

Fly About

Northam Aero club (Inc.) Newsletter

Vol. 53 Issue No.11 NOVEMBER 2022



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Presidents Message

Hi all, have you managed to get some flying in this crazy weather?

One minute hot and fine, then cold, wet and windy. I flew to Kalgoorlie and the weather was perfect on way over then 2 days later weather turned foul and I would have had to wait another 3 days for it to clear, but I managed a three-hour window to get out when we did. A few days this week we had those very windy days and D.F.E.S. had to have 2 helicopters standing by in Northam. Once again, they were very appreciative for the use of our club house. I believe with summer coming on they will have their air tractor on standby in Northam.

As mentioned in last month's report we will be holding our Annual Dinner on Saturday 10th December starting at 7.00pm. Dress will be neat and informal. As it will be a buffet dinner by courtesy of Rachel and Shane Buck there will be no charge. On Sunday we will then be holding our monthly flying competition followed by Father Christmas and a Christmas lunch. A very busy weekend, anyone wanting to attend the Annual Dinner can stay over and be a part of the flying competition then lunch. Any pilot flying in will enjoy taking part in the Club's Competition with Dave our new Club Captain so try and make it as it is worth the challenge.

The Australian National Ballooning Championships will be held in May 2023, running from 8th May to 13th May. Practice days are 6th and 7th of May 2023. Volunteers will be required but I will keep you updated.

Our good friend and past President of the Aero Club, Claude Meunier is not well at the moment and we wish him all the best for a speedy recovery.

Cheers,

Errol Croft

Club Captains Report

Mini Air Trail planned for YGOM – Clarkes Lake – Dumbarton Bridge – Katrine Bridge – YNTM.

Pilots planned the flight and were given an envelope to open once on track to Goomalling, that instructed them to divert direct to Clarkes Lake from a dog leg in the road just past Crows Nest Hill, due to “low cloud” on route to Goomalling.

They needed to identify a large gravel pit mid way to Clarkes Lake and note north or south of their track. There are several lakes in the vicinity of Clarkes Lake and identifying the correct one would put them passing a large silo complex on their left. At Dumbarton Bridge they need to report the pairs of pylons with foundations in the water. Passing Katrine Bridge report on the building just north east of the bridge.

Arriving back at Northam via mid field crosswind they made a glide approach from base to flair over the keys missing an imaginary 1.2m barb wire fence at the threshold. (Runway 14 has a displaced threshold) The ‘fence’ didn’t survive the day!

We had five pilots, with two who flew up from Serpentine and one from Jandakot.

The Captain decided it was unfair for him to compete as he knew what was in the envelope and so he judged.

The rankings below are amended from reported at conclusion of the Comp because the Captain’s calculator can’t add up...!

Placing	Pilot	Points
First Place	Bob Emery	Jabiru 40461
Second Place	Bo Hannington	RV6a VH-CBO
Third Place	Peter Hill	C152 VH-BFC
Fourth Place	Ian Berry Errol Croft	C177 C172 VH-JXI

Club Competition



NEXT NAC FLYING COMP:

Kids' Christmas Party so Comp will be Circuits and we'll be finished in time for Father Christmas to arrive.

Cheers, Dave McFarlane

Club Captain 0428 743 031

09:00, Sunday 11th December 2022

Annual Dinner



ANNUAL DINNER

7.00PM SATURDAY 10TH DECEMBER 2021

\$20.00 PER HEAD

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

RSVP

dowref@bigpond.net.au

Or

info@northamaeroclub.com

Pretty well any aeroplane you fly is going to have a few external lights. And just as with radios and when to use them, there are some “musts”, some “shoulds”, and some opinions. So let’s explore a few of them.

Your aircraft is required to have anti-collision lights in the form of either a beacon, two strobes, or whatever the aircraft design dictates. CASR Part 91 MOS Section 26.22 dictates when you must use them.

Beacon

Many light aircraft checklists, including PGL’s, tell you to put the beacon on immediately after start, which is what the Part 91 MOS requires. For jets the requirement is to have the beacon on from immediately before engine start. If you have a prop, the prop turning is a pretty clear indication that the engine is running, but in a jet you don’t have such a clear external indication that the engines are on, especially from the front where you can’t necessarily see the exhaust and it’s a lot quieter than from behind. So if you see a jet’s beacon light on, you know the engines are either on or about to start.

If a prop-driven aeroplane has BCN ON as a before-start check, it’s a similar warning – just another way of saying “Clear prop.”

