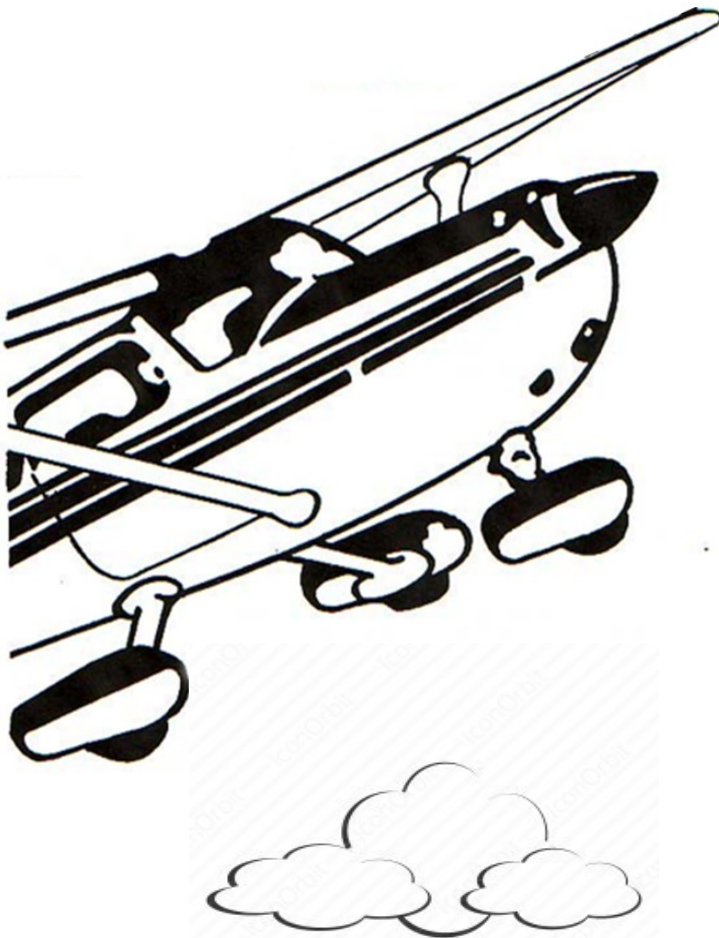


Fly About

Northam Aero Club (Inc.) Newsletter

Vol. 54 Issue No.9 SEPTEMBER 2023



In This Issue

- ◆ A Message from the President
- ◆ Club Captain's Report
- ◆ Next Club Comp
- ◆ Classifieds
- ◆ Club Calendar
- ◆ Pre-flights Checks (Part 2)
- ◆ Wongan Hills Fly-In

Presidents Message

President's Report

From September 2nd to the 9th 2023 Northam successfully held the 5th FAI World Women's Ballooning Championships. The Northam Aero Club provided meals and drinks for this event and I would like to thank all those volunteers that helped make this a very successful event.

Nicola Scaife from Australia is our new World Champion. Congratulations to Nicola. It was fantastic to meet all the pilots and their crews participating in the event. The weather was mixed but all managed to complete the necessary tasks set before them.

The new Northam Aero Club committee had their first meeting and I would like to welcome Mr Paul Blain as our new Treasurer and Fly About Editor. Thankyou Paul. All the other positions have remained the same.

I would also like to thank Rachel for her role as past Treasurer and for setting up our new system to manage our accounts. We wish her all the best in her future endeavours.

Monthly competitions are still flown every second Sunday of each month and you are more than welcome to come down and participate. If you are non-current and would like to fly in these competitions just let our Club Captain know and we will try and organise an Instructor to fly with you.

Thank you all once again for your commitment to volunteering in the wheatbelt.

Cheers,

Errol

Club Captain's Report

Captain's Report for September 2023

The September Competition was held Sunday the 10th September.

The task was a Navex anti-clockwise direction from Northam to six way points and finishing with a 14 mile straight in.

