

# *Fly About*

NORTHAM AERO CLUB (INC.) NEWSLETTER

Vol. 55 Issue No.11 NOV 2024



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# Presidents Message

## Welcome to November Fly About

With this hot weather coming on, I've noticed that once again Northam Airfield will be home to water bombers for the extreme fire danger days. I witnessed volunteers on Sunday (see photo). When I was in hospital the staff were dumbfounded to hear that our fire fighters and ambulance staff are mostly volunteers (not being paid to do the job others get paid for).

This year our Christmas party has been brought forward to the 24<sup>th</sup> of



November due to our very appreciated volunteers not being available on our normal December date. As always, our club is run by volunteers who put many hours into the success.

PGL has undergone a make-over with a new Garmin G5 unit. Please remember to read the instructions and a copy of the manual of how to operate the G5 is located on the link supplied in September Fly About magazine. Remember this is preliminary material only and should not replace any information included in the POH as part of the installation.

# Presidents Message

New upholstery and a new radio is also to be fitted when they are available. Our Instructors Kevin and Ray must be keeping busy as PGL is already up for its 50 hourly service.

## **BUSY BEE**

Paul Blain has a very busy schedule and he has sourced all the reticulation material to be installed in the lawn area outside of the Club house. We will be holding a busy bee on 30<sup>th</sup> November 2024, starting time of the busy bee will be 8.30am. Lets get there early before the heat kicks in.

Our participant numbers for our monthly flying competition are encouraging so don't hesitate to come down to the club every 2<sup>nd</sup> Sunday of the month for a fun fly, try Ashley's scones or just come for a chinwag.

I hope to see many members at our Christmas lunch, please let myself or Sue know if you will be attending, just text numbers and name to 0428880149 (me) or 0488441274 (Sue)

Cheers,  
**Errol**



# Club Captain's Report

## Novembers Club Competition:

At the briefing, pilots were to plan a flight to Goomalling and given an envelope to open when passing Mt Dick with instructions for a diversion due to "low Cloud".

The diversion route was Jennacabine, the Silo complex, Irishtown, Coles Shopping Centre and return to Northam flying without iPad assistance i.e., flying headings, timing and map reading.

Participants were required to log points along the way that confirmed to the judge how accurate their track was and if they were at the correct way point.

Thanks to everyone for taking part in the competition.

Big thanks to Kate and Marg for looking after the morning tea. The jam and cream scones were outstanding again and thanks to Ash for getting up early to BAKE them!

## Winners were....

→	First Place	Peter Hill	C152 BFC	120 points
→	Second Place	Ashley Smith	C172 PGL	116 Points
→	Third Place	Sir Errol Croft	C172 JXI	108 points

**Next Competition;** Sunday 8<sup>th</sup> December2024. Briefing @ 9am.

**David McFarlane**  
**0428 743031**



# Christmas Luncheon

*12:00pm Sunday 24th November 2024*

*at the NAC Clubroom*

*All members and family welcome*

*(Club Rooms are Airconditioned)*

*Father Christmas & a Buffet Lunch*

*for catering  
purposes call*

*Sue*

*0488 441 274*

*Or Errol*

*0428 880 149*



# Nautical Terms in Aviation

A bit of a light-hearted topic this month: if you sat down to collate all the terms and rules in aviation that come from ships and the sea, how long would the list be? What can you add to this list? (Discuss at the bar.)