And if you leave the beacon switch on all the time, which I encourage students to do, you achieve two things. Firstly, the beacon comes on before start, and secondly, if you walk away the end of the flight, then look back and see the beacon on, you realise you’ve forgotten to switch the Master off. In an aeroplane like PGL that will run your battery flat, courtesy of the turn coordinator’s electric gyro.

Navigation lights

These are generally an after-start checklist item, and while they’re hard to see and not all that useful by day, they’re a good thing at night, as you can tell whether the aircraft is coming towards you or heading away. Like so much of aviation terminology and practice – cockpit, cabin, galley, pilot, captain, first officer, port/airport, shipping line/airline, nautical miles, turning right to avoid a head-on – this is a nautical one. It’s much more useful on the water though, because at night if you see the green light on your left and the red on one your right, meaning the vessel is coming towards you, you’ll be able to take avoiding action. In the air, when an aeroplane only gets big in the windscreen in the last fraction of a second, that’s less likely to happen.

A little aside: in the long-ago days when my instrument rating and twin endorsements were current, I did a charter from Moorabbin to Shepparton in a Seminole. In the circuit at Shepparton I did a missed approach because I wasn’t sure I had a green gear light. After going round I remembered that turning the nav lights on in that aeroplane dims the gear light, which makes it quite hard to see in daytime. Turn the nav lights off, gear light all good, safe to land. That was an example of a little something extra that you needed to know (and remember in the circuit) about your aircraft’s lights.

Strobes

The Part 91 MOS dictates that your strobes must be on from the time you enter the runway until the time you exit it after landing. You're also required to have strobes on when crossing an active runway.

When you're on the ground, by turning your strobes on immediately before entering a runway, and turning them off immediately after exiting, you're using them to signal to other pilots that you're on the runway. If everyone follows that practice, especially at night, then if a pilot in the circuit sees an aircraft on the ground with its strobes on, he/she knows the aircraft is on the runway and not a taxiway.

Incidentally, if you fly into cumuliform cloud with strobes on, especially at night, the bouncing around and the flashing can look very much like a thunderstorm – a lesson I learnt one night over Port Phillip Bay. The inside of a cloud looks much better with your strobes off.

Landing lights

You're not required to have a landing light for daytime flight; the Part 91 MOS only dictates that you must have one for night flying.

CASR Part 91.400 is the only rule that dictates use of landing lights (if you have them) by day. This one says that if your radio fails, in the vicinity of an aerodrome you must have all your external lights and your transponder on.

Whereas Part 91 and its MOS say "must" regarding lights, the AIP offers only encouragement. AIP ENR 1.1-9.2 says pilots are encouraged to turn landing lights, beacons and strobes on in the vicinity of an aerodrome. So if you always use your landing light on approach, you're doing what CASA suggests, and if you don't, you're not breaking any rules. ENR 1.1 Paragraph 9.13 also says you should turn all your external lights on if you're doing a straight-in approach.

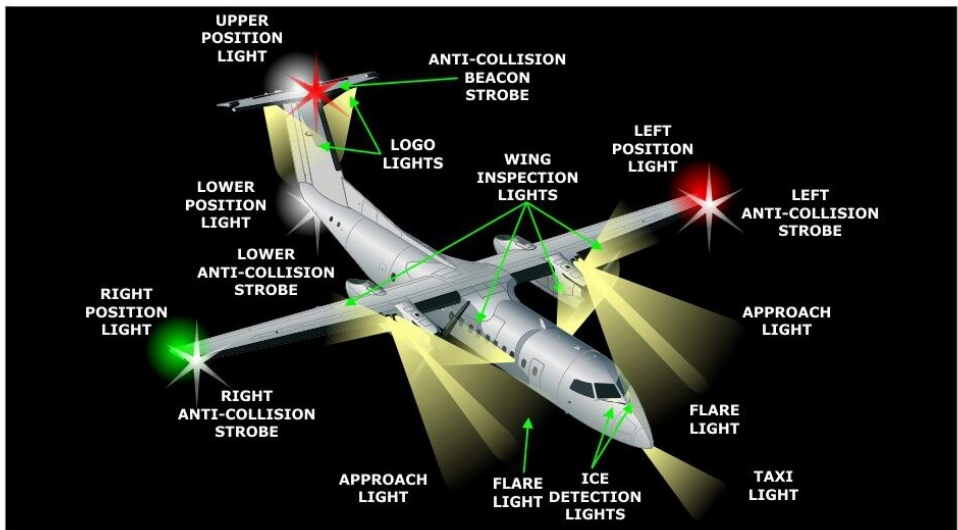
The ERSA entry for Jandakot says all airborne aircraft should display landing lights in and around the Jandakot CTR where practicable. Your LAME may tell you not to have landing lights on all the time because you'll burn the globe out. That's one of those situations in which you're going to be a pilot in command and use your judgment.

