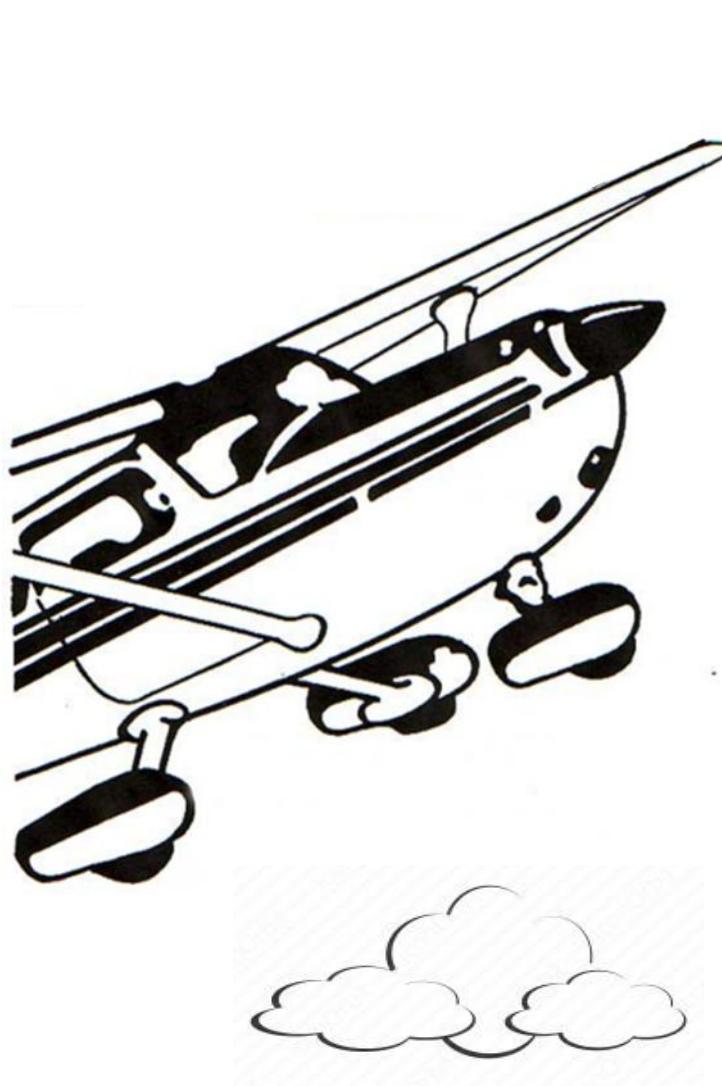


# *Fly About*

**NORTHAM AERO CLUB (INC.) NEWSLETTER**

**Vol. 56 Issue No.3 APR 2025**



## **In This Issue:**

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# Presidents Message

## Welcome to March Fly About

Welcome to March Fly About. I have found March to be fairly busy already with lots of flying.

We had our monthly flying competition on the 9<sup>th</sup>, once again it was a short

The position of Club Captain will be vacated by Dave McFarlane so if you are interested, please see the nomination details later in the magazine.

**Errol**

# Club Captain's Report

## April Club Competition:

Due to the threat of weather the Navex planned was put on hold to next month. Six pilots enjoyed Marg and Ashley's morning tea while hoping for weather to improve. Which it did close to 10am to allow circuit practice.

Circuits comprised;

a soft field take off,  
a flapless onto the third runway stripe touch and go landing, and  
a glide approach onto the second runway stripe.

Results of the day;

→	First Place	Ashley Smith	C172 PGL	100 points
→	First Place	Peter Hill	C152 BFC	100 points
→	First Place	Paul Blain	C172 PGL	100 points
→	First Place	James Hill	C152 BFC	100 points
→	First Place	Paul Blain	C172 PGL	100 points
→	First Place	Dave McFarlane	PA28 HKA	100 points



# Club Captain's Report

Thanks everyone for participating. The landings were self judged. So everyone landed on the correct stripe except the Captain whose glide approach landed on the first stripe so he went round again and landed on the THIRD stripe so I think the average equals the second stripe. Does this earn a bonus giving me a 101 points...?

