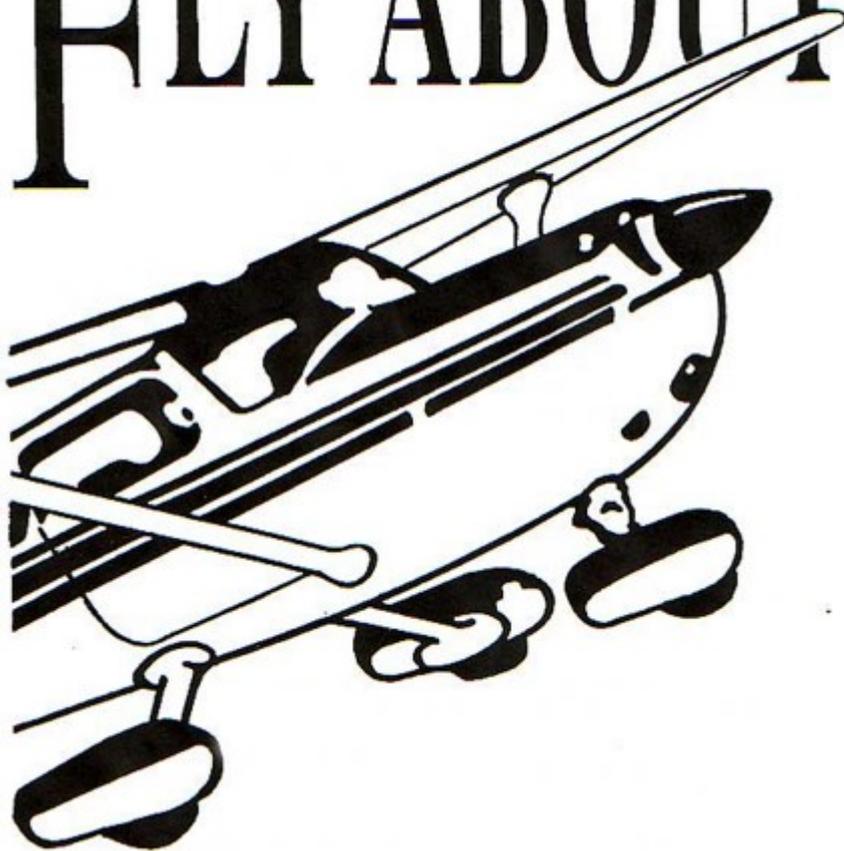


# FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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# Presidents Message

Hi All.

If anyone has been up flying recently most of the countryside is looking very green and you will also notice that it is definitely the right time to use carby heat for these cold mornings.

Anyone who read Kevin Lathbury piece in last months' Flyabout is so true.

A very timely reminder to all pilots to practice the correct way to fly.

A huge thanks goes to Matt Bignell who has got the bar up and running again and now will be open on Saturdays from 5.00pm to 7.00pm.

The upgrading of the lights on the airfield has nearly been completed and looks fantastic. Well done to the Shire and the Contractor.

The National Ballooning Championships are nearly upon us. The Northam Aero Club will be feeding all the volunteers and providing sales to spectators that require breakfast. To provide this service along with the NAC members, so if you can give us some of your time, please let us know or fill in the form included in this issue.

I would like to welcome our new Members to the club, Qiong and Liz.

Nominations have closed for the Northam Aero Club committee and no election is required with all existing committee positions being returned along with Trevor Sangston. Congratulation to all. The Annual General Meeting will be held on Friday 25<sup>th</sup> June at 7.30pm at the Aero Club All Members are welcome to come along and bring a plate of something to share after the meeting.

A huge thanks goes to all the current Committee Members for the time they all donated to the running of the Club. So much has been achieved in a very trying year.

A massive thanks goes to our reliable Editor of the Flyabout Martin (MJ) and I am twisting his arm to get him over here in the West for the Ballooning Championships.

Hope to see you at the AGM.

Cheers, Errol

# Club Captains Report

Our June Flying Comp at Northam was delayed by fog till 11 a.m.  
2 TEAM NAC Pilots . Phil Maley and Ian Berry, overhead at 9 am  
had to divert to Goomalling to await clearance at 11 a.m.  
Phil flew direct back to Serpentine because of other commitments ,  
we look forward to your company in July Phil in your lovely machine!  
Ian Berry joined us at Northam in a modified Comp until 12.30.

