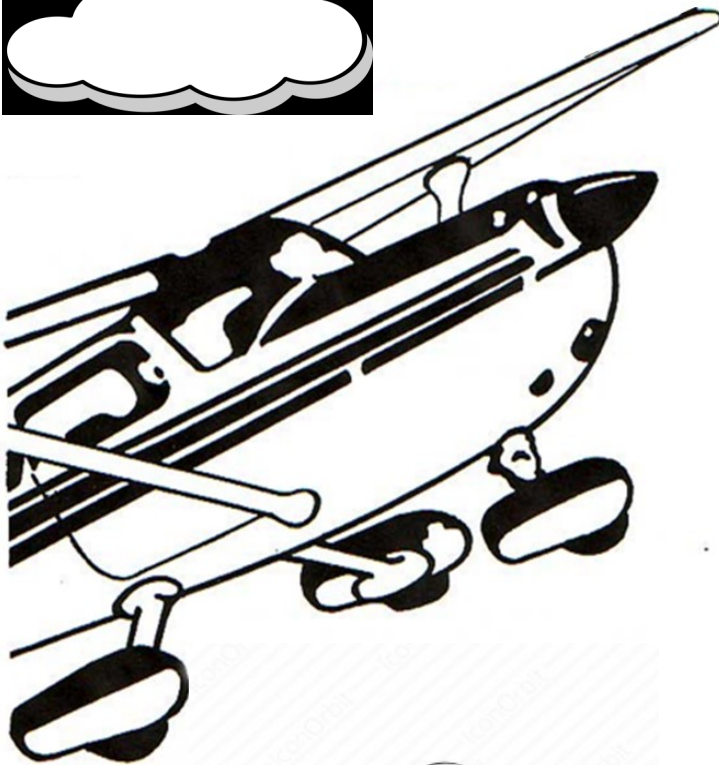
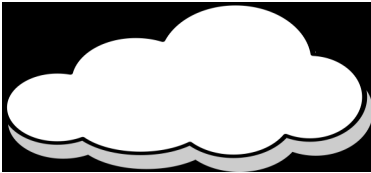


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 50 Issue No. 9 September 2019



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Presidents Message

Welcome to September.

Spring is finally here and we have had an unseasonably warm start.

If anyone has been fortunate enough to take to the air you would have noticed how our countryside has changed, it looks fantastic. The contrasting colours of deep green paddocks and bright Canola crops is quite impressive at this time of year. I'm not sure the farmers are so keen to see the amount of wild-flower photographers walking down their driveways taking photos of the blooming crops.

Because of the warm start to Spring we may have to bring forward our Wild-flower Fly In to Wongan Hills. I will advise you by phone or email. If you would like to go you can contact myself or Dave McFarlane and we will endeavour to organise you a seat.

The Fly in to the Trayning Tractor Pull was a good day out and was organised very quickly but those that made it got to enjoy plenty of smoke and noise. There were some mean machines on the day, see photos, and the spectators loved it when the tyres popped.

We have lost some big identities of the Aero Club in the past month and I am a bit superstitious and believe things happen in threes.

Our deepest sympathy goes to Les and Clive Ballantyne on the passing of their Dad Angus. I believe he was 95 years young. Dave Rose and Tony Hickey also passed away recently.

I would like to hold a wake for Tony Hickey one afternoon at the Aero Club as Tony was a regular Pilot at the Northam Aero Club and heavily involved in many club activities.

We are still working on the date.

Remember with Summer coming on hot days mean longer take off runs.

Cheers, Errol



Trayning Tractor Pull Fly In on September 8th.



Trevor Sangston and Family
flew in, also Malcolm Egan
and Errol Croft



Club Captains Report - August 2019

Sunday 8th SEPTEMBER was our Monthly Flying Comp.

" JENNACUBBINE AIR TRIAL."

Departure to East, find Dempster's Strip / Claude's Strip / quarry then to Northam Pithara Rd to locate a boat floating in a dam tied up to a jetty - True!-also a church on the same road, then over to Jennacubbine and then to Toodyay East Ponds for some more ground targets and return to base, YNTM.

Five changes of course and twelve ground targets.

Inbound Pilots were required to locate a "downed aircraft" in an industrial yard east of the grain bins-and give a "Sitrep".

all Crews found this orange Piper in one piece up against the front fence on Newcastle Rd. good.

We all enjoyed the flying.

And we all enjoyed another delicious morning tea from the ladies -- Beth, Annette , Kate-- Thank You!