James and Georgie did a great job videoing the landings. Thank you.

As the next Comp is due on Mothers Day the Committee decided to move it to Saturday Morning the 10<sup>th</sup> May followed by the Committee Meeting which finishes by 3pm So anyone who can't do the morning could fly after 3pm. Just let me know either way.

**Next Competition; Saturday 10<sup>th</sup> May. Briefing from 9am.**

**Dave McFarlane  
(Club Captain)**



Some of Dave and Trevor's handiwork—the grass at the clubrooms is starting to come along nicely.



# A Last Minute Rush

## **When I was young and silly**

From the “There I was” archive: My first 60-odd hours of flight training, as a Midshipman in the Navy back in 1985, contained very little navigation, but the little bit that was part of the 1FTS syllabus at RAAF Base Point Cook included Nav 2 to the RAAF base at Wagga, a “debrief” in the Officers’ Mess bar, and Nav 3 back home the next day. For Nav 3, we were instructed to plan for nil wind, meaning a nice easy flight plan but some guaranteed practice in heading and ETI corrections in flight. From that experience came my smart idea, on a trip from Bunbury to Albany in 1988, to plan for nil wind.

Those of you who are old and bold enough pilots will remember the crash comic, aka the Aviation Safety Digest. The story of our trip home was published in that magazine in 1990. They did a bit of editing, but here is the original in full.

### **A last-minute rush**

I hold an Unrestricted private licence, day VFR only, with 200 hours, about a third of which are in command. Whilst on holidays in my home town of Albany, I flew to Bunbury to rescue a friend from his multitude of girlfriends and return home via the southwest coast, armed with a video camera.

I planned to fly a Cessna 172 directly to Bunbury, which was a 1½-hour trip. The return trip was to be three legs – via the coast to Margaret River, then direct to a hamlet on the coast west of Albany, then coastal to Albany.

I planned for nil wind, partly for ease of flight planning and partly to ensure that I got some practice in basic nav techniques. The forecast for the day was fine and beaut, with a light southeasterly, which meant a tailwind to Bunbury.

The trip to Bunbury was near-perfect, and was followed by a couple of enjoyable hours in pleasant company. I got an updated forecast, which indicated that the SE wind would be about 20 knots on the way home. No drama, I thought, I’ve planned to arrive home by 1930 and last light isn’t until 1954. Plenty of fudge factor in that. Mistake No. 1.

# A Last Minute Rush

At the airfield, I allowed goodbyes and a guided tour of the aircraft for the kids to delay our departure by 15 minutes. Mistake No. 2. We were airborne at 1720, with 5 hours endurance and a (nil wind) ETA of 1930.

We headed via the coast for that mecca of west coast surfing, Marg River. The surf beaches along the way were captured on film and we were at Marg River 5 minutes later than our initial estimate. The first touch of concern entered my mind. Our next fix caused me to add 5 minutes to our next estimate. Sure enough, we were a further 5 minutes behind at checkpoint No. 2.

I'd come to my senses by this time and realise that we wouldn't be home by last light unless I did something constructive. We descended from 3500 to 1500 ft to try to reduce the headwind, accelerated to 110 knots, and diverted directly to homebase. Nav was easy – keep the coast on the right and follow the ADF.

Andrew remarked that he couldn't wait for the sun to set so he could catch it on film. He was informed that there was no hurry at all for that big orange ball of fire to disappear! We maintained 110 knots IAS, which was as fast as the little beast would go, and were advised by FS that last light was 1954, a fact of which I was already acutely aware. The PAL was activated, we arrived overhead Albany at 1944 and were on the ground a couple of minutes later, having cut it just a bit too fine.

In retrospect, I should have taken charge just a bit more forcefully at the airport and told my passenger that I'd be airborne at 1700, with or without him. More importantly, I should have dug out the nav computer and calculated some new ETI's based on the forecast wind. It's all well and good to plan for nil wind, but it's still vitally important to have a good look at the forecast, work out as accurately as possible the effects that it's likely to have on your flight, and fly accordingly. It was only a minor drama, but one which could easily have been avoided by more careful preparation.

