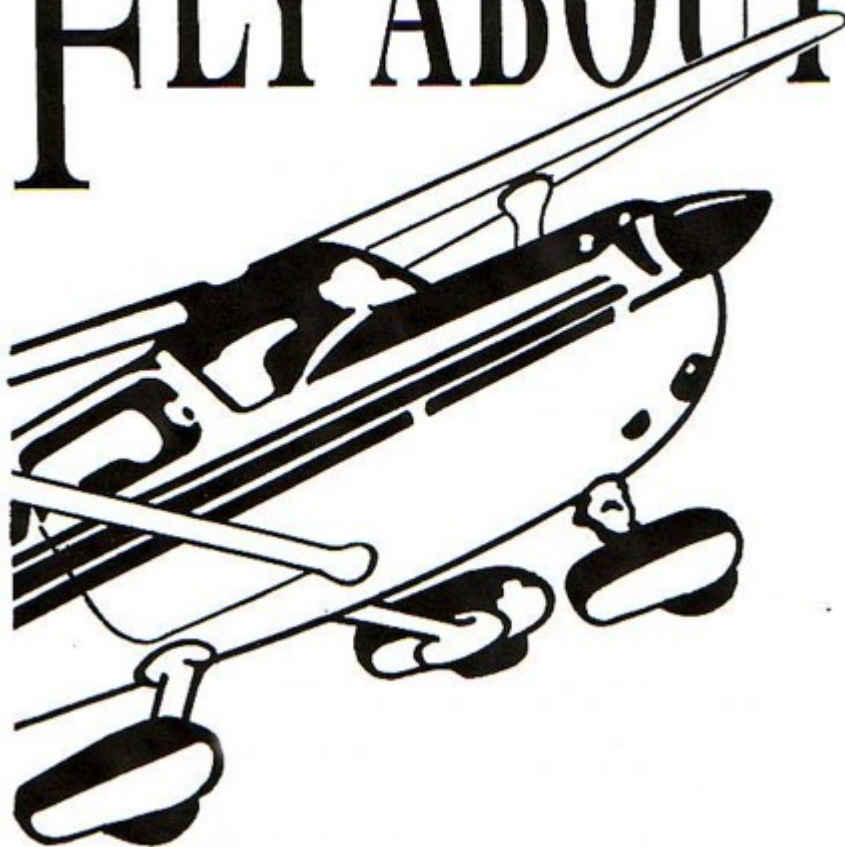


FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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Presidents Report

Hi Members. Hope all is well.

I know most farmers are busy with harvest and around the traps most are quiet surprised with how the crops are going now compared with how they started and that is great to hear.

Next month is the Northam Aero Club's Christmas Lunch to be held on Sunday 10th December 2017. This year's event will be free to all and involves bringing a plate of either cold meat, salad or a dessert. There will also be a sausage sizzle for those young adults that would prefer a sausage in bread. We look forward to a relaxed family day with Father Christmas arriving with presents for the children.

It is now official that the Northam Aero Club 50th Anniversary will take place on Saturday 20th October 2018. Any input for this planned event is welcome and can be forwarded to the Committee comprising Claude Meunier, Gren Putland and Matt Bignell.

The Airfield looks a treat with all the grass mowed thanks to the Shire. The painting of the Airstrip marking had to be delayed due to the wet weather but by the time this goes to print it should be completed.

Welcome to our new member Lionel Moore,

Our Flight Instructors are busy so don't think about learning to fly just come and do it. Charles Kolar is happy to take theory lessons for any one or a group that is wanting help pass their exams. You only have to contact Charles.

I must admit June and I did night time theory and it made a big difference for me. Hope to see you at the Christmas dinner.

Cheers,

Errol.

Club Captains Report

Sunday 12 th November was our Monthly Flying Comp.

" CROSS COUNTRY AIR TRIAL WITH STRAIGHT IN APPROACH"

Muresk/Toodyay/Mystery Co-ordinate for initiation of
Straight In Approach Runway 14 Northam.

Several changes of course and altitude, 3 separate ground targets.

Before our Flying Comp began, NAC Instructor Charles Kolar presented to the group an overview of the new NAIPS /GAF weather report changes.

This was timely and really appreciated by all our Pilots.

THANK YOU CHARLES.

Also Charles and new Student Niten are to be congratulated on Niten's First Solo Sunday 12 th November before our Comp!

All Pilots welcomed and applauded Niten for his speedy progress.

So..... Nine intrepid TEAM NAC AVIATORS gathered

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

Once again sincere thanks to our ladies for their fantastic cakes , tea and coffee etc.

Marg, Beth, Megan, Kate and Gaile.... THANK YOU.....

Visitors also had great seats and lots of Tea and Cake!

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

Results came down to a matter of metres on or off the keys or a missed radio call or landmark to decide the finishing order.

As usual all Pilots flew well and scores were very close to each other.

JUDGES: ("we were entertained, flying was good and safe as usual".)

Radio: Matt Bignell.

Runway: Shaun, Megan, Makayla and also Lachie Price.

Thank you, your work is great and greatly valued.

