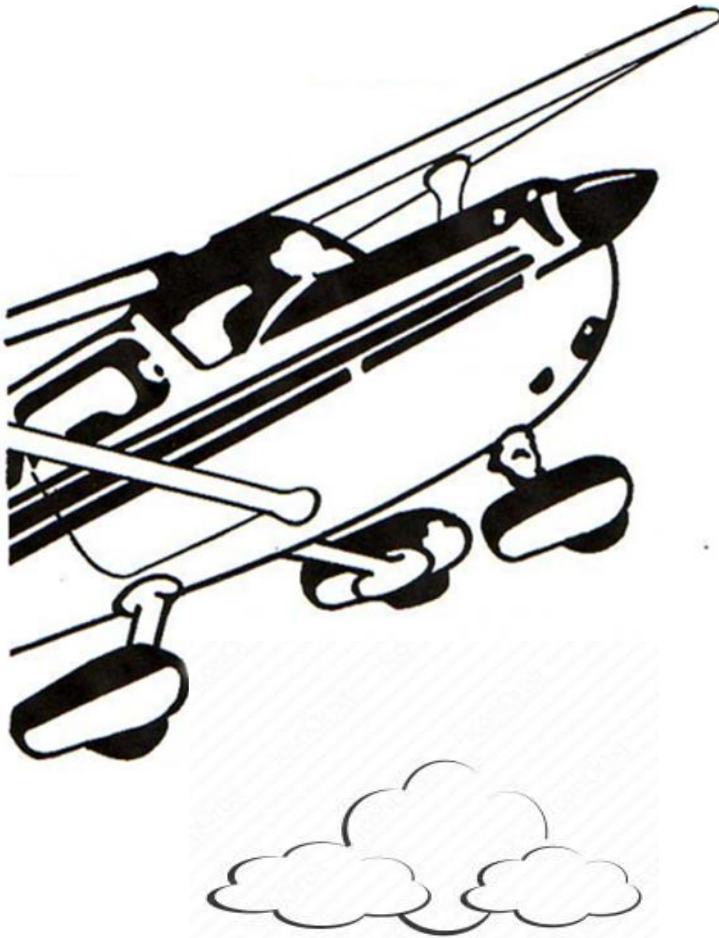


Fly About

Northam Aero Club (Inc.) Newsletter

Vol. 54 Issue No.11 NOVEMBER 2023



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Presidents Message

Christmas is fast approaching and the Northam Aero Club will once again host a Christmas Lunch on Sunday 10th December 2023 and once again everyone is more than welcome.



Father Christmas will be arriving around 12.00 o'clock with the lunch around 12.30pm. If you have presents for your children or others be there early to put them aside for Father Christmas to deliver.

John Douglas will be at our Christmas lunch this year. As most of you will know from our book "The First 50 years", or training in the early years, John was the first Instructor at Northam Aero Club back in the 1970's and he has now retired. John has had a long association with Northam Aero Club training young and old pilots at Royal Aero Club of Western Australia.

The fly-in to Wongan's Reynoldson Reserve was unfortunately a very windy day and I managed to brave the wind only because it was blowing straight down Runway 07. There were many displays on show along with many vintage cars. A good day out.

November's flying competition had to be cancelled due to severe weather but Dave Mac was trying to fly it later in the month, the 26th November is looking good. December's competition will be held before Father Christmas arrives on the 10th of December 2023. If you would like to participate be down at the Club rooms at 0900 hours.

Saturday night 9th December 2023 we will be holding a Presentation night during Bar hours at the Club Rooms, Withers St, Northam between 1700hrs to 1900hrs to thank our Northam Aero Club volunteers from International World Women's Ballooning Championships so come down and be a part of it.

Until next month, Happy Flying,

Cheers,

Errol

Club Captain's Report

Captain's Report for November 2023



Due to the forces of nature and poor weather conditions, the planned club completion for Sunday November the 12th was cancelled and rescheduled for Sunday the 26th of November. Therefore the Club Captain's report will be delayed until the next edition.

Fatigue

Even in this day and age, many people think the life of an international airline pilot is a glamorous one. But a jaded long-haul pilot might think yes, the money's good and staff travel is cheap, but Perth to Dubai or Sydney to Santiago is a long time to be bored, especially since, thanks to Osama bin Laden, you're not allowed to invite passengers into the cockpit any more. And no matter how flash the hotel rooms are, after you've stayed in enough of them, they're all the same – just a bed and a shower.

But the main reason airline crews get to stay in nice hotels and not cheap fleapits is fatigue management. Because their jobs often involve starting and finishing at stupid o'clock, their companies often stipulate requirements such as quiet places with nice thick curtains to make the rooms dark, and 24-hour check-in and room service, and that pretty much limits your options to 4 or 5-star hotels.