RACWA teaches students to use landing lights in two circumstances: on a straight-in approach as the AIP recommends, and in poor visibility. They don't define poor visibility, but you'll probably agree that against a grey cloud background, a light aircraft is almost impossible to see with landing lights off, and very easy to see with them on. It's the same logic that makes a sensible driver turn the headlights on when it starts getting dark – not to see, but to be seen.

Topics

A couple of recent articles, including this one, are the result of questions put to me by our esteemed President. Thanks for the ideas Errol. And to all those who take the time to read my articles, if you have a question or an idea for an article, please send me a text or email and while I'll never profess to have all the answers, I'll see what pearls of wisdom I can dig up to fill a couple of pages of Fly About.

EXTERIOR LIGHTING OVERVIEW



ON A LARGE AIRCRAFT.....

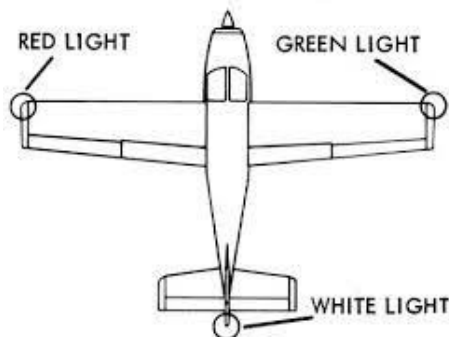


Fig. 14-2 Position Lights

AND SMALL

A LESSON IN REMOTE FLYING

2000nm and 24 flight hours

*A story of ferrying a C150 from WA to NSW by Lucy Brown, Flying Instructor,
Central Coast Aero Club, Warnervale, NSW*

A couple of months back Andrew asked me if I would like an adventure. With slight trepidation I said yes. A week later I found myself in the back of a cab heading to Jandakot airport in Perth. I had an address and a call sign and not much else. I had been tasked to pick up a “super” C150 and deliver it back to Warnervale. The ‘super’ aspect being the 150 HP engine. Not your average garden variety.

Prior to leaving Perth I hit up Coles and Bunnings for supplies. For such a lengthy trip I checked I had plenty of hours on the Maintenance release. I carried tie downs and plenty of oil. As my track transited a designated remote area there were certain legal requirements I had to adhere to. You must carry an ELT and survival equipment suitable for the terrain (CASR 91 MOS 26.64). As I flew over the desert I carried plenty of water, snacks, a torch, first aid kit, hat and sunscreen.

Fuel stops are few and far between in the outback so much of my route was dictated by where I could get AVGAS. On the first day of my trip I had a 30kt headwind departing Perth. I had planned in nil wind to fly direct to Kalgoorlie landing with a comfortable margin. With the forecast headwind my margin disappeared so I revised my plan instead, stopping 30 mins out of Perth to refuel at **Northam**. It was the only place with available AVGAS on a 300nm leg!

I learnt pretty quickly to treat the ERSAs with caution, especially when it comes to small and unfrequented strips. I planned to land on the cross runway at Nullarbor but when I got there the runway was overgrown and completely unserviceable. Whole aerodromes also ended up being unserviceable. An airport I flew over was listed in the ERSAs as operational but had in fact been abandoned by the owners (China Southern Airlines) pre-pandemic. No chance of refuelling there. Before heading to any small ALA I made sure to call the operator to find out the strip condition (recent rain, surface, lengths), fuel availability (call out fees, hours of operation) and where to tie down the aircraft overnight.

The planning was hands down the hardest aspect of the trip. Along with fuel there are many considerations that are exacerbated by long legs and limited access to weather forecasts. Many points of landing will not have a suitable alternate within range. You must be certain the weather is good at your destination. As many small aerodromes do not have TAFs and METARs I relied on GAFs to determine the weather conditions. Localised weather must also be considered. For instance when landing on the South Coast I had to make sure I landed well before last light as the area can be very fog prone in the late afternoon and early evenings. I calculated PNRs on the most limiting legs and checked the ERSAs for any suitable points of landing enroute just in case. Many segments of my legs lay outside VHF range. It was handy to look at a PCA beforehand to see where I will be on my own. Also it didn't hurt to have the emergency frequency 121.5 tuned up in standby.