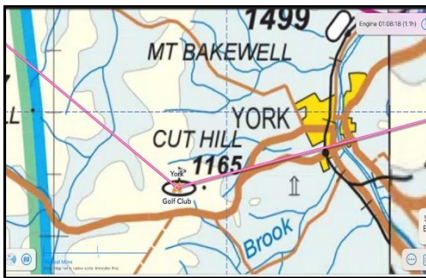
Seven pilots competed. It was a late start due to low cloud which lifted about 10 am.

Equal first place with three perfect scores of 50 points;

- ➔ Peter Hill – C152 BFC;
- ➔ Ashley Smith – C172 PGL; and
- ➔ Dave McFarlane – Cherokee HKA.

Second place: James Hill – C152 BFC with 49 points

Third place: Ian Berry - Cessna 172 PGL with 47 points



Oh look!!! Here's the York Golf course
(Editors Comment: Duly Noted!)

We have a competitor with very very sharp eyesight who can see four rows of solar panels at this resolution. Anyone else with eyesight of this quality from this altitude?



Next Competition;

Sunday 8th October 2023 @ 9:00am

Wongan Hills Fly In

Save this date below for a local fly in to Wongan Hills.

Always a great weekend.

Wongan Hills Tourism Group Reynoldson Reserve Wildflower Festival

**FRIDAY NIGHT
SUNDOWNER
3RD NOVEMBER**

Live Music by
Georgie Sadler & Ari Davis



Grazing Boxes for two people \$25
Pre Order ONLY

Text your order to Alfreda Lyon
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Beef Sliders two for \$10
Available on the night

BYO
Beverages

Table Bookings Available
Contact Alfreda
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**FROM 6PM AT 'THE STATION'
WONGAN ROAD, WONGAN HILLS**

**SATURDAY
NOVEMBER 4TH**

7:30am - 8:30am

Big Breakfast at the Visitors Centre

9:30am - 2pm

Apex Market Stalls, Bus Tours to
Reynoldson Reserve, Devonshire Teas,
Vintage Cars & Tractors, Kids
Entertainment & More

Museum Twilight Drinks and Nibbles
Watch this space for more Information!



Pre-Flight Checks Part 2

Taking your time

It's been a while since I've delved into the "There I was" archive to start an article. There I was, at Pearce in 1986, doing instrument flying in the RAAF's advanced trainer of the day, the Macchi. For instrument flying the student sat in the back cockpit, with a cover over the inside of the canopy. It meant you didn't need to wear a hood, and it was commonly known as flying "in the bag." But because you could only start the aircraft from the front cockpit, it also meant you had very few pre-flight checks to do; the instructor had to start the aeroplane, including most of the pre-start and after-start checks. I had an instructor who was a Mirage pilot. Now that was an aeroplane that burnt hideous amounts of fuel on the ground (converting most of it to noise), so its pilots learnt to do their checks and get airborne as quickly as they could. On the day in question, I timed D-Mac, as he was known, as he exited the flight line hut at least 100 metres away. He walked out, climbed in, strapped in, got the groundie to tighten his parachute straps and take his face blind ejection seat pin out, shut the canopy, ran through (or skipped most of) the 60-odd pre-start checks, started up, and commenced taxi. Four minutes. He was an impatient old coot, but even for a knucklehead (fighter pilot), I thought that was a ludicrously short time.

For what it's worth, my personal recommendation is that you spend a bit more time than that before you taxi. It's become standard practice to use written checklists, so the first step is to make sure you have a good checklist appropriate to your aeroplane. And that can be quite specific. For instance, PGL's checklist is not suitable for the R and S model 172's at RACWA because their engines are fuel-injected and their starting procedures are different from a carburetted aircraft, and they vary depending on whether the engine is hot or cold.

What the rules say

Chapter 10 of the CASR Part 91 MOS lists items to be checked before take-off. It includes checking NOTAMs and making sure you're fit to fly, and external items such as fuel caps and chocks. This chapter doesn't actually tell you a lot. The only internal checks most of us do that are included in this chapter are:

- **Hatches secure;**
- **Flight controls working correctly; and**
- **Altimeter check.**

The last of these only applies if you have an accurate QNH available, which you don't have unless you have an ATIS, AWIS or similar. So at Jandakot, with the QNH off the ATIS set, your altimeter must read within 100 ft of aerodrome elevation, which is 99 ft. So anything between 0 and 199 ft and you're good to go.