## TERMS

- Port – airport
- Shipping line/Ocean liner – airline/airliner.  
The original use of “liner” was to describe a warship capable of being part of a line of battle; eventually it became a term for the biggest and best passenger vessels.
- Fleet – Navies and shipping lines have fleets; so do airlines.
- Boarding
- Pilot
- Captain (and his/her four bars)
- First Officer
- Crew
- Cockpit
- Cabin
- Galley
- Rudder
- Fore and Aft (most often relating to centre of gravity)
- Manifest (cargo or passengers)
- Trimming sails – Trimming an aeroplane
- Navigation lights – green on Starboard, red on Port
- Nautical mile, knot
- Pitch, Roll, Yaw
- Logbook
- Abeam

# Nautical Terms in Aviation

## → Port and Starboard.

People use all sorts of silly ways to remember that port is left and it's the red light – “port is red and it's better left alone”, “there's no red port left in the bottle” – and the terms work well at sea, where you have “helm to port” and the starboard rail and a locker that's port amidships, but it never translated very well to flying, partly because pilots sit up the front and don't run around all over the place as crew do on a ship, and also “port and starboard” rudder doesn't really work because you don't have a port and starboard foot.

“Starboard” comes from “steering board” in the days before rudders, when steering boards were on the right of a ship because most people are right-handed. “Larboard” for the left side caused enough confusion that people invented “port” for that side, being the side of a ship that generally comes alongside in port and that you embark and disembark on.  
Which side of an airliner are the doors on?

## → Inboard and outboard

Ailerons are outboard of flaps; on an A380 the inboard engines are Nos. 2 and 3.

## → Class

Our Navy has Anzac class frigates and Collins class submarines, for example – vessels with a similar design and purpose. Your Flight review is valid for a class of aircraft – probably Single Engine Aeroplane.

## → Navy and Air Force ranks

- Commodore / Air Commodore
- Captain / Group Captain
- Commander / Wing Commander
- Lieutenant / Flight Lieutenant

# Nautical Terms in Aviation

- Here's a random left-field one: the founding patron of the club was Fred Killick, whose surname is an old-fashioned term for an anchor (Leading Seamen in the Navy are often called killicks because their badge of rank is an anchor).

→

You can debate whether these ones come from ships or from more general usage:

- Bearing
- Beacon
- Cargo

If it's on a ship it's cargo; if it's on the road it's a shipment. Now why is that?

- Hold (as in cargo, not holding pattern!)
- Charter
- Powered aircraft give way to gliders, which give way to airships, which give way to balloons. I imagine the aviation rule makers would have come up with this with or without the original form of "More manoeuvrable gives way to less manoeuvrable", which of course is "Power gives way to sail."

The clock code was used at sea long before anyone used it in the air. As an aside, a standard naval use of directions relative to a ship is to say "green" or "red" with a direction in degrees, measured from the bow. For instance "Green six zero" is 60 degrees off the starboard bow, or "2 o'clock", and "Red nine zero" is on the port beam, or "9 o'clock". Let's stick with the clock code. That's hard enough for kids who can't tell the time on an analogue watch!



# Nautical Terms in Aviation

## RULES

- Turn right to avoid a head-on.
- Ships and boats keep to the right of a channel.

We keep to the right in a lane of entry eg. tracking to or from Jandakot via Mount Dale.

- Give way to the right.

Going back to the theme of navigation lights, if the other aircraft (boat) is on your right and therefore has right of way, you'll see a red light – stop. If he's on your left and you have right of way, you'll see a green light – go. So when people invented traffic lights and had to decide what colours they should use for stop and go, they had a precedent.

That's it for my list of similarities. As for the differences between the nautical and aeronautical worlds – my favourite one is that men have been going down to the sea in ships ever since they realised that wood floats, so the very early history of ships and boats is lost in the mists of time. Aviation is a much newer field of human endeavour, so its entire history is much better recorded. Also, compared with the nautical world, it's a field that advanced at phenomenal speed right from the start – 66 years from Kitty Hawk to the moon.

## Kevin



# Ballooning 2024 Wrap-up

The 15<sup>th</sup> of November was the last day of the ballooning season for Windward Balloons. I walked out of the house at 2:50am to the wind greeting me. I got to the hangar at 3am and asked Dean the pilot “What’s the verdict?”. He responded “What do you think?”. “Too windy” I said. I was correct. We started calling the passengers who were meant to arrive at 3:30am that they could all sleep in and wait until next season to redeem their hot air balloon flight. It was not the happiest way to end the season and Monty the cat is going to miss all the attention.