## RESULTS:

First Place : Neil Whitmarsh in his Jabiru and well done too!  
Second Dave Mcfarlane in the nicest PA28-180 ever!  
Third Ian Berry C177  
Fourth Jesse Stewart C152  
Fifth Errol Croft in his very original C172 !  
Sixth James Hill C152.  
Peter Hill .....Did not fly either due to "time constraints"

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Judges James Hill and Jesse Stewart,most appreciated!  
James played back slow motion film of all landings,  
this is a great addition to our TEAM NAC FLYING COMPS ,  
adds another layer of enjoyment for each pilot,most entertaining  
and great transparency to the judging process as each Pilot can  
see his score is correct as well as maybe learn from a different angle.  
James sends each Pilot an emailed photo/video of his landings also!  
Thank You to our Judges,you are pivotal to the smooth running and  
success of NAC Flying Comps here at Northam.  
This June Comp is the Final Comp Season 2020/2021,I would like to  
Sincerely thank all 14 Pilots flying 11 different aircraft for their  
enthusiasm and good company this season and look forward to  
serving you all again as Club Captain season July 2021 to June 2022.

First Comp new season is Sunday 11 th July 2021...

"ANY PORT IN A STORM"

A tour of 6 local Alternative Runways within easy reach of Northam  
should stress of weather etc delay a landing here at Northam.....  
Hope to see all TEAM NAC PILOTS at Northam Sunday 11 th July  
for the first Comp of the new season!

Until then, Stay Safe

Cheers Peter Hill Club Captain 0450415947 [prh@aurora.net.au](mailto:prh@aurora.net.au)

# Club Captains Report

## **NEXT CLUB COMPETITION**

AVON DISTRICTS RUNWAY RECONNAISSANCE TOUR

"Any Port in a Storm"

Just to remind us of alternate runway choices  
within easy reach of Notham Airfield etc.

Morning teas as usual, seats available for Members  
in Club aircraft etc.

Cheers Peter Hill Club Captain 0450415947

## Another change or two at Jandakot Inbound

One of the useful changes at Jandakot, covered in Flyabout in February last year, was the new inbound reporting point from the south called Oakford, which is the south end of Nicholson Road, where it meets Thomas Road.

The inbound point at Armadale was not such a smart idea, because it was only a mile south of the outbound point. Airservices have since come to their senses and amended the inbound points near Armadale, which is obviously relevant if you're flying to Jandakot from Northam.

The new inbound point at Armadale is called Russell. Whether you go via Mount Dale or through CTA via Victor 66, you go via Wungong Dam (the one south of Canning Dam with a north-facing wall). From Wungong Dam you aim straight at Forrestdale Lake (which most of the time is Forrestdale Dry Brown Patch so don't go looking for an actual lake) and report inbound at Russell as you cross Southwestern Highway. See the extract from the VTC below.

One other relatively recent change is that when you're inbound from Forrestdale Lake and they're using RWY 06/24, they want you to overfly between the Tower and the upwind end of the runway. The procedure used to be to fly right over the Tower, but the new procedure gives you a bit more time on downwind. Plus it's consistent with a midfield crosswind join at a non-towered aerodrome (join between the middle and the upwind end of the runway), and the Tower will be able to see you when you're overhead.

## Outbound via Armadale

Consistent with the need to be inconsistent, the outbound reporting point at Armadale is still the intersection of Albany Highway and Southwestern Highway, but it's now called Armadale Shops. The departure procedures are the same as they've been for a long time:

RWY 06R – depart off upwind;

RWY 24L – depart off the end of crosswind;

RWY 30 – depart off downwind;

RWY 12 – depart upwind.

Because they want you to climb as soon as possible after departure, you want to be on the ball regarding your position and when you can climb. Once you're abeam Forrestdale Lake you're safely clear of JT CTR and you can climb to 2000 ft, and once you're over Tonkin Highway (the Champion Lake rowing course is a very good reference) you can climb to 3500 ft.

Also, Tower doesn't care about your destination when you leave. All they want to know is your tracking point for departure. So a typical taxi call will be "Jandakot Ground, C172 PGL, at the southern apron, received Bravo, via Armadale Shops, Runway 24L, request taxi." And when calling at the holding point, "Jandakot Tower, PGL, ready, Runway 24L, via Armadale Shops."

Kevin

## Quick Quiz

If an aircraft has a stall speed ( $V_s$ ) of 40 KIAS in level flight the stall speed during a level  $60^\circ$  angle of bank turn with all other variables remaining unchanged would be closest to:

- a. 45 KIAS
- b. 80 KIAS
- c. 70 KIAS
- d. 55 KIAS

If the elevator control is abruptly pulled fully aft at cruise speed - how does the aeroplane respond?

- a. A stall will occur at a higher speed than normal
- b. A stall will occur at a lower speed than normal
- c. A stall will occur at the same speed but at a higher angle of attack than normal
- d. The aircraft will not stall as it's flying faster than  $V_s$ , the aircraft climbs rapidly

Under what circumstances is carburettor ice likely to form?

- a. Temperatures below  $25^\circ\text{C}$  at low power
- b. In cold and moist air at low power
- c. Only below a temperature of  $0^\circ\text{C}$
- d. Only if the aircraft is flying in rain