Animals

Stage Show

Carnival Rides & Family Activities

Markets, bar area & Food Stalls

Northam Light Balloon Fiesta | 30 May- 2 June 2025



**Elevate tickets
on sale NOW**



events@northam.wa.gov.au | 6608 0310 | @shireofnortham

Elevate is an accessible and inclusive event, and is suitable for attendees of all ages.

Elevate is proudly smoke-free. No BYO drinks.

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

The Bar will be open every Saturday evening from 17:00 — 19:00

LEARN TO FLY

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NEXT CLUB COMMITTEE MEETING

Sunday 8th June 2025 @ 13:00

Wanted - Aviation Memorabilia

- Books
- Artefacts
- 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

Club Caps with logo—\$25.00

available at the bar or Postage—\$10.00 per order

Stubbie Holders—\$7.00

available at the bar or

Postage —\$8.00



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NAC Cessna 172 — VH-PGL

Hire Fee Structure

- Private Hire - \$270 per hour
- Dual Training - \$440 per hour
- TIF's - \$220 per 1/2 hour
- Briefing - as required
- Instructor (in owner's aircraft) - \$170 per hour

Pre-paid Discounted Block Rates Available

- 5 hours - less 5%
- 10 hours - less 10%

Student pilots may use the discounted block rate for aircraft hire costs only. Instructor fees remain as fixed price.

For all further enquiries please contact:

NAC Treasurer - nactreasurer@bigpond.com T: 0427 909 412

Aircraft Bookings: **Matt Bignell** - 0407 873 700

NEXT CLUB COMPETITION

9:00 am Sunday 8th June 2025

Cheers,

Dave McFarlane

Club Captain **0428 743 031**