MONTHLY COMPETITION RESULTS:

First Place	Peter Hill	C-152
Second Place	Ashley Smith Adam Price	PA28-235 Maule 235
Third Place	T Sangston & Family	C-172P
Fourth Place	Russel Steicke	C-172P
Fifth Place	D & M McFarlane	C-172P
Sixth Place	Bob Emery	CH300

Sincere congratulations to all Competitors !

NEXT NAC FLYING COMP :

SUNDAY 10th DECEMBER 2017. 9 a.m. start Northam Airfield.

" H.M.A.S. NORTHAM" Circuit work with Radio Calls etc.

All NAC Pilots have the full December Comp sheet with 30 days to go, so plenty of time to tidy up our Circuit/Strip Inspection procedures by FLYING a couple of practice runs next 4 weeks.

All Members welcome, refreshments provided, and seats available in Club Aircraft for Members who would like to fly with TEAM NAC. Hope to see you Sunday 10th DECEMBER 9 am at Northam Airfield for our Christmas Flying Comp.

Until then, Thank You and Stay Safe.

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

WANTED

Pictures, Stories, Tales, Adventures, Gossip.

In fact anything at all.

If you have a story to tell please send it to me and share it with your fellow club members.

I am always on the lookout for items to share.

actools@bigpond.com

Maintenance Corner

Hi Readers, Trevor and myself, (Ian), have teamed together to start a little maintenance section in the Fly About.

If there is anything you would like explained in detail or think would be of benefit to the club members please feel free to email me (ian@northamairservices.com.au) and we will endeavour to include it into this section.

To start things off we were thinking about the recent issues with PGL's transponder and decided to explain a bit about how a transponder and encoder worked and how to operate it properly.

The Mode Switch

Nowadays, most of our transponders have a mode switch with four positions labelled OFF, STBY, ON and ALT. Some have a fifth position marked TEST. They also have an IDENT button, a reply light, and four code selector switches.

After you start your engine, you should turn your transponder from OFF to STBY. This allows it to warm up but won't permit it to respond to interrogations. If your aircraft has an avionics master switch, you may safely leave the transponder in STBY and never even bother to turn it OFF. One of the reasons for warming it up is the encoder has a heater in it that heats the unit to a constant temperature to eliminate errors due to ambient temperature changes.

Just before you enter the runway for takeoff, turn your transponder to the ALT position, which enables it to respond to both Mode A and Mode C interrogations. Even if you don't have an altitude encoder installed, you should operate your transponder in the ALT mode. The reason for this is that the ground station is still looking for Mode C "framing pulses" from your transponder, even if there's no altitude information accompanying them.

If you forget to switch to ALT before takeoff, the controller will probably remind you by instructing you to "recycle your transponder." That's polite controllerspeak for "wake up, dipstick!" If your transponder was in STBY, you can just switch it to ALT and there's no foul. But if your transponder was switched OFF and you launch into the clag, that's bad news...some transponders take up to three minutes to warm-up before they will respond to interrogations. Believe me, those could be the longest three minutes of your life!

If your altitude encoder malfunctions and starts putting out bogus altitude information, the controller may instruct you to "stop altitude squawk." If he tells you this, you should change your transponder's mode switch from ALT to ON. This enables it to respond to Mode A interrogations but prevents it from responding to Mode C ones. The only time you should ever operate your transponder in the ON (rather than ALT) mode is when ATC specifically instructs you to do so. Furthermore, since the problem might have been with the ground equipment instead of yours, you should probably ask the next controller you talk to if you can "squawk altitude" again and have him check whether or not it seems to be working.

Squawk ident

From time to time, a controller may ask you to "squawk ident" or simply to "ident". In this case, you should push the button on the transponder marked IDENT. This should cause the reply lamp to stay full bright for about twenty seconds, after which it resumes its usual spastic flashing...this is normal. When you push the IDENT button, it adds an extra pulse to your replies that causes your target on the controller's radar scope to change appearance. (It either "blooms" on an approach control radar screen, or has a flashing "ID" on a center radar screen.) Controllers sometimes use this to help find your target, or to make sure the target they think is you really is.

Most transponders have the capability of having a remotely-mounted IDENT button. If your transponder is hard to reach, you might want to have your radio shop install a remote IDENT button on your yoke or in another easy-to reach location.

Modern transponders are fairly reliable. They do have a couple of expensive parts, however. In fact, if the main output tube of an older transponder fails, it's often more cost-effective to install a new solid-state transponder than to fix the old one.

Altitude reporting

The altitude-reporting capability of your transponder transmits your aircraft's PRESSURE ALTITUDE (rounded off to the nearest 100 feet) whenever it receives a Mode C interrogation and is switched to ALT mode. You might recall from your private pilot ground school that pressure altitude is what the altimeter reads if you set it to 1013 hPa. Because the transponder reports pressure altitude, the altimeter setting that you dial into your altimeter's Kollsman window has absolutely no effect on your Mode C altitude reports. It is this fact that makes "blind encoders" (which are mounted behind the panel and have no setting knob at all) practical.

