

FLY ABOUT



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
POST OFFICE BOX 247 NORTHAM WA 6401**

Print Post Approval PPN: 639955/00013

Volume 40 Issue No. 3

MARCH 2009



PO BOX 247 NORTHAM WA 6401

COMMITTEE CONTACTS

PRESIDENT	Claude Meunier	claudemeunier@bigpond.com	9622 5574 0417 816 168
VICE PRESIDENT	Errol Croft		0428 880 149
SECRETARY	Gren Putland	gren.putland@mainroads.wa.gov.au	0409 113 011
TREASURER	Joy Flegeltaub	joyfleg@wn.com.au	9622 2279
BAR MANAGER, AIRCRAFT BOOKINGS, & HOUSE & GROUNDS	Matt Bignell	big.matty@hotmail.com	0428962001 9622 3001
AIRSIDE	Steve Vette	svette@bigpond.net.au	9622 8659 0407 577 617
AIRCRAFT	Denis Beresford		96 225 222 0408 747 182
SOCIAL	Les Ballantyne	les@aquasport.com.au	9622 5303
CLUB CAPTAIN	Simon Cooper	simon.sj.cooper@centrelink.gov.au	9417 7733 0429 202 597
FLYING INSTRUCTORS	Phil Butherway Kevin Lathbury		0427 967 363 0434 000 217
GENERAL COMMITTEE	Sven Tetlow	sven@avb.net.au	0429 ☺66 519
FLY ABOUT EDITOR	Lila	elbees@bigpond.com	0408 951 740
WEBSITE		www.northamaeroclub.com	08 9622 3248

From the President



Tidiness and Caltrop :

Just a reminder that it is part of the 'deal' that tenants should keep their blocks of land, "with or without buildings" in a state of cleanliness, removing all material that constitutes a fire hazard. That also goes for noxious weeds, namely caltrop. In a recent inspection, I discovered that almost every single block is invaded by caltrop. The last rains are not helping. So, before the horrible stuff invades the full airfield, please get on with the job and clean your respective blocks of the weed.

Amateurish plumbing:

Another major water leak was also discovered, wasting huge amount of water at the club's expense. This leak, like the previous one, was caused by unauthorised plumbing of amateurs tapping into the main line. Just a reminder that no connections can be done without prior approval and **MUST** be done by a proper licenced plumber.

Fly-out to Dongara:

The Fly-out to Dongara is well underway. Those interested please contact Les or Simon. They need numbers for catering. Details have been emailed to all and further information will be available as we get closer to the date. Looks it will be a fun weekend.

Flying School:

The flying school is up and running with Wayne getting very close to getting his PPL. Just a reminder to all those rusty "Restricted Pilots" of yesteryears that a full licence is only a BFR (AFR) away...just call Phil on 0427 967 363...

Happy and safe flying
Claude Meunier
0417 816 168

Club Captain's Report

Sunday March 08th saw us try something a little different for the Club Competition. I rang Ross Sadler and asked if he minded if we popped into YGOM (Goomalling air-strip). So with the owner's permission, Ian and I headed off to try and find it (neither of us had flown there before). Ian was to fly up there and land; we would then swap seats, and I would fly the return journey back to Northam.

Taking note of the wind speed and direction at Northam, (a cross-wind from the East) we had already decided it would be runway 06 when we arrived. We climbed to 3500' and began having a good look around. Once the strip was located, and after clearing two fences, Ian had us on the ground in no time. He was the only one on the day to score the 30 points for a good landing.

Time to head back, and we blasted off with plenty of room to spare; for those that haven't been there, YGOM is 06/24, half gravel/half grass, and about 950m long.

Arriving back at Northam, it was time to swap crew and so Ray and Errol took off with June Bairstow bravely jumping in the back. Ray had a bit of trouble finding YGOM and I think Errol's usually eagle eye was letting him down. They did find it however - eventually. Having not taken notice upon departure from Northam of the wind direction there, both were looking out for a windsock at the destination airfield (a mere 19nm away so wind unlikely to be dramatically different). To be fair to Ross, he did warn me that whilst there is a windsock at YGOM, only about a foot or two of material remains attached to the hoop.

Each competitor was required to nominate a time in which they would complete their sector leg flown. Points were also awarded for quality of landing and required checks and calls. Ian Berry won the day, with Errol coming second and myself third. It was fantastic to have June join us and, as I always say, passengers are always welcome!