**Kevin**

# What is a Stop Bar

Members might recall the club competition we had late last year, which included a fun set of theory questions. One question involved the correct procedures relating to crossing a Stop Bar, which gave rise to one main question: What's a Stop Bar? Nope, it's not some obtuse health food, but rather an additional safety feature that's currently operational at some airports. Although we don't have Stop Bars at Northam or even Jandakot, it's worth understanding what they are, as they are an additional defence against accidental runway incursions, especially at busy ADs, and anyone flying into Perth (YPPH) would certainly need to know what a Stop Bar is and how to handle it.

The current ERSA shows that Stop Bars are operational at four airports in Australia, namely Brisbane, Canberra, Perth and Sydney (YBBN, YSCB, YPPH, and YSSY). The snippet below shows that Stop Bars and RGL (Runway Guard Lights) are at all RWY/TWY INT (Runway/Taxiway Intersections) at Perth YPPH.

## PHYSICAL CHARACTERISTICS

03/21	016	113a	PCN 60 /F /A /1500 (218PSI) /T Grooved	WID 45	RWS 300
06/24	061	71a	PCN 60 /F /A /1500 (218PSI) /T Grooved	WID 45	RWS 300
1. All RWY ends ungrooved start of TKOF through to 160M.					
2.	RWY 03/21 transitional SFC infringed W side 300M FM RWY 03 THR. OBST is illuminated WDI 94FT AMSL.				

## AERODROME AND APPROACH LIGHTING

RWY 03/21	HIRL		SDBY PWR AVBL
RWY 03/21	MIRL		SDBY PWR AVBL
RWY 03/21	PAPI(2)	3.0 DEG71FT	SDBY PWR AVBL
RWY 03/21	RCLL(1)		SDBY PWR AVBL
RWY 03	HIAL-CAT I		SDBY PWR AVBL
RWY 21	HIAL-CAT		SDBY PWR AVBL
	III(4)		
RWY 21	RTZL		SDBY PWR AVBL
RWY 06/24	HIRL		SDBY PWR AVBL
RWY 06/24	MIRL		SDBY PWR AVBL
RWY 06	PAPI(3)	3.0 DEG64FT	SDBY PWR AVBL
RWY 24	HIAL-CAT I		SDBY PWR AVBL
RWY 24	PAPI(2)	3.0 DEG71FT	SDBY PWR AVBL

(1) 15M spacing.  
(2) Both sides and coincide with RWY Aim Point Markings.  
(3) Left side only and coincide with RWY Aim Point Markings.  
(4) Associated SFL 600M.

- ALS type and length**
  - RWY 21 - HIAL ASFL III barrette CL: 900M.
  - RWY 24 - distance coded CL: 900M.
  - RWY 03 - distance coded CL: 900M.
- RWY edge light spacing:** 03/21: 60M; 06/24: 60M.
- Stop Bars and RGL at all RWY/TWY INT.

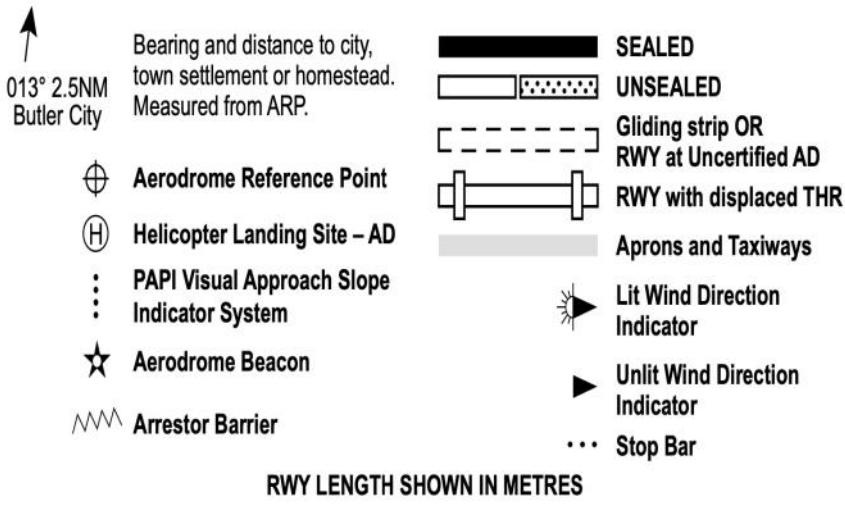
## OTHER LIGHTING

TWY LGT: Green CL.