Pre-Flight Checks cont...

Some tips

Other than the rules, and an exhortation to take longer than four minutes, here are some tips relating to some of the pre-flight cockpit checks. As with the last article, these tips may not all apply to every aeroplane, and it's not an exhaustive list, but let me know if you learn anything from them.

→ **Controls**

Once upon a time there was a regulation that said you had to check the controls immediately before take-off, which is why it's in a pre-takeoff checklist. But it's also in most pre-start checklists. Why do it twice? If you do a control check before start, and there are any creaks and groans that may give you pause for thought, you're more likely to hear them without engine noise in the way.

→ **Avionics**

Make sure they're off before start. With the high current required for start, that's the best time for a power spike that could damage the radios.

→ **Throttle**

If you set it as per a typical checklist, such as $\frac{1}{4}$ inch for a 172, the RPM on start will be about 1000 RPM. If you put your finger about 5mm from the friction nut, then push the throttle in till your finger touches the nut, you should get about 1000 RPM on start.

→ **Master**

Checklists say to turn it on so your oil temperature gauge will tell you if you need to prime or not. If it's the first flight of the day you know you'll need to prime, so you don't need to check the temperature. Turn the Master on anyway, or chances are you'll forget, you'll prime, then you'll wonder why it won't start.

→ **Mixture**

It's easy to flood a fuel-injected engine, which is why you don't prime it if it's hot, but it also means you start one of those with the mixture lean, and push it to rich as the engine starts.

→ **Oil Pressure**

It needs to be up within 30 seconds. If it's not, shut down before you cook the engine. Check it as soon as you start the engine, before you even look at the after-start checklist. Don't fiddle around with seat belts and headsets and kneeboards and radios straight after start if you haven't checked the oil pressure first.

Pre-Flight Checks cont...

→ Amps

If the Amps light stays on, your alternator hasn't come on line, and you only have the battery for electrical power. If recycling the alternator doesn't work, you're not going flying.

As well as the Amps light going out, if you have a voltmeter you can also use that to check the alternator is on line. In PGL, if the voltmeter says 24V or thereabouts, it's the battery that's doing the electrical work. It's a 28V alternator, so the voltmeter should read 28 or so after start.

→ DG

Align it with the compass.

But that's only useful if the compass is right. The ideal place to check that is when you line up straight on a runway whose exact magnetic heading you know. Otherwise you may just look at and say, "We're sitting in front of the hangar, pointing more a bit to the left of Runway 32, and the compass is reading 310. Looks OK."

→ Taxi checks

Apart from checking the brakes as soon as you start moving, taxi checks are typically instrument checks, particularly important if you're flying at night or IFR.

For a left turn:

- ✦ "Turning left, skidding right": if you turn left, the turn coordinator will show it, but if you turn too gently the skidball won't really show it.
- ✦ "AH erect, wings level".
- ✦ "Compass and DG reducing."

Check the instruments both ways; obviously in a right turn your TC and skidball will go the opposite ways, and your compass and DG numbers will increase.

→ Runup

The checklist will specify the power setting to use, typically 1700-1800 RPM. But make sure your engine has warmed up a bit before you do these. If you start up, taxi out and do runups three minutes after start, Roger and Trevor at NAS will be torn between berating you for poor engine management and thanking you for potentially giving them repair work.

Pre-Flight Checks cont...

Runup cont...