The next competition will be held on Sunday 19th April at 9am. Hope to see you there!

Cheers,

Simon Cooper.

Flyin' and Fishin' in Port Denison (Dongara)!!!

Come one, come all, and join us on the

Northam Aero Club Fly-out!!

Saturday 21st March to Sunday 22nd March

Includes fishing charter trip on Sunday (7am – 2pm).

Alternative activity will be arranged for those not wanting to brave the seas.

**Further information available from
Les Ballantyne and/or Simon Cooper.**

VH-PGL is booked. Other aircraft welcome to join us.

Accommodation details will be advised shortly, to those interested.

Please email your interest to Les or Simon

(les@aquasport.com.au or dragon236@internode.on.net)

Also 14 seater bus is arranged for those who prefer to travel by road



NORTHAM AERO CLUB PILOTS CHALLENGE

1. Do a cross country flight of more than two hours non stop. 10pts
2. Climb to a minimum of 8500 ft AMSL and maintain for a minimum of sixty minutes. 10pts
3. Make a flight through Perth CTR to Rottnest and return. 15pts
4. Make an outlanding at a safe unlicensed airstrip at least 100nm from Northam. 10pts
5. Fly coastal from Lancelin to Rockingham. 15pts
6. Fly OCTA to land at Jandakot and return through Perth CTR. 15pts

RULES

1. Only one challenge can be claimed per flight.
2. Must be completed between presentation dinners. Final claims to be in one week prior to dinner.
3. Two pilots may share the flying and claim half points each.
4. A proforma must be submitted to claim a challenge. Claims are based on an honor system but may be supported by a witness.
5. Pilots may 'pick the brains' of experienced pilots during planning, but it is essentially a personal challenge.
6. Highest score wins. The judges decision is final.

CLUB PILOTS CHALLENGE CLAIM FORM

NAME

ARN

CHALLENGE

DATE COMPLETED

REMARKS

I CERTIFY THIS CLAIM TO BE CORRECT

SIGNED

WITNESS (OPTIONAL)

SIGNED

BAD IS WORST AT NIGHT

For members with Night VFR ratings, and those hoping to add this qualification to their PPL, US flying instructor Tom Turner has some good advice.*

There's an old say about engine failures at night: if the engine quits, turn on the landing light. If you don't like what you see, turn off the landing light.

Many pilots feel single-engine flight at night is too risky. Others say the engine doesn't know it's dark outside, and it's not more likely to quit. However, at night, what might otherwise be inconveniences can become life-threatening emergencies.

Both experiences I am about to relate occurred at night, very early in my flying career, and in retrospect were incredibly silly.

STUPID PILOT TRICK 1: My LAME had just signed off the annual on my 1946 Cessna 120. The inspector had found a little surface corrosion on an aileron fitting which took longer than expected to fix. It was about 4.45 pm before everything was closed up. Thinking I could still beat the dark night home (it was late autumn), and with verified reports of very clear VMC for hundreds of miles around, I threw my overnight bag behind the antique Cessna's seat and turned on the master switch . . . but didn't have the power to crank the engine.

I rationalised that I must've shorted the battery when I removed it to clean the battery box, so I did what any good taildragger pilot would do: I got my engineer to sit in the copilot's seat while I hand-propped the little Continental engine, then jumped in and bade him farewell. A few minutes after 5 pm I took off and headed west. Already the first auto and house lights were glowing in the dusk.

My battery seemed to charge all right, but an hour and a half later I was over very dark prairie east of Wichita, Kansas, when all my lights failed. I was alone, in the dark, with only a flashlight to show the way. I passed just south of a well-lighted runway, knowing my home 'drome sported 24-hour runway lighting. I already had the intense gas flame of a refinery near my destination in sight, so navigating in the clear, dark skies was easy. Only when I lined up with my home runway did I realise I didn't have a landing light, and in a three-point landing stance I would lose sight of anything straight ahead. Somehow my wheels kissed the pavement; I taxied clear and shut down. Only when I climbed out and stood on the tarmac did it occur to me how incredibly stupid most of my decisions had been that night.