Professional pilots

Almost all the literature on pilot fatigue is aimed at professional pilots. For a working pilot, your fatigue management is governed by CASA's rules or by a Fatigue Risk Management System that your company has in place, and that CASA has approved. That's why Ray and I, even though we're casual part-timers who get nowhere near the legal flight and duty limits, submit our flight and duty times to RACWA every month. The rules for commercial operators rostering their pilots are quite detailed, covering items such as minimum rest time before being rostered on, maximum length of a duty period, and minimum time between consecutive duties.

That's all very well. The boss can roster you and ensure you don't have too many working hours or too many flying hours in a day or week or month, but your boss can only worry about your work fatigue. Fatigue due to whatever you do outside work is yours to manage. If you come to work and the boss expects you to be on the ball because you've had three days off, there's not much point saying, "Well actually, I'm wrecked because I did the Busselton ironman yesterday." That's bad management on your part, not the boss'.

And that, of course, is where you find yourself as a private pilot. Like Ray and me, no private pilot gets near the 100 hours a month or 900 hours a year that apply to many commercial pilots, so it's typically not your flying that makes you tired. It's all the other stuff you do outside the cockpit, including work, play, and not getting enough sleep, but which will affect your flying.

Fatigue

Messing with your body clock

Circadian dysrhythmia is one of those nice scientific terms that basically means your body clock is temporarily out of sync with the normal day-night cycle. Although there were a few other key players such as Alessandro Volta, Thomas Edison is usually credited with being the inventor of the electric light bulb, which made shift work possible on a wide scale. In my humble view, that puts him in the dock as the inventor of circadian dysrhythmia, because until electric light, people mostly worked and played by day and slept by night. Working long or odd hours or night shift is still the most common way to mess with your body clock.

And the other way, of course, is to travel halfway round the world, not in the six or eight months it took Captain Cook, but in a day. When you wake up in a time zone that bears no resemblance to your body clock, it takes a few days to get back to a normal, non-fatigued state. For most people it's about a day per time zone, except that, as many of us can attest, it's worse travelling east. That's because your body's natural daily cycle is more like 25 hours than 24, and we just fit it into 24 because how long it takes the earth to spin around once. When you travel west, you add hours to your day, which your body clock would like to do anyway, so that's generally easier on you than going east. In any case, if you apply a general day-per-time-zone rule, after your trip home from Europe it's probably a good idea to wait a week or so before you go flying. You may feel all right – not totally wrecked – by Day 2 or 3, but that doesn't mean you're on the ball enough to fly an aeroplane safely.

Chronic fatigue

From experience, I know the best thing about being a chronic insomniac is that it's never more than a dozen sleeps till Christmas. If you're an insomniac, a new parent whose baby refuses to sleep at night, or someone who regularly goes to bed too late and gets up too early, chances are you'll be suffering from a chronic fatigue condition, where you're never really as fully rested as you'd like to be. That's something that probably requires medical intervention or lifestyle changes.

Fatigue

Acute fatigue

Acute fatigue is the shorter-term fatigue due to a factors such as a bad night's sleep, a lot of physical activity, or a long day (or days) at work. A few weeks going flat out at harvest or a couple of weeks of FIFO night shift are not bad things when you're trying to make a living, but they're not going to mix well with flying.

And then there's the fatigue that comes as a result of your flying. That can be physical, from heat, turbulence, noise, or a long trip, or mental, from a high workload, grumpy passengers, or worrying about whether the weather is going to hold out or whether you'll need to divert.

How it affects you

Fatigue inhibits your higher-order thinking, including the ability to recognise that you're fatigued. That's no different from the problems with recognising hypoxia when you're hypoxic or recognising drunkenness when you've had a skinful.

Warning signs include:

- Obvious tiredness symptoms like yawning, staring and eyelids drooping;
- Irritability;
- Lack of awareness e.g. missing radio calls or checklist items;
- Diminished motor skills e.g. inaccurate flying, or writing trailing off as you're copying something down;
- Slower reaction time;
- Short-term memory problems e.g. not remembering a clearance long enough to write it down;
- Fixating on one thing, such as a fuel log or a radio conversation, to the exclusion of possibly more important tasks;
- Poor scanning if you're flying on instruments; and
- Poor decision-making.

Fatigue

How it affects you cont...

There are plenty of stories from multi-crew flying of a pilot dozing off and waking up to find the other pilot asleep. That would be a scary warning sign!