All TEAM NAC pilots had full Comp Sheets 30 days prior as usual, so ample time to read/print off /fly some practice runs.

Pilots who fly NAC Monthly Comps give themselves every opportunity to keep their flying skills current, well honed and proficient, so it is no surprise that all scores are pretty close by all Pilots.

Only eight points between First and sixth places!

Visitors had great seats and lots of tea and cake!

Landings on the "keys" decided the finishing order for this Comp..

JUDGES: Ashley, Peter, James..

Thank you, we all value your work greatly.

Club Captains Report - August 2019

RESULTS

1st	Howie Pietersie	190	PA28-235	VH-CEU
Equal	Ashley Smith	188	PA28-235	VH-CEU
2nd	Nick Kostov	188	Jabiru	
3rd	Peter Hill	186	Cessna 152	VH-BFC
4th	James Hill	185	Cessna 152	VH-BFC
5th	Ian Berry	182	Cessna 172	VH-PGL
6th	Russell Steicke	180	Cessna 172	VH-PGL

Sincere congratulations to all Competitors !

NEXT NAC FLYING COMP :

SUNDAY 13th OCTOBER 2019. 9 a.m. start Northam Airfield
"MOKINE/BAKERS HILL SORTIE"

All Pilots have full Comp sheets with 4 weeks to go,
so Fly it....

All Members welcome, refreshments provided,
and seats available in Club Aircraft for Members who would like
to fly with TEAM NAC.

See you Sunday 13 th OCTOBER 9 am at Northam Airfield.
Until then,

Thank You and Stay Safe.

Peter Hill

Club Captain 0450415947 prh@aurora.net.au



"Howie Pietersie won the September Competition. Here is his lovely SS 100 and PA28-235 , so where is Howie? At the bar buying everyone a beer! Cheers Howie!

September Comp:

Left to right: Ian Berry, Nick Osz, Peter Hill, Howie Pietersie, James Hill, Peter Hill (Grandsons), Ashley Smith and his Dad Preston, a founding Member.



MOKINE SORTIE / SITREP OCTOBER FLYING COMP.

In memory of a fatal wartime crash of RAAF Avro Anson W2262
In which 4 aircrew died at 11.42 am on 9th October 1942 and as
Part of our NAC FLYING COMP, TEAM NAC aircrew will overfly
The dedicated memorial at Clackline.

Tasking: TAKE OFF AND CLIMB TO 2,500 ft EAST OF AIRFIELD.
DEPART OVERHEAD MAINTAINING 2,500 FT TRACKING 200° FOR SPENCERS BROOK.

RADIO: "Northam Traffic ___ Departure Overhead maintaining 2,500 ft
124.2 Tracking 200 degrees Northam "

AT SPENCERS BROOK: TRACK 253° @ 2,500 Ft.

To MOKINE MEMORIAL CRASH SITE -appr 4 n.m.

Memorial Site is in trees just off "L" shaped bend in Avro Anson Rd

Approximate co-ordinates lat/long: 116°33.6 / 31°45 - only approximate.

MARKER—WHITE POST AND RAIL FENCE RUNS NORTH / SOUTH just West of site.

SITREP REPORT: Report activity at crash site /memorial here.

PILOT: _____

CALL SIGN: _____

10 Points.

10 Points.

NOW DEPART CRASH SITE MEMORIAL ,## Change to 135.25 PERTH RADAR ##

AND CONTINUE TRACKING 253 DEGREES FOR ANOTHER 6 n.m.

AT A POSITION 2 n.m. DUE SOUTH OF BAKERS HILL TOWNSHIP:

ORBIT THE AREA AND BRING A SITREP BACK TO BASE REGARDING :

" REPORTED FORCED LANDING OF A CESSNA 172 AIRCRAFT ON A RURAL PROPERTY
SAID TO BE GLENMORE DRIVE BAKERS HILL NEAR A CROSSROAD LOCATION..... "

REPORT: COLOUR OF AIRCRAFT ? _____ 10 Points.

CONDITION OF AIRFRAME ? _____ 10 Points.

LATITUDE / LONGITUDE POSITION OF AIRCRAFT ON GROUND? 10 Points.

*** Now depart due North to BAKERS HILL TOWNSHIP..... ***

IS THERE A BOAT FLOATING IN A DAM JUST SOUTH SIDE OF Gt. EASTERN HWY?

Yes / No _____ 10 Points.