STUPID PILOT TRICK 2: A year or so later I was tasked to fly a Beech Baron from its base in northern Kansas down to Wichita. I hitched a ride up with a co-worker in a Piper Warrior and, after inspecting the Baron and its logbooks, waved him off. We'd had

NORTHAM AERO CLUB - CLUB CALENDAR 2009

	January	February	March	April	May	June
1	New Year's Day	Bar - SIMON	Bar - JOY Manjimp Fly-In			
2			Manjimp Fly-In		Bar - CLAUDE	
3	Bar Closed				Bar - CLAUDE	ROYAL'S Night Comp 2
4	Bar Closed			Bar - MATT ↓		
5				"Sunday Flyers" Bunbury Aero Club Big Breakfast Fly In		
6					ROYAL'S Night Comp 1.	
7		ROYAL's Fly for Fun Day 3 Bar - SVEN	Bar - STEVE			
8		Bar - SVEN	Bar - STEVE			
9					ROYAL's Fly for Fun Day 4 ↑	
10	Bar - STEVE			Good Friday Rotto Bun Run	Mother's Day Bar - STEVE	
11	Bar - STEVE YMUL Comp			Bar - GREN ↓		
12				Easter Sunday		
13				Easter Monday		
14		NAC COMP 4pm Bar - MATT	Bar - LES			
15		Bar - MATT	Bar - LES			
16					Bar - LES	
17	Bar - LES		St Patrick's Day		Bar - LES	
18	Bar - LES			Bar - SIMON		
19				NAC COMP 9am Bar - SIMON		
20				NAC Meeting 7pm		
21		Bar - CROFTY	Bar - SVEN NAC Fly-Out			
22		Bar - CROFTY	Bar - SVEN NAC Fly-Out			
23					Bar - SVEN	
24	Bar - GREN Augusta Fly-In				Bar - SVEN	
25	Bar - GREN Augusta Fly-In			Bar - JOY YPJT Competition		
26	Augusta Fly-In AUSTRALIA DAY			Bar - JOY		
27						YPJT Competition
28		Bar - JOY Manjimp Fly-In	Bar - CROFTY ROYAL'S Pres.Dinner			
29	Mike Bairstow's Memorial		Bar - CROFTY			
30					YPJT Competition Bar - MATT	
31	Bar - SIMON				Bar - MATT	

July	August	September	October	November	December	
ROYAL'S Night Comp 3						1
						2
						3
						4
						5
						6
						7
	ROYAL's Fly for Fun Day 5					8
						9
			ROYAL's Fly for Fun Day 6			10
						11
						12
						13
						14
						15
						16
						17
						18
					YPJT Competition	19
						20
						21
	ROYAL'S 80th Wings Dinner					22
						23
						24
					Christmas Day	25
		YPJT Competition				26
						27
						28
	YPJT Competition					29
						30
YPJT Competition			YPJT Competition			31

stronger-than-expected headwinds on the way up, delaying my departure just enough so it would get dark before I got back home. I fired up the piston twin and took off, VFR, southward – the first time I'd flown that particular Baron.

About half an hour out of Wichita, I noticed ground fog developing. ATIS at Wichita reported IFR conditions but well above minima, so I called Centre and picked up an IFR clearance. As darkness fell I was on a vector to intercept the localiser for the ILS, and turned on the instrument panel lights. Nothing happened. It's hard to check panel lights for operation in daylight, but what I later learned was a faulty rheostat prevented them from coming on when I needed them. I'd not gone out of my way to shade the instruments and check the panel lights before I took off, knowing I'd be flying at night. What followed was the classic "flashlight in the mouth" approach set-up and landing until I was low enough on the approach that the runway lights shone through the fog.

There are a lot of "I should've done this" or "I should not have done that" in both these stories, lessons I've absorbed and integrated since that time. I'm sure in reading my confessions you've thought of some of the same things. But re-living these two potential disasters, and reviewing dozens of night-time accident reports, I've come up with some techniques for minimising the risks for night flight.

