

# Fly About

Northam Aero club (Inc.) Newsletter

Vol. 53 Issue No.10 OCTOBER 2022



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# Presidents Message

Welcome to the October edition of our Fly About. A lot has happened with plenty of flying taking place.

The good news is that Northam Aero Club has acquired the instructing service of Ray Challen from the Royal Aero Club. We are very appreciative of Ray offering his services to advance our flying school. Ray will be available for mid week flight instruction.

Thanks must go to Shane Buck, our new member who has done everything from qualified plumber to owning and cooking in a local Bakery to showing off his NZ forestry skills in cutting down the two palm trees that became a hazard outside the Briefing Room.

Thanks also to Trevor Sangston for the repairs he carried out on our Club Hangar.

Our power supply for the runway lights were required to be moved to the club room and we were very grateful to the expert assistance given by Zane Clements and his Dad Peter to re-route. Thankyou Zane and Peter and thank you Dave Beech for overseeing the work involved.

We enjoyed a local fly in to Bindoon for a barbeque lunch and it was great to see all the different aircraft and how well a private airfield can run when everyone works together. It is a credit to the team at Bindoon for all the work they have been able to achieve.

Cheers, Errol.



Naithan & Caitlin enjoying the sunshine.



Shane Buck showing off one of his many skills

# Club Captains Report

Mini Air trail Competition. consisting of Nav Ex; YNTM - Grass Valley – YBLD -  
Northam Army Strip-YNTM

Starting with a SOFT field take off. (a number of pilots became “bogged” because they haven’t practiced this technique. The wind favoured 14 departing off upwind for Grass Valley town.

From Grass Valley tracked 185deg for YBLD (Brooklands). This is in D186 due to parachuting, not active to day.

Departing YBLD for Northam Army strip, pilots flew the route NW along the river, initially flying West over the railway line; At 1nm from Brooklands ID the Company sign that is on the South West side of the big shed right by the river. (one aircraft thought it was a trick question because they couldn’t see the sign 30mts long and 10mt high, and also thought the farmers were doing Nothing in their paddocks no names no pack drill)

WE had six pilots with two who flew up from Serpentine, the weather was fine and clear with a light breeze. Everyone’s radio calls were clear and relevant - I think radio calls may be deleted from scoring as past Captain Peter Hill has got everyone up to standard, so they are getting 100% for calls! Thanks Marg Mac for keeping us supplied with Coffee, Muffins and Biscuits.

## RESULTS

Placing	Pilot	Points
First Place	Phil Maley	RV6 VH-DUO
Second Place	Bo Hannington Dave MacFarlane	RV6a VH-CBO PA28 VH-HKA
Third Place	Peter Hill	C152 VH-BFC
Fourth Place	James Hill	C152 VH-BFC
Fifth Place	Errol Croft	C172 VH-JXI

# Club Competition



Competition winner Phil Maley's RV6 VH-DUO

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## **NEXT NAC FLYING COMP: A SHORT NAVEX**

**WITH SOME EXTRA MANEUVERS**

**See you at Northam Aero Club Comp  
Complimentary morning tea as usual etc.**

**Cheers, Dave McFarlane**

**Club Captain 0428 743 031**

**09:00, Sunday 13th November 2022**

# Annual Dinner



## **ANNUAL DINNER**

**7.00PM SATURDAY 10<sup>TH</sup> DECEMBER 2021**

**\$20.00 PER HEAD**

**AT THE NAC CLUB ROOM  
ALL MEMBERS WELCOME  
CLUB COMPETITION'S  
PRESENTATION EVENING**

**RSVP**

**[dowref@bigpond.net.au](mailto:dowref@bigpond.net.au)**

**Or**

**[info@northamaeroclub.com](mailto:info@northamaeroclub.com)**



# Bindoon Fly-in

Three Northam Aero Club members flew in to Bindoon early on Saturday 1<sup>st</sup> October 2022.

Bernie Hush, Dave McFarlane and Errol Croft were greeted warmly by a large number of local hangar owners. They were also treated to a delicious and well organised lunch.

When enjoyment of your aircraft is the goal, it can only be a good outcome for all.

Thanks Bindoon we will be back and look forward to you visiting us in the future.



Bindoon Airfield lunch and catch up  
1st October 2022 – thanks to Tony

# Bindoon Fly-in



The boys from Bindoon  
Tony, Gary and John  
Thanks for a great lunch  
and get together.



Northam Aero Club members  
l-r, Bernie, Ling, Marg, Errol and  
Dave Bindoon Lunch



Bindoon Airfield 1st October overhead photo  
thanks to Tony for this great photo and a  
beautiful lunch and catch up.

When should you talk on the radio at a non-towered aerodrome? And when should you shut up? Because “should” is such a subjective word, there will never be complete agreement among all pilots on those questions. And that even includes those of us who are always right! But as a guide, we can look at what CASA says we must do, and what they recommend we do, and then apply some common sense and airmanship.