*** Depart Bakers Hill tracking North East back to Northam Airfield. ***

CLIMB TO 3,500 Ft ###.....

MAKE INBOUND CALL AT 10 MILES: ***** 124.2 NORTHAM CTAf. ***

RADIO: "Northam Traffic ___ 10 miles South West at 3,500 Ft
124.2 INBOUND for circuit arrival time Northam"

10 Points.

Keep a sharp lookout for traffic inbound from THE LAKES or MT, DALE ...

Make appropriate radio contact for safe separation as required.

ABEAM PONDS AND EAST OF GRAIN BINS : SITREP ANOTHER FORCED LANDING
COLOUR/CONDITION OF AIRCRAFT IN INDUSTRIAL AREA YARD?.....

10 Points.

RADIO: 124.2

" Northam Traffic ___ JOINING MIDFIELD CROSSWIND RWY __ NORTHAM"

10 Points.

"Northam Traffic ___ TURNING MID DOWNWIND RWY __ NORTHAM"

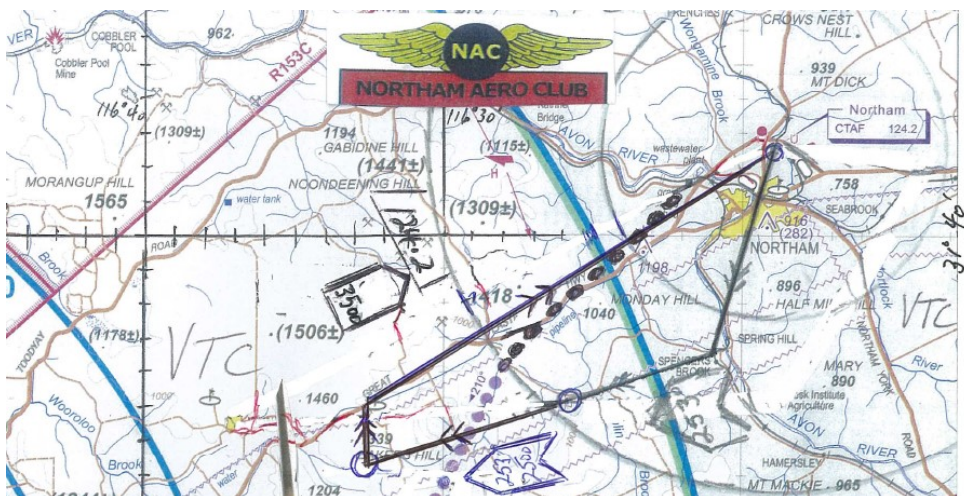
10 Points.

BONUS POINTS: LAND ON KEYS

10 Points.

"Northam Traffic ___ LANDED AND CLEAR RUNWAY __ NORTHAM".

10 Points.



All Pilots and Crew ,Family and Friends Welcome.
Seats available in Club Aircraft for Members.
Morning Teas provided by our Lovely Ladies
in the air conditioned NAC Clubrooms .

Hope to see YOU at Northam Airfield 9am Sunday 13/10...

Until then ,

Keep well and stay safe..

Kind Regards,

Peter Hill Club Captain NAC 0450415947 prh@aurora.net.au



Bar Roster

Bar Hours - Saturday 5pm - 7pm

If unable to do your rostered days, please make arrangements to swap with someone.

September

28th - Mike

December

7th - Ashley
14th - Matt
21st - Crofty
28th - Closed

October

5th - Ashley
12th - Matt
19th - Crofty
26th - Howie

January

4th - Closed
11th - Howie
18th - Adam
25th - Dave

November

2nd - Adam
9th - Peter S
16th - Peter H
23rd - Mike
30th - Dave

February

1st - TBA
8th - TBA
15th - TBA
22nd - TBA
29th - TBA

If you're VFR above 10,000 ft you need 8 km visibility. If you're in a balloon below 500 ft AGL you need 100 metres visibility. If you're IFR in a multi-engine aeroplane and you meet the relevant criteria, you can take off with 550 metres visibility. It doesn't matter what you're flying or what flight rules you're under or what stage of flight you're at, there's a minimum visibility for your operation, and for determining whether you need an alternate. It's always relevant.

HOW IT'S REPORTED

On a TAF, the reported visibility is the prevailing visibility, that is, the greatest visibility over more than half the horizon. If there is a minimum visibility that is not the prevailing visibility (ie. it covers less than half the horizon), and that minimum visibility is less than 5 km (ie. below VMC), that will be given as well.

