

Fly About

NORTHAM AERO CLUB (INC.) NEWSLETTER

Vol. 56 Issue No.8 SEP 2025



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PRESIDENTS MESSAGE

WELCOME TO SEPTEMBER FLY ABOUT

This month's Flying Competition was once again cancelled due to inclement weather. The wind sock was straight out horizontal with regular showers.



Congratulations to Barry Bristow-Stagg who celebrated his 90th Birthday at the Aero Club. Barry is a Life Member of West Australian Ballooning and Air Ship Club (recently dismantled) and long-time member of Northam Aero Club, he has been involved with the club since the early days.

Bernie Hush has been busy organising a fly in so keep an eye on the Aero Club Facebook page for events.

This Saturday we will be flying to Carnamah for morning tea, wild flower walk and lunch if so desired. All going well with the weather, our flying competition on the 2nd Sunday of October at 0900 hours will see us all in the air, hope to see you there.

Errol

CLUB CAPTAINS REPORT

CAPTAIN'S REPORT FOR SEPTEMBER 2025

Third time in a row that the competition was affected by weather. This time howling wind and low cloud. Eventually the cloud lifted and the sun came out in patches but the wind remained with the sock mostly horizontal. So those who attended by road enjoyed morning tea and we did a few jobs to tidy up a bit.



Please, all pilots attend the 12th October competition as the following weekend (the 19th) the Royal Aero Club are coming up for the "**Dawn Raid**" competition. So we will do a couple of circuits practice following a short Navex to give us an edge on the RACWA pilots!!!!

Dave

ATIS AND AWIS

When Dave Mac fills in for his mate Geoff and heads off to Pia Wadjarri, or Damo tootles off to Dongara in the 182 to check on the farm, or Ray heads off to Bremer in the RV-14, there are no aerodrome forecasts. So they're stuck with area forecasts, whatever other info they can get from BoM, and the locals on the ground telling them the weather is okay or not.

If you're off to somewhere bigger like Albany or Bunbury or Geraldton, of course you also have a TAF to help you. But that's still only a forecast, which means it's what BoM considers mostly likely to happen, not what will actually happen.

AERODROME WEATHER INFORMATION SERVICE (AWIS)

But most of the aerodromes that have TAFs also have real-time information, in the form of an Aerodrome Weather Information Service, or AWIS. These are available by phone, and in many cases also on a VHF frequency, with the details in the ERSA entry for the aerodrome under the heading "*Meteorological information provided*", like this one for Busselton:

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI.
2. AWIS Phone 08 6216 2604 - Report faults to BoM.
3. AWIS FREQ 128.05 - Report faults to AD OPR.

They're typically updated every minute, and they give you a nice computer-generated robot voice with the following information:

- ➔ Aerodrome name
- ➔ Time in UTC
- ➔ Wind in degrees magnetic and speed
- ➔ Like all wind directions, if it's written as in a TAF or GPWT, it's true, and if it's spoken it's magnetic
- ➔ Visibility

ATIS AND AWIS CONT...

AWIS *cont...*

- ➔ Weather
- ➔ Cloud below 10,000 ft (quite accurately eg. SCT 1800 ft, BKN 3400 ft)
- ➔ Temperature
- ➔ Dewpoint
- ➔ QNH
- ➔ Rainfall in the last 10 minutes

Note: that it's all in the same order as a TAF or a METAR. Sure, a TAF doesn't have dewpoint and rainfall, but all the rest is the same, so whether you're writing it down or just listening, you kind of know what to expect.

Automatic Terminal Information Service (ATIS)

This is a bit more complex because it's not just weather information. Most of them are not hard to understand provided you know what to expect. Like an AWIS, the met information is all in the same order as a TAF, but before that you have the aerodrome information. For an aerodrome like Perth it's not very hard:

- ➔ Perth terminal information Alpha (so when you talk to them and advise receipt of Alpha, they know you've listened to the latest information);
- ➔ Runway in use;
- ➔ Any operational information about what to expect eg. Expect ILS approach;
- ➔ Met information;
- ➔ Time to the nearest half minute;
- ➔ "On first contact with Perth Ground or Approach, notify receipt of information Alpha";

ATIS AND AWIS CONT...

ATIS *cont...*

- * If you're taxiing for takeoff, your first contact with the controllers will be Perth Ground, and if you're inbound, it will be with Approach.