- ➔ If you have a CSU, with the pitch full fine, the RPM needs to get above 2500 (typically about 2700) before the CSU governor will say, "Oops, RPM's getting a bit high, coarsen the pitch". So when you increase power for your runups, the CSU won't react, and the tachometer will indicate power changes just like in a fixed-pitch prop aeroplane. So the mag checks are basically the same. You don't need to take any notice of the MAP gauge.
- ➔ When you turn one magneto off the mixture will burn a bit more slowly, so you'll get an RPM drop. The checklist or POH will specify the maximum allowable drop – typically 100-150 RPM.
- ➔ If you spend too much time taxiing or idling you may get too big a drop. Lean the mixture and set a bit more than 1000 RPM for a few minutes, and see if that burns a bit of the fouling that you may have got on the plugs, then do the mag check again.
- ➔ Note that these mag checks are not the same as the ones you do before shutdown. The shutdown one is not to see if they're working; it's to check they're earthing. A live ignition system, fuel in the cylinders, and some muppet playing with the prop, could be a very disarming experience. The "fuel in the cylinders" bit is of course why you shut down by leaning the mixture and not just turning the ignition off like you do in your car.
- ➔ Carburettor heat hot. Hot air in means richer mixture, and with mixture full rich you're on the right-hand side of the mixture-power curve, which means lower RPM.
- ➔ And especially on a cold or humid day, leave the carburettor heat on for a short while to see if it rises after dropping. If it does, it's probably melting ice, so leave it alone until it stops rising. When you put it cold again, your RPM should be a bit higher than what you initially set for your runups.
- ➔ While the RPM is up, check all the other engine instruments – Ts & Ps, amps, suction gauge. That's the closest thing you can do to an instrument check at take-off power.

Pre-Flight Checks cont...

✈ **Flaps**

PGL has an error in its checklist for this one, which says “Flaps up.” It should say, “Flaps as required”, which may mean Up or it may mean 10 or 15 (depending on your aeroplane’s settings) for a performance take-off.

✈ **Autopilot**

If you have one, make sure it’s off for take-off, otherwise it will chase the heading bug. Not a real drama if you set the heading bug for your take-off heading, but turn the AP off for take-off anyway.

✈ **Strobes**

In many aircraft these are in a “line-up” checklist. Especially at night, I believe it’s a good idea to put your strobes on before you enter the runway. That way, anyone in the air who sees strobes knows that aeroplane is on the runway or about to enter it.

✈ **Safety brief**

This not your passenger brief about seat belts, exits, sickbags and leaving the controls alone. This is your “If it goes wrong on take-off” brief. Don’t be in the habit of parroting “Nose down, 65 knots, full flap, don’t turn more than 30 degrees” or similar. Think about where you are and where you’d go if it went wrong. For instance, of Runway 14 at Northam you have the racecourse, some powerlines and a solar farm to avoid, Off 27 at Wylie you have plenty of flat ground and probably more options.

And as my students know, if they forget to say that brief out loud, they are guaranteed a practice engine failure after take-off. For those who choose to do their flight reviews with me: you have been warned!

Kevin

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 ☐

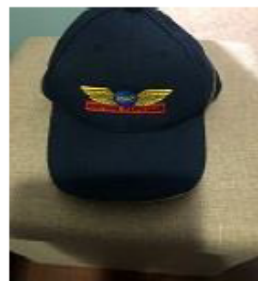
"Fly About" magazine Yes ☐

No ☐

Many thanks,
Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised



BAR ROSTER

SEPTEMBER	
23rd	1700-1900
30th	1700-1900

OCTOBER	
7th	1700-1900
14th	1700-1900
21st	1700-1900
28th	1700-1900

NOVEMBER	
4th	1700-1900
11th	1700-1900
18th	1700-1900
25th	1700-1900

DECEMBER	
2nd	1700-1900
9th	1700-1900
16th	1700-1900
23rd	TBC
30th	Closed

Next Club Committee Meeting:

Sunday 8th October 2023 at 13:00

September - October 2023



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

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

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



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Dual Training - \$410 per hour

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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 only

Instructor fees remain as priced above

For all further enquiries please contact:

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

Next Club Competition

Next Competition: 9:00am Sunday 8th October 2023

Cheers,

Dave McFarlane

Club Captain 0428 743 031

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TO:

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