When you're tired, the tasks that take more brainpower are more likely to be done badly. You're more likely to misinterpret an ATC instruction, to read back the frequency change you were expecting rather than the one ATC actually gave you, or continue when diverting would have been the better option. But you're also likely to go wrong with the monotonous tasks – the ones that you can (but shouldn't) do on autopilot. When you're tired you're more likely to do a fuel check but forget to switch tanks when you should, or to say "undercarriage" in your pre-landing checks but not actually do anything (although a loud horn when you reduce power on base will probably wake you up.)

Managing it

If you're a professional pilot, you and your employer share the responsibility for managing your fatigue. But as a private pilot, the ball is entirely in your court. Firstly, there is never any such thing as having to fly, so just as for marginal weather, if there's any doubt about your fitness to fly, there's no doubt. Stay on the ground.

Adequate sleep is the only way to minimise fatigue. So if you're planning to fly, particularly if you're going any distance, you can help yourself in the days leading up to your flight. It's not rocket surgery, as they say, and nothing you haven't heard before, but plan your work and play to ensure you get enough sleep, stay off the alcohol and sugar and caffeine close to bedtime, and eat and drink things that won't interfere with your sleep. And remember you're not the only one who has an interest in you being well rested and fit to fly. Your passengers do too.

Kevin

Podcasts

This month I'd like to feature a podcaster who is a little closer to home. Trent Robinson has his own Part 141 Certificate and primarily conducts check and training services for operators in the Darwin region as well as for Paspaley Aviation on the G73AT Grumman Mallard flying boat.

If Trent looks familiar, that's because he trained at RACWA then worked there for 10 years, before expanding ACFT getting involved with Fighter Combat International and the Red Bull Air Race. Subsequently he moved back to RACWA, as CFI/Chief Pilot for 3 years, then back to ACFT with the Edith Cowan Aviation contract and Thunderbird Air Services. In 2019, Trent moved to Darwin to fly the B200 Kingair with CareFlight before recommencing flight training and flight examining in Darwin

Personally I enjoy most of Trent's podcasts, although not all of them are relevant as I don't fly IFR. However I generally learn something new each time.



From Trent's Website:

This podcast series is for aviators from beginners to advanced and everyone in between with an Australian focus but applicable to aviators everywhere. Hot tips, flight training and safety topics, flight test advice, theory topics and special guests; it's all here!

Subscribe today so you don't miss an episode!

The podcast can be found here with all the links to the various podcast players - [Flight Training Australia Podcast](#)

Around The Web

Important change to the way rainfall intensity is reported in METAR, SPECI, and the Automatic Weather Information Service

The BOM would like to inform you about an important change to the way rainfall intensity is reported in METAR, SPECI, and the Automatic Weather Information Service. This change aligns with the international standards recommended by the International Civil Aviation Organization (ICAO).

The Bureau of Meteorology (Bureau) has adopted new Rainfall Intensity Thresholds (RIT) for reporting the intensity of showers, rain, and thunderstorms. These thresholds will standardize the reporting of precipitation intensity across all Bureau surface observation products.

Under the new RIT, the intensity will be classified as follows:

- Light (-) intensity: less than 2.5 mm/hr
- Moderate (no prefix) intensity: between 2.5 and 10 mm/hr
- Heavy (+) intensity: greater than 10 mm/hr

It is important to note that there will be no changes in reporting for frozen precipitation or drizzle.

Implementation of the new RIT has already begun at all Bureau owned and operated Automatic Weather Stations (AWS) and manual observation sites. This started on November 14, 2022, and the completion date for CAT A aerodromes is January 31, 2023. The updates for CAT B, C, and D aerodromes will be completed by March 31, 2024.

For further information or inquiries, please contact Aviation Meteorological Services via email at webav@bom.gov.au.

Please note that this change will remain in effect until all updates are completed. More information can be found on the Airservices Australia website.

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

NOVEMBER	
25th	1700-1900

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

Next Club Committee Meeting:

**Saturday 10th December 2023
at 15:00**

November-December 2023



Mon	Tue	Wed	Thurs	Fri	Sat	Sun
20	21	22	23	24	25 Bar 1700-1900	26 Nov Club Comp (Take 2)
27	28	29	30	1	2 Bar 1700-1900	3
4	5	6	7	8	9 Committee Meeting Volunteer Thank You 1700-1900	10 Dec Club Comp XMAS Lunch
11	12	13	14	15	16 Bar 1700-1900	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

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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Hire Fee Structure

Private Hire - \$260 per hour

Dual Training - \$410 per hour

TIF's - \$205 per 1/2 hour

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

Aircraft Bookings: Matt Bignell - 0407 873 700

Next Club Competition

Next Competition: 9:00am Sunday 10th December 2023

Cheers,

Dave McFarlane

Club Captain 0428 743 031



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