For instance, at Jandakot the controllers stand in the tower and look for features they know, and whose distance they know, and make their best estimate of the visibility. So if they look out and they can see the city and the coast and Armadale, but there's bushfire smoke to the south and they can't see Thomson's Lake (or Lake Thomson as Airservices insists on calling it), they may say "Visibility greater than 10 km, reducing to 4000 m in the south" and the TAF will say "9999 4000S FU."

That's useful, because it tells you it's not VMC to the south. But if there's a segment, less than half the horizon, where the vis is 5 or 6 km, that won't be reported – the TAF will just say "9999." But the 5 or 6 km is not necessarily what you'll get when you're flying. If there's no reported visibility that's below VMC, that doesn't necessarily guarantee VMC in every direction.

The Graphical Area Forecasts are a bit easier. Under VIS and WX they say ">10KM NIL", then in another box they'll state any reduced visibility and the associated weather, such as "5000M ISOL SHRA", which leaves you to go flying and see how isolated the showers are, and whether they're isolated to the area you're trying to fly in.

SLANT VISIBILITY VERSUS HORIZONTAL VISIBILITY

If you take off from your holiday destination of Busselton and fly home to Northam on a winter morning after a cold clear night, you'll have read the GAF, saying "300M ISOL FG TILL 01Z", but because Northam is always the last place in Area 60 to be clear of fog, you should expect the fog to be there until 10 or 11 a.m. So you wait until 9 to depart, you fly over some low stratus and get to Northam at 1030, and you get overhead and look down and see the runway. But then you get into the circuit, turn final and can't see the keys. The problem may be that the fog is only 500 ft thick, which is 150 metres, and since the visibility in the fog is as advertised – 300 metres – you can see the runway through it from overhead. But on final you're looking through a mile of it. It shouldn't be a huge problem because Northam doesn't get a TAF, and that of course requires you to carry fuel for an alternate. But you knew that already!

SOME CONDITIONS THAT REDUCE VISIBILITY: FOG

This is the most common problem for visibility. There are many causes of fog, that are well covered in any good meteorology textbook, but by far the most relevant one at Northam is radiation fog. The factors that make it likely are:

A clear night over land, so the land can lose its heat by radiation to the atmosphere, without that heat being re-radiated to the ground by clouds;

Moist air, meaning the temperature and dewpoint are close, and the air doesn't need to cool very much for condensation to happen;

Light winds, which mix the cold air near the ground with the warmer air above, and make the fog thicker.

If there is no wind at all, the ground will radiate heat to the atmosphere, but then only a very thin layer of air at the surface will lose heat to the ground. This will cause dew (or frost if the ground temperature is subzero), but when the sun comes up and the dew evaporates, you may get fog. That's why the day can sometimes start nice and clear and then turn foggy.

The worst days for fog are when the night is clear, but then the mid-level clouds roll in in the morning and stop the sun from getting through. That's likely to make the fog stay all morning.

PRECIPITATION

It's always a good idea to dodge showers and rain, because although the visibility may be above the VMC minimum, it's a good idea to assume it won't be. Also, you can expect worse visibility in drizzle than in showers, because drizzle comes from stratiform clouds, which means a stable atmosphere, which traps any pollution and doesn't disperse it.

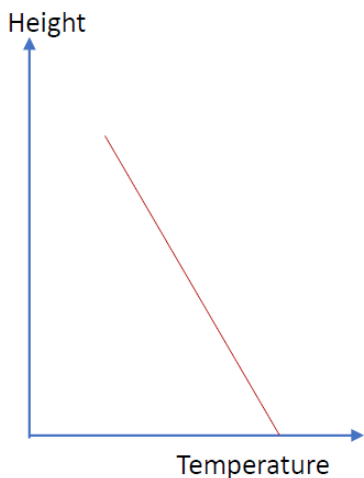
SMOKE HAZE

Bushfires and burning off can reduce the visibility to well below VMC, as you well know if you're flown anywhere near widespread burning off. The best example in Australia is all the burning off that happens in the Northern Territory in the dry season, to reduce the risk of bushfires when all the lightning happens at the start of the wet. Anyone who's flown up there in the dry is familiar with the phrase "Territory VFR."