What to do – and what not to do

- **Don't** fly at night without a thorough weather and NOTAMs briefing – no exceptions. Beware of reports of marginal VFR, converging temperature/dewpoint figures, temperature inversions or reports of winds blowing off large bodies of water: all can lead to rapidly deteriorating ceilings or visibilities you can't detect visually before you're in them.
- **Don't** make a night flight right after maintenance or an annual inspection. A post-maintenance flight should be a daytime VMC shakedown. Mechanics are people too, and sometimes leave controls, switches, and even more critical items out of "normal" position.
- **Don't** make the first time you fly a specific aircraft a night flight. Until you fly it yourself, you don't know what works . . . and what doesn't. You also want to be familiar with what's "normal" for that aircraft, because abnormalities will be less obvious at night.
- **Don't** fly at night in an aircraft you've not flown recently. Don't night-fly until you feel very comfortable flying that specific machine.
- **Don't** fly at night if you have any unexplained – and uncorrected – electrical glitches.
- **Don't** fly past a good airport when you have a problem at dusk or in full darkness.

- **Don't** fly to the limit of the aircraft's range at night. Landing and refuelling options are reduced after hours, and you may need to fly farther to make it to an alternate airport.
- **Don't** fly after a full day of work unless you get some real rest before departure. You need to know you won't be too fatigued at the end of your night flight.
- **Do** plan risk avoidance, and stick with your plan. Take an overnight bag if there's any chance you'll be delayed. Calculate a latest departure time and stick to it.
- **Do** plan a night VFR trip including routes, minimum altitudes for each flight segment, alternate airports and added fuel reserves.
- **Do** use your checklists, even when you are comfortable in the aircraft. Complacency can be worse than unfamiliarity, and complacency can kill – especially at night.
- **Do** actively monitor electrical load and alternator output throughout the flight. Divert and land at the nearest suitable airport if an electrical problem arises.
- **Do** crosscheck vacuum gauges and other instruments frequently, and land quickly if a failure occurs.
- **Do** plan your fuel burn and check that fuel remaining is as expected at waypoints along your flight. Recompute “fuel remaining” at the destination regularly. Divert and land at the nearest suitable airport if fuel reserves drop below legal – and safe – limits.
- **Do** perform a “blind cockpit check” before takeoff. In Air Force flight screening, we weren't allowed to solo until we could sit blindfolded in the cockpit and immediately touch any indicator or control on command. Develop this level of comfort with the aeroplane before you fly it at night.
- **Do** practise your emergency checklists. You need to be ready to flawlessly accomplish engine troubleshooting, maximum glide and off-airport landing checklists should power be interrupted in flight.
- **Do** cancel any night flight when you are not completely confident the aeroplane – and you – are airworthy.

Night-time engine failures

You can avoid the greatest likelihood of engine failure by practising good fuel management. More than three-quarters of night-time engine failures result from either fuel starvation (running out of fuel in the tank feeding the engine and not switching to another tank with fuel in it before hitting the ground) or fuel exhaustion (truly “running out of gas”).

To lessen the chance of fuel-based engine failures:

- Take off with sufficient fuel to make your destination plus a very comfortable reserve.
- Lean the mixture to obtain the expected fuel flow at your selected cruise-power setting.
- Monitor the fuel burn in flight by as many means as possible (fuel burn x time; fuel gauges; trim feel as fuel burns from one tank to another; fuel totaliser if installed) and consider landing at a nearby airport if your fuel state becomes ambiguous because of conflicting indications. Remember, “book” fuel flow is a prediction; “actual” fuel burn is what’s really important.
- Follow a strict, written schedule for fuel management (switching from one tank to another in cruise).
- Observe all fuel-system limitations that apply to the aircraft. Know how much fuel you can’t use, and be sure to arrive at your destination (or alternate) with enough useable fuel.
- Visually check for fuel streaming back from loose or leaky fuel caps – periodically shine your flashlight outside to check. Pilots of high-wing aircraft can look for fuel droplets or mist off the wing’s trailing edge behind the fuel caps and around fuel-strainer drains.
- Switch tanks near a lighted airport just in case a plugged fuel vent or other hazard prevents “good” fuel from reaching your engine.
- Recheck your estimated time of arrival (ETA) regularly to account for unexpected headwinds, and recalculate fuel requirements as the ETA changes. **Don’t** hesitate to land early if you’re eating into your preplanned fuel reserve.

Other than fuel mismanagement, engines rarely quit without at least some warning. Monitor engine indications (oil temperature and pressure, fuel-flow rates or pressure, cylinder head and exhaust gas temperatures, ammeter or voltage meter) in flight and record the indications over a series of daylight trips. You’ll likely find that all indications are quite steady and predictable from flight to flight. Record “normal” indications and frequently compare those to what you actually observe on later flights. You might even use a grease pencil to mark the “normal” needle position for each instrument in your aeroplane. You’ll not only be able to tell your oil pressure is “in the green,” but, more accurately, it’s precisely what is “normal” for that engine.