## When must you talk?

According to the CASR Part 91 Manual of Standards (MOS) Chapter 21, you must broadcast on a CTAF if you consider it reasonably necessary to avoid collision. AIP ENR 9.1.4 says exactly the same thing. That’s the only CTAF call that CASA dictates you must make. So anyone who says you must make a taxiing call or an inbound call or a call joining the circuit is offering you an opinion, not a CASA-mandated rule. Even though I agree about making all of those calls and I think it’s just common sense, it’s still just an opinion.

As for calls to avoid collision, neither publication defines “reasonably necessary”, but the important point is that if you consider it reasonably necessary to talk to someone to avoid a risk of collision, you’re going to talk. You don’t need a rule to tell you to do it when survival instinct is a perfectly good motivator.

## When should you talk?

While CASA doesn’t say “must” regarding any CTAF call other than the one above, AIP ENR 1.1-9 has a table listing “Recommended calls in all circumstances.” These are the ones that CASA recommends even if there’s no one else on the frequency (and you can never be sure of that anyway.) Those calls are:

- Taxiing;
- Inbound;

Overflying.

Regarding the inbound and overflying calls, CASA says to make them at 10 nm, depending on aeroplane performance and pilot workload. So if an ex-RAAF knucklehead is flying his Mustang in at 250 knots, 10 nm is only 2½ minutes from overhead, so it would be wise for him to make his call earlier than 10 nm. If  $V_{NE}$  for your brain is only 120 knots, you might like a bit more than 2½ minutes’ warning that a classic WW2 fighter is about to chase you around the circuit.



Also, within what height above the aerodrome should you give an overflying call? If you consider that your transit overhead may affect aircraft on and around the aerodrome, make a call. So if you're overflying Northam at 2500 ft, definitely. At 3500 – you decide. At 6500 – you're nowhere near the circuit traffic, so why bother? If you only have one radio, you're better off to be on area frequency. If you have two, monitor the CTAF but there's almost certainly no need to talk on it.

The next table in AIP lists "Recommended calls dependent on traffic." These are:

- Entering a runway;
- Joining the circuit;
- If doing a straight-in approach – at least 3nm from the threshold;
- If planning to join on base.

As long as we do what CASA says, anything extra is subjective, and again, it's a matter of whose opinion and whose version of airmanship we're talking about. So let's go with Kevin's opinion, which is influenced firstly by needing to be standardised with RACWA since our flying school operates under their AOC, and also by a few years of listening to pilots talking on CTAFs.

I teach students to do all the calls listed above. So for a standard trip out to the training area or up the road to Cunderdin or Wongan or Wylie, that typically means:

- Taxiing;
- Entering the runway;
- Inbound at 10nm;
- Joining the circuit.

## In the circuit

This is the biggest source of debate. RACWA teaches students to do at least one call per circuit; they don't dictate which leg. I teach students to call on downwind for two reasons. Firstly, it's consistent with what you're required to do at Jandakot, and secondly, it's fairly early in the circuit so it gives other pilots a good chance to work out if they need to accommodate you. A pilot at the holding point will decide whether he or she has enough time to taxi out, backtrack and take off ahead of you, and a pilot doing a straight-in approach will decide whether to continue or to rethink it and join on another leg.

But if you're joining midfield crosswind, broadcasting on downwind means you're making two calls within about 15 seconds. Why? A base call in that case would be a better idea.

I also teach students to do a call turning final, which is handy for someone at the holding point or lining up. But if they've made a downwind call, and if there's no other traffic, or none that's a threat, I don't get particularly hung up about it if they miss that call. I hope Matt 1 and Matt 2 (Sewell and Barrington) don't argue too much with that last point!

## **So why do some pilots chatter so much?**

For a short period starting in 2005, CASA decreed that pilots should broadcast on downwind, base and final at non-towered aerodromes. But even though it was only "should" and not "must", we're pilots and we love the sound of our own voices on the radio, so many pilots took up these new recommendations with relish. Suddenly circuits at non-towered aerodromes were full of people making calls on every leg. By the time CASA came to their senses and wrote what we have now, lots of instructors had taught their students to yabber on every leg of the circuit, and they in turn had become instructors and taught their students the same thing. So while Simon and Garfunkel said "Silence like a cancer grows", unfortunately so can the urge to chatter. Hence it's not at all rare to hear someone broadcast 10nm out, then at 3 or 5nm, then descending on the dead side, then joining the circuit, then on downwind, base and final. By the time I've heard that much yabbering from a pilot, I'm usually thinking "Shut ... .... up and fly the aeroplane!"