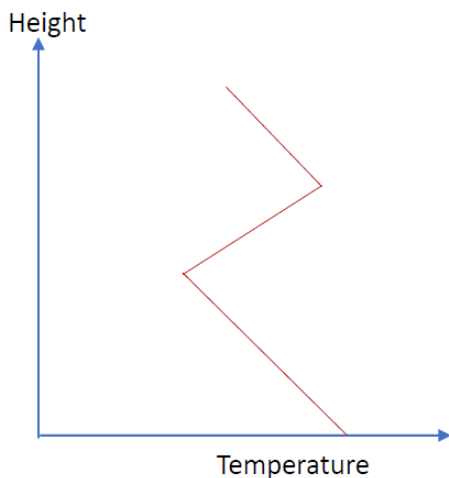
INVERSIONS

Normally the air gets colder as you climb, usually by about $2^{\circ}\text{C}/1000\text{ ft}$. An inversion is a shallow layer of air in which it gets warmer with height. One common type is a radiation inversion, which happens when the ground cools on a clear night and the air in the first few hundred feet above the ground gets colder than the air above it. All you need then is enough moisture and you have radiation fog, as described above.

The other common type is a subsidence inversion, which as the name implies, happens when the air subsides, which means it's a characteristic of a high pressure system. These generally sit at around 4000 to 6000 ft. The temperature profile looks like the one on the right below,



Normal temperature profile



Subsidence inversion

The importance for visibility is that rising air will stop when it hits the warmer air of an inversion, and smoke, dust and pollution will be trapped below it. That's why it's usually hazy to a greater or lesser extent, particularly anywhere near Perth, when there's a high-pressure system around. And in the morning after a cold clear night, if there's not enough moisture to form fog, it will probably be hazy down low, and clear once you climb above the radiation inversion.

If there's enough moisture around, stratiform clouds are a good indication of a high (just in case you didn't check the synoptic chart), and a clue that visibility will be okay rather than brilliant. On the other hand, small fair-weather cumulus clouds suggest a low-pressure system, which allows dust and pollution to rise and dissipate better, and they usually suggest one of those days when the only limit to the visibility is your own eyesight.

You are invited to the
Sport Aircraft Builders Club
Annual Fly-In
Sunday 27th October 2019



YSEN – Serpentine Airfield

286 Yangedi Road, Hopeland 6125



Put the date in your diary, don't miss it.

Gates open 9:00am

Car Clubs, Motor Cycles, Steam
Engines, Radial Engine runs, Aircraft
construction demos, Members
completed projects and much more



Refreshments available
throughout the day



Contact Bo Hannington for more information

0427 044 156 or Bo@elbo.com.au



Welcome to Serpentine Airfield.

Your safety is our concern, so please observe the following:

- Aircraft propellers are Dangerous, please supervise your children at all times
- Watch out for and remain clear of moving aircraft
- Advise nearby persons if you think they are at risk
- Aircraft have priority, always give way to them
- Please remain behind the barriers, unless invited by a Member
- Parking is only available in designated areas. Please follow the Marshals' instructions.
- All paved areas are taxiways. Do not park within 6 metres of a taxiway unless directed by a Marshal
- If you are visiting a friend at his hangar, please park in, alongside or behind his hangar wherever possible, rather than in front of it.
- This Airfield is a No Smoking Airfield. The only smoking area is the brick paved area behind the Clubhouse
- Pets & dogs are not permitted on the Airfield during the Fly-In
- Refreshments are available for purchase throughout the day in the Clubhouse, and from food vans
- We hope you will enjoy your visit to our airfield

The Fly In may be postponed by 1 week if the weather dictates. We will advise via our Website and Facebook page

www.sabc.org.au



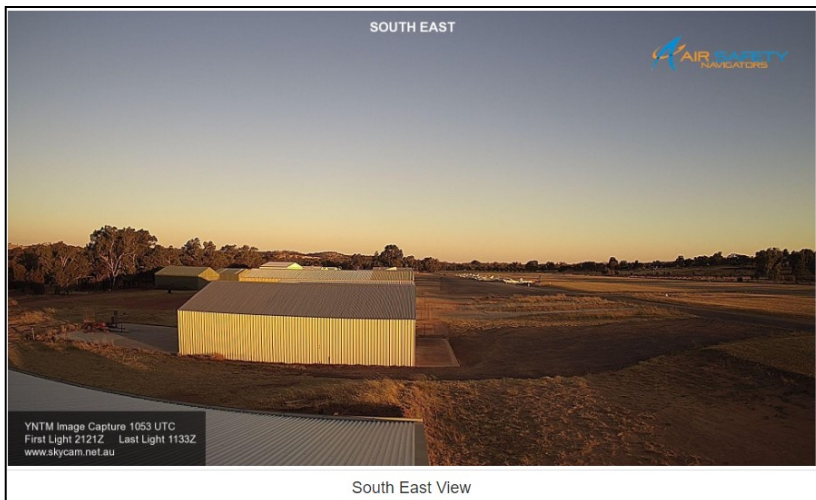
This event is open to Members and Friends of the SABC