A LESSON IN REMOTE FLYING

2000nm and 24 flight hours

It might be hard to conceive of life without mobile phones, especially for my millennial self. Unfortunately for me many areas in Australia are still reception free. On the first night I stayed at Caiguna truck stop which had neither reception nor Internet, making it difficult to check weather and strip conditions. Luckily they had telephone booths (remember those) where I could make calls. A passing truckie was kind enough to let me hotspot off his wi-fi so I could check the weather and submit a flight plan.

Like any navigational flight one of the biggest challenges was the weather. I was lucky enough to have a blue sky day leaving Perth for Caiguna. The trend was downhill from there. The second day from Caiguna to Nullarbor Motel brought low cloud and showers. Much of the leg had to be done at low level. Fortunately navigating in the middle of nowhere was actually much easier than anticipated. All the natural features tended to be extremely vast and the fact there was only one road to follow helped too. After landing at Nullarbor Motel and an extremely long taxi up a dirt road with an audience of grey nomads photographing me, the resident charter pilot helped me refuel. Back in the air the clouds melted away as I headed toward The Bight. Flying over The Bight was spectacular. Watching the whales and their calves swimming up the coastline was by far the best part of the trip.

After stopping in Ceduna the night I was back at it for day three. I had planned to get to Mildura by the end of the day but only got as far as The Flinders Ranges. Observing the windmills on the ranges disappear into cloud was a pretty good deterrent. The forecast for the following day looked similar. I couldn't go over or through so I had to go around... all the way down to Adelaide (bit of a detour). After almost 8 hours of flying, two refuelling stops, an encounter with two PC12s, a few Rex Saabs, and a disgruntled ag pilot I landed in Cowra for the night.

From Cowra, Warnervale was within spitting distance, however my plans were once again foiled by ranges. Low overcast cloud over The Great Dividing Range forced me to amend my flight plan from 3500ft to VFR on top at 9500ft. All the TAFs and webcams in the greater Sydney area indicated I would have a few decent holes to descend into. Approaching Sydney ATC was sure surprised to find a C150 at 9500ft. I was cleared down to 2500ft through a hole over Richmond however ATC informed me no one had been able to get through the VFR lane yet. With a stop at Camden to wait out the weather I finally arrived back at Warnervale.

Aside from being an extremely memorable experience it was also incredibly educational. Flying a plane is generally a solo exercise but it cannot be done alone. I found people to be the best resource. Without the generosity and help I received from the people I met on my trip I'd probably still be stuck in Perth. Hats off to the aviators of the past who somehow managed to navigate around without access to accurate weather reports, ozrunways, spotify playlists and super 150s.

A LESSON IN REMOTE FLYING

2000nm and 24 flight hours



Our incredible southern coastline along the treeless “Nullarbor Plain”



The “SUPER 150” all tied down for the night at Caiguna truck stop

A LESSON IN REMOTE FLYING

2000nm and 24 flight hours



Home Sweet Home

Note from the Editor:

Thanks so much to Lucy for sharing her story of a ferry flight from Jandakot to Warnervale in a Cessna Super 150.

It was fantastic that our club was able to help out with refueling.

I hope you enjoyed our facilities and we hope to see you over our way again.

Cheers, MJ.

Next Club Committee Meeting

**Next Club Committee meeting is:
Sunday 11th December 2022 at 13:00
(1:00pm) at the Clubrooms**

Aviation Terminology A-C

Aviation Terminology Definitions A-C, (D-F Next Month)

compiled by Richard Faint

Taken from Pacific Ultralights Monthly, Oct 1997.

In this age where we seem to be getting even closer to General Aviation techniques, it would seem appropriate to brush up on some terms.....

Base Leg - Stewardess with deep voice.

Biplane - no sexual preference.

Booster pump - verification of what the manufacturer thinks of his fuel pump.

Carburettor Heat - small knob for reducing power on takeoff.

Control Area - Owned by God, claimed by CASA.

Control Tower - Tallest building on the airfield, filled with public servants.

Control Zone - CASA designated near miss area.

Controlled Airport - mythical, no such thing.

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

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Phone: _____ Email _____

Type of Membership: ☐ Adult \$55.00 ☐ Junior \$10.00

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Apparel: ☐ Club Polo Shirt \$35.00 – Size _____ Name on Shirt: _____

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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

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BAR ROSTER



BAR ROSTER 2022

NOVEMBER	
5th	1700-1900
12th	1700-1900
19th	1700-1900
26th	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**

Nov/Dec 2022



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10 Club Annual Dinner	11 Club Kid's Christmas Party
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



\$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



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Instructor (in owner's aircraft) - \$115 per hour

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- 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: 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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