**This is an edited version of a Thomas P. Turner Leading Edge column published on Avweb.*

NEXT CLUB COMPETITION

Sunday 19th April at 9am

NEXT CLUB MEETING

Monday 20th April at 7pm

BAR ROSTER

Opening hours
Saturday 5pm – 7pm
Sunday 5pm – 7pm

March

21st – 22nd – Sven
28th – 29th – Crofty

April

4th – 5th – Matt
11th – 12th – Gren
18th – 19th – Simon
25th – 26th – Joy

May

2nd – 3rd – Claude
9th – 10th – Steve
16th – 17th – Les
23rd – 24th – Sven
30th – 31st – Matt

ATTEN :

**Flyin' and Fishin' in Port
Denison (Dongara)!!!**

**Saturday 21st March to
Sunday 22nd March**

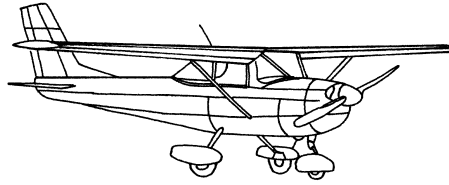
Well! Sometimes one just has to do it!!!

Please make arrangements to swap with someone if you are not available on your rostered day(s)

FOR INFORMATION
CONTACT THE AERO CLUB
08 9622 3248
08 9622 5574
0417 816 168
PO BOX 247
NORTHAM WA 6401

NAC welcomes new member:

Jean Antoine



**We hope you will enjoy all the
flying and social activities at
the Club**

Claude's
Curcuits and Bumps

What is that green stuff growing in the hangar... h...h or caltrop...
One yellow canary on the move,another ready to go...
.....another water leak.....
Matt getting good at water diving.....some one not as gifted...
.....Must be funny in Canberra as "they" are all there.....
.....Congrats to Ian for finding Goomalling...shaply silos.....
the locals could find'm.....
Traffic lights: red for go, green for getting ready Co-pilot shaky
.....Has anyone tried the local, curry take away?.....

Thank you to all those members who have paid their
membership - This is much appreciated.

If you have forgotten, please send it as soon as possible
in the stamped addressed envelope that was provided
or transfer it into our bank account?

If you are not continuing your membership with NAC
would you also advise me of this?



Joy Flegeltaub
(Honorary Treasurer)



DON'T YOU WISH YOU'D SAID THAT?

Thanks go to TONY REES for these *truisms* and *clichés* from cyberspace.

It's better to be **Down** here wishing you were up there than up there wishing you were **Down** here.

One peek is worth a thousand instrument cross-checks.

Experience is a hard teacher. First comes the test, then the lesson.

Always remember you fly an aeroplane with your head, not your hands.

Never let an aeroplane take you somewhere your brain didn't get to five minutes earlier.

Don't drop the aircraft in order to fly the microphone.

An aeroplane flies because of a principle discovered by Bernoulli, not Marconi.

Cessna pilots are always found in the wreckage with their hand around the microphone.

If you push the stick forward, the houses get bigger; if you pull the stick back they get smaller.

To go up, pull the stick back. To go **Down**, pull the stick back harder.

Hovering is for pilots who love to fly but have no place to go.

Flying is the second greatest thrill known to man . . . landing is the first!

Everyone already knows the definition of a 'good' landing is one you can walk away from. But very few know the definition of a 'great' landing. It's one after which you can use the aeroplane another time.

Definition of 'pilot': The first one to arrive at the scene of an aircraft accident.

The probability of survival is equal to the angle of arrival.

There are two types of tailwheel (or retractable gear) pilot: those who have ground-looped (landed gear up) and those who will.

If you've got time to spare, go by air.
(More time yet? Go by jet.)

IFR: I Follow Roads.

There are old pilots, and there are bold pilots, but there are no old bold pilots.

Part 2



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (Inc.)
PO Box 247 NORTHAM WESTERN AUSTRALIA 6401**

**SURFACE MAIL
POSTAGE PAID
AUSTRALIA**

' FLYABOUT '

PRINT POST APPROVED PPN: 639955/00013