# What is a Stop Bar

A key item to especially note, is that pilots are not allowed to cross an illuminated stop bar, even if ATC has given them a verbal clearance. *Verbatim, "If the stop bar lights have not been switched off after receipt of a clearance, the pilot or vehicle driver MUST seek clarification from ATC. Do not cross an illuminated stop bar."*

Also note that the symbol for Stop Bars is very similar to the symbol for PAPI (three dots as opposed to four dots), so take care when reading AD plates, and make sure to check in the “Aerodrome and Approach Lighting” section of an AD’s FAC.



For more information and detail regarding illuminated Stop Bars, see the official info at (eg):

[https://www.airservicesaustralia.com/wp-content/uploads/runway\\_stopbars\\_presentation-1.pdf](https://www.airservicesaustralia.com/wp-content/uploads/runway_stopbars_presentation-1.pdf)

<https://www.airservices.gov.au/wp-content/uploads/18-0038-FAC-Safety-Net-Runway-Stop-Bars.pdf>

## Chris Hill

# Annual General Meeting

## NAC - ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting @ NORTHAM AERO CLUB

**SATURDAY 07<sup>TH</sup> 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 in the hands of the Secretary 21 days before the date of the Annual Meeting (16th May 2025). The names shall be posted in the Club for 14 days before the Annual General Meeting.

**NOMINATION FORMS ARE ON PAGE 18**  
**OF THIS MAGAZINE.**

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

# RACWA Darwin Fly-Away

## DARWIN FLY-WAY *Tour*

SUNDAY 20TH JULY - THURSDAY 31TH JULY 2025

### COSTS & ITINERARY

#### Ticket Prices\*

**Double or Twin (2 adults) - \$6,500 inc GST**

**Single (1 adult) - \$5,500 inc GST**

\*Ticket prices include all accommodation and listed experiences below

\*Please book and pay for tickets by **Friday 11th April 2025** to secure bookings and the best prices available. Late ticket purchases may result in accommodation at different venues or missing events.

\*Prices are not guaranteed until final bookings are made and ticket price adjustments may occur.

#### Day 1 - 20/7

Jandakot - Kalgoorlie (1 night stay)

Accommodation - The Plaza

#### Day 2 - 21/7

Kalgoorlie - Ayres Rock (1 night stay)

Accommodation - Outback Hotel

Experience: Field of Lights Dinner

#### Day 3 & 4 - 22-24/7

Ayres Rock - Katherine (2 night stay)

Accommodation - The Pine Tree Motel

Experience: Katherine Gorge Tour

#### Day 5, 6 & 7 24-27/7

Katherine - Darwin (3 night stay)

Accommodation - Novotel Darwin

Experience: Sunset Dinner Cruise

#### Day 8 - 27/7

Darwin - Kununurra (1 night stay)

Accommodation - Kununurra Country Club

Experience: Dinner at Pumphouse

#### Day 9 - 28/7

Kununurra - Broome (1 night stay)

Accommodation - Kimberley Sands Resort

#### Day 10 & 11 - 29 - 31/7

Broome - Cheela Plains (2 nights)

Accommodation - The Quarters

Experience: End of Tour Dinner

#### Day 12 - 31/7

Cheela Plains - Jandakot



To book and pay- login to your Royal Aero Club of WA Member Account and make your purchase through the events page.

If you are not a club member and would like to purchase tickets please contact - [marketing@royalaeroclubwa.com.au](mailto:marketing@royalaeroclubwa.com.au)

# RACWA Darwin Fly-Away

## DARWIN FLY-WAY Flight Experiences

**Day 1 (Jandakot to Kalgoorlie):** Meet for coffee at the Apron Cafe and get excited about the forthcoming adventure. Then its wheels up at your leisure, escaping the Perth winter to find the (usually) sunny skies of Kalgoorlie where the real adventure will start.