NORTHAM AIRPORT SKYCAM

Northam Airport now has a Skycam:

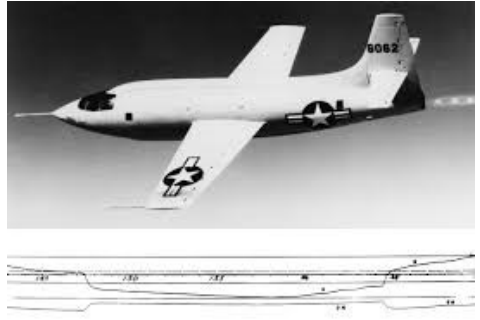
<http://www.northam.skycam.net.au/>

The Skycam system at the Northam Airport has been installed to improve pilot situational awareness with regard to the weather. This webcam is funded and will be maintained by Air Safety Navigators as part of our commitment to aviation safety, the local flying community and in support of our home airfield. Images are now available on Ozrunways and Avplan



Pick the Plane

See how many of these aircraft you can name!!



Last Months Answers

A. Maule M7

B. Rockwell T39

C. Auster Autocrat

D. Boeing X-48

E. Ames-Dryden AD1

F. Blohm & Voss BV141

Northam Aero Club Membership & Apparel Order Form

Name: _____

☐ Not Renewing

Address: _____

Phone: (Home) _____ (Mobile) _____ (email) _____

Type of Membership: ☐ Adult (\$55)

☐ Junior (\$10)

Apparel: ☐ Club Polo Shirt (\$35) – 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 5XL . (185 GSM 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 (\$20) plus \$8 postage. (* Caps are also available from the bar)

Total Enclosed \$ _____

If you would like to receive an Invoice please tick ☐

‘Fly About’ Magazine: Yes ☐ I would like to receive it by ☐ email (preferred) ☐ post

No ☐ I do not wish to receive it

Many thanks,

Northam Aero Club Committee

Northam Aero Club Cap \$20

Northam Aero Club Polo Shirt \$35 (Personalised)



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—\$20.00 available at the bar

Stubbie Holders—\$7.00 available at the bar

Postage available—\$8.00



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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

0428 962 001

50/50 Share Sale

Vans RV7A

VH-ZDB

Looking for a 50/50 share or a possible outright sale considered

- *Aircraft built in Nungarin and first flew in 2005*
- *Faultless history*
- *Fast and economical*
- *Always hangared*

For more information please contact David Watkins

E : dwatkins8@me.com

The Story of Curvy Kate

is a fascinating story of one man's lifelong dream to build a head-turning replica SS Jaguar from the ground up.

Howard Pietersie takes us through a mechanical odyssey, replete with setbacks, successes and innovative solutions that make 'Curvy Kate' a remarkable story of endurance, elation and love.

However, the romantic notion of building a truly elegant piece of 20th century motoring royalty is not for the faint-hearted, though any unsuspecting soul determined to do so would do well to read this book.

The Story of Curvy Kate is Pietersie's inspirational and sometimes hilarious journey into the secret life of an enthusiastic amateur determined to realise a dream.



The Story of Curvy Kate

available online

www.replicajaguarbook.com

Paperback—\$29.95

Hardback—\$39.95

ASIC Cards

As you know, ASIC's now need to be collected in person. This has meant a trip to Perth to have a face to face pick up. I am now an agent for CASA so if you nominate Northam as your pick up point, your ASIC will be sent to me for you to collect in Northam.

Enquiries—Denis Beresford

0408 747 182

"Happy Flying"

Hangar for Sale

15m x 15m located on a front row and

Corner of taxiway—Block No. 33.

Power and water on corner of block.

Note—the hangar only uses the front half of the block, therefore another hangar can be built on the back of the block.

Please call—0438 101 334

NAC Cessna 172—VH-PGL

Hire Fee Structure

Private Hire - \$210 per hour

Dual Training - \$300 per hour

TIF's - \$150 per 1/2 hour

Briefing - as required

Instructor (in owner's aircraft) - \$100 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: 0428 743 031

Matt Bignell - 0428 962 001





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