So do one or two calls in the circuit, depending on what you see as necessary or what you prefer. Neither is right or wrong. But calling on every leg is generally pointless. If the circuit is quiet, why call on every leg, unless it's to hear the sound of your own voice? And if it's busy, calls on every leg just clutter up the frequency. Use your discretion, talk if you need to, and don't prioritise Communicate over Aviate and Navigate.

## **Format of calls**

There are standard formats for every call, but if you don't put everything in exactly the same order as the next pilot, it's generally no great drama provided you say everything you need to. Who am I, where am I, what are my intentions? Have you included all you need to? For instance, when broadcasting inbound, "10 miles east" is not a position because you haven't included your altitude. "10 miles east, 2500" is a position. By the way, who needs to say "nautical"? There's only one kind of mile in aviation.

The first and last words of a CTAF broadcast should be the name of the aerodrome. “Northam traffic” says to other pilots that there’s a call starting, so be quiet and listen. “Northam” at the end says the call has finished, and it’s someone else’s turn to talk. “Northam traffic” at the end just confuses those two aims. Incidentally, quite a few pilots repeat their callsign at the end: “Northam traffic, Cessna 172 RWT, 10 miles south, 3500, inbound, RWT Northam.” No need to, but it’s not a bad idea as it helps the pilot who missed your callsign first time and wants to write it down.

You do not need to make a call “descending on the dead side.” That is such a superfluous call that there’s not even a format for it in the AIP or the RACWA Student Pilot Guide. You’re about to make a call joining the circuit, so just fly the aeroplane and set up your circuit entry.

And if you go round and want to broadcast the fact, it’s critical to fly the aeroplane first. Get a positive rate of climb going, clean the aeroplane up, move to the dead side, then decide whether you need to make that call.

Also, on the topic of formats, if you’re talking to another pilot to establish where they are and to make sure you don’t fly into the exact same piece of airspace at the exact same time, standard published format calls are good, but if you’re not sure exactly what to say, just speak plain English. That’s much better than a mid-air!



# A NEW INSTRUCTOR at NAC

## **New instructor**

We now have another instructor. Ray Challen is coming on board and will be available on a casual basis. He's sent us a brief bio:

*Ray is an enthusiastic recreational pilot, being a part owner of a Cessna 182 and a Van's RV14A which can often be seen on Flightradar enroute between Jandakot and his weekend retreat near Bremer Bay. He has reached a stage of life commonly referred to as "semi-retired" and instructs on a casual basis for the enjoyment of introducing people to the challenges and rewards of learning to fly and then flying for recreation or progressing to a CPL. Ray is a casual instructor (and currently President) at the Royal Aero Club at Jandakot.*

**Welcome Ray!**

# A NEW PILOT at NAC

***CONGRATULATIONS  
to  
Our New Pilot!***

Matt Barrington, after passing his RPL test in August, finally received his licence and recently took a slightly nervous dad as his first passenger.

**Well done Matt!**

# Next Club Committee Meeting

**Next Club Committee meeting is:  
Sunday 13th November 2022 at 13:00  
(1:00pm) at the Clubrooms**

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Our pilots are our heroes

Toll-free: **1300 726 567** Local: (07) 3620 8300

Angel Flight operates Australia-wide with a growing network of volunteer pilots.

Angel Flight volunteer pilots come from all walks of life and donate their time, their skills and most of their aircraft costs\* for each flight.

The flight credentials of our volunteer pilots exceed the minimum requirements of CASA and the aircraft meet specified regulatory and insurance minimums.

\*To help offset the pilots' operating costs Angel Flight Australia subsidises fuel used on flights, negotiates the waiver of landing fees at many supporting airports around the country, and arranges the credit of any air navigation charges thanks to the support of Airservices Australia.

## 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



*(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

SEPTEMBER	
3rd	1700-1900
10th	1700-1900
17th	1700-1900
24th	1700-1900
NOVEMBER	
5th	1700-1900
12th	1700-1900
19th	1700-1900
26th	1700-1900

OCTOBER	
1st	1700-1900
8th	1700-1900
15th`	1700-1900
22nd	1700-1900
DECEMBER	
3	1700-1900
10	1700-1900
17	1700-1900
24	1700-1900
31	NYE

**THE BAR IS OPEN EVERY SATURDAY EVENING**

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

**Fly About**

# Oct/Nov 2022



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
17	18	19	20	21	22 Bar 1700–1900	23
24	25	26	27	28	29 Bar 1700–1900	30
31	1	2	3	4	5 Bar 1700–1900	6
7	8	9	10	11	12 Bar 1700–1900	13 Club Competition 9am
14	15	16	17	18	19 Bar 1700–1900	20
21	22	23	24	25	26 Bar 1700–1900	27
28	29	30	1	2	3 Bar 1700–1900	4



*\$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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# 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 2023**

Our Membership year runs from January to December each 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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