**Day 2 (Kal to Ayers Rock):** The air tour starts in earnest heading out of Kalgoorlie over the top of the Big Pit and into the vast outback. Take in the sights of the Warburton Ranges before stopping at Giles/Warrakurna for a break, fuel up and lunch. Visit the Giles Weather Station Museum and the Warrakurna Community's Art Gallery. From Giles we head to Ayers Rock/Connellan, with the option of flying the Kata Tjuta (Olgas) and Uluru scenic circuit on the way in (special procedures apply). That evening we meet for the "Field of Lights Dinner".

**Day 3 (Ayers Rock to Katherine):** A long day in the saddle, but that is the nature of remote flying in Australia and you will be rewarded with a two night stopover in Katherine including a Gorge Tour. On the way we'll stop for a break at Tennant Creek where it is an easy walk into "town" for some lunch.

**Day 5 (Katherine to Darwin):** Only a short flight in a direct line, but we will have a scenic route planned for you taking in the sights of the famous Kakadu National Park. Having then made it all the way north, we then have a three night - two day stopover in Darwin with experiences visiting the Mindil Beach Markets, saying hello to crocodiles on the Alligator River and a Darwin Harbour Cruise dinner.

**Day 8 (Darwin to Kununurra):** Also a relatively short flight, but with the option of diverting for a scenic (before or after landing at Kununurra) around Lake Argyle and the Bungle Bungles (another special procedures area). At Kununurra we will have an arranged dinner at the very special Pumphouse Restaurant on the banks of the irrigation dam.

**Day 9 (Kununurra to Broome):** Across the vast Kimberley, one of the world's great wilderness areas. You can opt to head straight to Broome or we will have a suggested scenic route for you (you may need a packed lunch) that will take in some spectacular northern coast line before a refuel at Derby and a hop down to Broome.

**Day 10 (Broome to Cheela Plains Station):** A run down the north west coast to refuel at Port Hedland and then track inland to Cheela Plains, a working cattle station. On a two day stopover we will have the opportunity to go on a tour of the station and head out on some incredibly scenic walking trails before we meet for a final dinner together at the station restaurant. All other meals are available at the station. There is also a camp kitchen on site if you prefer to bring some supplies.

**Day 12 (Cheela Plains to home):** Head over to Carnarvon for a refuel and maybe take a short walk into town for late morning tea/early lunch at the bakery. Then we head south down the coast taking in the sights of Shark Bay and Murchison Gorge on the way. We'll feel the air become cooler as we head back into winter after a great trip exploring some of the best that northern Australia has to offer - that is why we fly!

**IT TAKES SKILL AND YEARS OF TRAINING TO BECOME A PILOT.**



For your daily dose of Goat Humour go to...

Twitter  
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@JustOneGoat0

Facebook Groups  
Just One Goat  
Just One Beer Drinking Goat  
Just One Flying Goat.

**BUT IT TAKES REAL SKILL TO CRASH THE SIMULATOR**

# 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

Recreational Aviation Capital of the West



Ph Errol 0428 880 149 or Kevin 0434 000 217

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

## NEXT CLUB COMMITTEE MEETING

**Saturday 10<sup>th</sup> May 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 Club Contact List

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T: 0427 909 412

# 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](mailto:nactreasurer@bigpond.com) T: 0427 909 412

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

## NEXT CLUB COMPETITION

**9:00 am Saturday 10<sup>th</sup> May 2025**

Cheers,

**Dave McFarlane**

Club Captain **0428 743 031**

# **NAC -AGM Nomination Form**

Nomination is hereby made for the  
position of:

**\*President   \*Vice President   \*Secretary  
\*Treasurer   \*3 x Committee Persons (2 years)**

**Nominee** \_\_\_\_\_

**Signature** \_\_\_\_\_

**Position** \_\_\_\_\_

**Proposer:** \_\_\_\_\_

**Seconder:** \_\_\_\_\_

**\*To be in the hands of the Secretary  
by Saturday 16th May 2025\***

(PO Box 247 Northam WA 6401)