Now you might ask, "if my aircraft altimeter is set at [1020 hPa and the Mode C is putting out altitude referenced to 1013 hPa](#), won't the controller see my altitude incorrectly?" No, because ATC's ground equipment automatically adjusts your Mode C readout for the local altimeter setting (which its computer knows about). That's why it's important always to make sure your altimeter is set to the altimeter setting that ATC gives you from time to time. That way, the controller will be seeing the same altitude that you're seeing.

In PGL you will see in the top left corner of the transponder a flight level (FL) readout. This is PRESSURE ALTITUDE obtained from the Altitude Encoder referenced to 1013 hPa, if you want to see if it is accurate you will need to set 1013 on the aircraft altimeter and see if they are within 125ft. Therefore, if the area QNH is higher or lower than 1013 you will see a greater difference between the altimeter and the transponder.

Altitude encoders

The transponder depends on an external altitude encoder to provide the digitized PRESSURE ALTITUDE that the transponder needs for its Mode C replies. The encoder is connected the same static air line as the altimeter and is wired electrically to the transponder.

The encoder may be either a separate unit ("blind encoder") or integrated into the

What about Mode S?

There's a new type of transponder called a Mode "S" transponder that is required for TCAS and may support datalink.

In Australia CASA has since shifted away from Mode S to ADSB and for now we are still allowed to continue to use the older and far less expensive Mode C units in non-IFR aircraft. However if your transponder fails you will need to upgrade to the new system, because we are no longer allowed to fit the old style transponders.

ADSB will be explained further in another article, there are many new options and we want to research what is available to give our best advice for upgrading to ADSB.

Until our next article keep the blue up and the brown down

Ian Bristow-stagg

Aircraft for Sale

Mooney 20E

CSU Retractable Undercarriage

Engine:

126 hours since new

Lycoming IO-360-A1A 200HP

25 Nov 2024

Propeller

126 hours since new

HARTZELL HC-C2YK-1BF

27 Nov 2018

Other

AirFrame total hours 5187.2

Annual inspection due: 22 Mar 2018

For more information please contact Milton Brooks on

0414 763 347 or milt_brooks@hotmail.com





CHRISTMAS LUNCHEON

12.00PM SUNDAY 10TH DECEMBER 2017

**AT THE NAC CLUB ROOM
ALL MEMBERS AND FAMILY WELCOME**

**FATHER CHRISTMAS – BUFFET LUNCH
BRING A PLATE**

CLUB ROOMS AIR CONDITIONED

**RSVP ERROL CROFT 0428 880 149
BY 3RD DECEMBER 2017**



Vale – Andrew Wooding (Have a Chat)

12 January 1947 - 01 October 2017

My first recollection of Andrew “*Have a Chat*” Wooding was many years ago now. Upon arriving at the Northam Airfield I saw a huge cloud of dust and a lot of noise. “What is that?” I asked. The reply was “It is Have a Chat mowing the Airfield”, You know Have a chat, everyone does”. I had to admit I had not met this Have a chat bloke. When I asked “Where does he live?” The reply was “You drive past his place every time you come to the Airfield, he lives in Withers St where all those trucks are”. I finally got to meet Andrew when I arrived at the field this particular day to observe this tractor



and mower silent and someone walking back to the club house where we were standing. Andrew explained to us that he had replaced this bearing on the mower and now another one has gone and to replace it this had to be done and then that had to be done and this needs to be done. Thirty minutes later I realised why he was called Have a Chat.

We required a Father Christmas a couple of years ago. “Why not see Have a Chat? He won’t need the beard or the padding” was the reply. Upon knocking on his door to ask the question I was invited in to Have a Chat and a coffee. Offering a short flight in PGL was the traditional way to arrive as Father Christmas but Andrew was quite adamant he would be Father Christmas only if he got to ride in a helicopter. I agreed to that after checking with Captain Claude. Andrew was Father Christmas for us for 2 years and the only reason he could not continue was a cow liked him more. Andrew admitted to me that he really enjoyed his Father Christmas role and the dinner afterwards with his family present. Andrew was always the first person to volunteer for the National Ballooning Championships and always offered his services at the Aero Club.

Andrew you will always be in our thoughts.



BAR ROSTER 2017—2018

November		
4th-5th	-	Matt
11th-12th	-	Peter
18th-19th	-	Mick
25th-26st	-	Crofty

December		
2nd-3rd	-	Howie
9th-10th	-	Matt
16th-17th	-	Peter
23rd-24th	-	Closed
30th-31st		Closed

October		
14th-15th	-	Mick
21st-22nd	-	Crofty
28th-29th		Howie

January		
6th-7th	-	Mick
13th-14th	-	Crofty
20th-21st	-	Howie
27th-28th	-	Matt

Bar Hours

Sat. 5pm—7 pm

Sun. 5pm—7pm

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

*THE NORTHAM AERO CLUB (Inc.)
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NEXT CLUB COMPETITION

9am Sunday 10th December 2017

The Northam Aero Club

Christmas Luncheon will be held at the
club rooms

Sunday 10th December 2017 at 12:00 noon