They don't advise frequencies because that's information that doesn't change, and that you should have already looked up.

And when the Tower is closed, the **ATIS** generally becomes the **AWIS**.

Jandakot's ATIS has more information, and is therefore more overwhelming to a novice pilot. It's recorded by a controller, so it's a real human voice, and a typical example would be:

- *Jandakot terminal information Delta;*
- *Runway 24;*
- *Runway 24 Left for circuits and departures via Armadale Shops, frequency 119.4;*
- *Runway 24 Right for arrivals and all other departures, frequency 118.1;*
- *Wind varying between 250° and 280°, 15 knots, maximum crosswind 10 knots;*
- *Visibility greater than 10 km;*
- *Cloud few 1000, scattered 2500;*
- *Due Perth duty runway 03, caution wake turbulence;*
- *On first contact with Jandakot Ground or Tower, notify receipt of Delta.*

If you've done your homework, once you know the runway, the bit in italics becomes superfluous. For instance, if you're inbound from the south and you know Runway 24 is in use, you know you're going to arrive via Boatyard or Oakford (your choice), you know you'll be landing on 24 Right, and you know you'll probably join downwind. You'll talk to the Tower at Oakford or Boatyard, and you'll stay on that frequency.

ATIS AND AWIS CONT...

ATIS *cont...*

Or if you're on the ground and departing via Armadale for Northam, you'll be taking off on 24 Left, you'll get your taxi clearance on Ground, your clearance to cross 24 Right on Tower 118.1, and your takeoff clearance on Tower 119.4. And after that you'll get airborne, depart off the end of crosswind to Armadale, and stay at 1000 ft until you're clear of the inbound traffic at 1500 ft.

For the above example, you may just scribble down:

- D
- 24
- 280/15 XW 10
- 10+
- BKN 2500
- PH 03

Item 1: a reminder to say "Received Delta" on first contact

Item 2: you have an idea what your taxi clearance, or your circuit joining clearance, is going to be...

Item 3: 280/15 is the worst-case scenario for crosswind

Item 5: FEW plus SCT = BKN, and this means 2500 is a ceiling that you may be stuck below

So as with most of your flying, preparation is key.

ATIS AND AWIS CONT...

ATIS *cont*

Here are a few numbers if you want to have a listen and get familiar (or refamiliarize yourself) with the format

- ➔ Perth ATIS – 9476 8800
- ➔ Perth AWIS – 6216 2633
- ➔ Jandakot ATIS – 9476 8755
- ➔ Jandakot AWIS 6216 2618
- ➔ Cunderdin AWIS – 6216 2608

Happy flying, and as always, especially with the wet winter we've had that doesn't look like it's finished yet, get every bit of weather information you can find before you go.

Kevin

NEW HIRE AGREEMENT

The criteria for hiring the club aircraft is changing with new conditions being introduced as of the 1st of December 2025.

A recent review identified that a hire agreement needs to be in place to ensure that the responsibilities of both parties (Northam Aero Club and the Hirer) are clearly documented and understood.

Therefore as of the 1st of December, you will need to :

- ➔ Be a club member (New student pilots are exempt);
- ➔ Have signed and submitted an Aircraft Hire Agreement (AHA);
- ➔ Have provided a copy of your current medical certificate; and
- ➔ Have provided a copy of your current Flight Review records.

Noting there is generally no-one on sight when you hire the aircraft, the signed agreement shall remain in force from the date of signature until the 1st of February of the following year (**but this will be 2027 in the first instance**).

In the event that your medical or AFR expires prior to this date, a copy of your new record(s) will need to be provided to continue hiring the aircraft.

If there is no approved AHA, and records of a valid medical and AFR, then aircraft hire will be denied until these criteria are successfully met.

If you have any questions, please contact the club treasurer to discuss.

You can download a copy of the AHA here: [Aircraft Hire Agreement \(AHA\)](#)

AVIATION HUMOUR

REPORT ON LOCALIZER



ON LOCALIZER SIR



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.org.au

NEXT CLUB COMMITTEE MEETING

Sunday 9th Oct 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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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) - \$180 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 T: 0427 909 412

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

NEXT CLUB COMPETITION

9:00 am Sunday 9th October 2025

Club Captain for the day will provide the briefing