*The LNB's last flight for the season on the 13<sup>th</sup> November*

The last flight of the season was awesome. The last flight was with the LNB on the 13<sup>th</sup> of November, and passengers were meant to arrive at 3:30am but two people were uncontactable, so after waiting for them to arrive, we left at 4am. The good thing about leaving so late is it meant I had more time to talk to all the passengers about the history of hot air ballooning in Northam, the history of the airfield, the circumnavigations, and general hot air balloon facts and terminology. We drove off to Peacocks to launch the balloon. It was still windy, but just calm enough to set up the balloon.

# Ballooning 2024 Wrap-up

A lady who came to watch her friends fly in the balloon was offered a free ride because we were short by two people and were flying quite light. Unfortunately she was too scared of heights to accept the offer, but she would probably have preferred the flight because she sat in the bus as the crew chased the balloon and she kept complaining that the speed limit was always 60km on country roads. Because it was windy, Dean was hoping to have a shallow approach just clearing the fence line for a landing at Browns paddock, but he had to have a steeper descent as when he approached the fence line, his balloon was heading straight for the lone tree. Dean has told me that no matter how well you fly, if there is a single tree or object in a paddock, the balloon always seems to make its way towards that single object. I asked him if he thinks the tree had legs and he said it was highly likely. The balloon bounced and skidded for a few meters before it tipped on its side and all of the air rushed out of the balloon making the balloon crawl very easy! Once we got everyone to help us put the envelope in its bag, I somehow managed to break the hydraulic hoist which would lift it onto the trailer, so we had to roll the 350kg of fabric onto the trailer. We drove back to the hangar and I said goodbye to all the passengers, and then as one passenger was driving off, they stopped their car next to me and handed me a \$20 note as a tip! That will keep me going financially until the season starts up again next year!

The most memorable things about this season have been:

- ➔ I got to go up in the air once, and also managed to get Luke and mum a free balloon ride
- ➔ I pretended to be the wind by pulling on a handling line so that the balloon could be deflated in a more suitable paddock
- ➔ I learnt lots of tips and tricks about flying, such as what shaving cream is used for
- ➔ I got to see pictures of a full circle rainbow
- ➔ I heard lots of interesting stories about Deans experience flying hot air balloons
- ➔ I have permission to eat lots of cakes and chocolates so the balloon will stop pushing me around

# Ballooning 2024 Wrap-up

Although the season is over, I am only just beginning my steps towards becoming a pilot. I have got my private ballooning licence and student pilot book and will try to finish all the exams before the ABF hand over to CASA and make sitting the exams expensive. During the season I kept telling the passengers 'I only have 16 hours left for my private ballooning licence', but I don't mention the fact it is a total of 16 hours to get the licence so I haven't got any hours yet! 2025 will be a good year for that!

From Northam's future hot air balloon pilot,

**Stacey**

*An image I made to commemorate the season.*

*From left to right: Mum, Dean, Luke, Stacey.*



# 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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Ph Errol 0428 880 149 or Kevin 0434 000 217

[www.northamaeroclub.com](http://www.northamaeroclub.com)

## **NEXT CLUB COMMITTEE MEETING**

**Sunday 8<sup>th</sup> Dec 2024 @ 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 Club Contact List



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# NAC Cessna 172 — VH-PGL

## Hire Fee Structure

- Private Hire - \$260 per hour
- Dual Training - \$410 per hour
- TIF's - \$205 per 1/2 hour
- Briefing - as required
- Instructor (in owner's aircraft) - \$150 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 costs only. Instructor fees remain as fixed price.*

For all further enquiries please contact:

NAC Treasurer - [nactreasurer@bigpond.com](mailto:nactreasurer@bigpond.com) T: 0427 909 412

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

## NEXT CLUB COMPETITION

**9:00 am Sunday 8<sup>th</sup> Dec 2024**

Cheers,

**Dave McFarlane**

Club Captain **0428 743 031**

