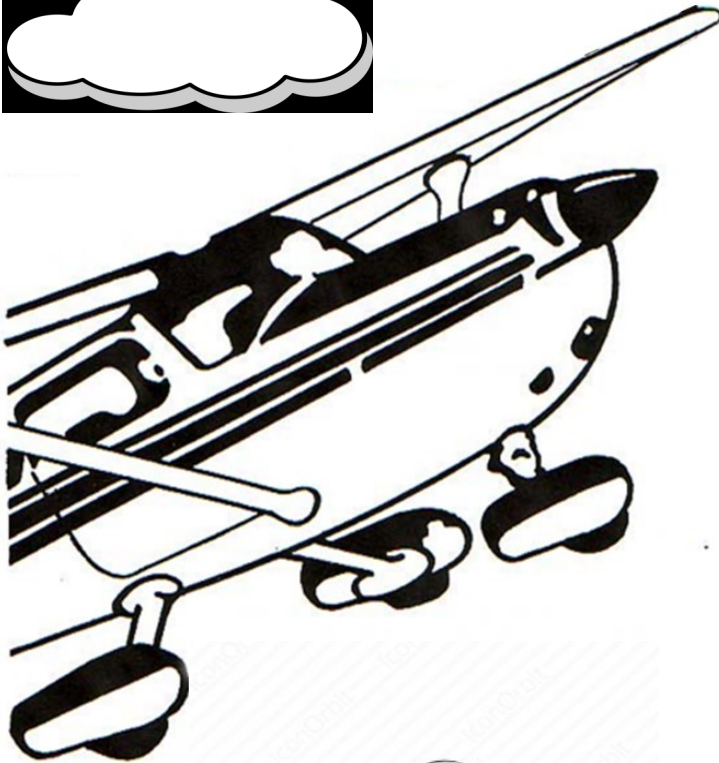
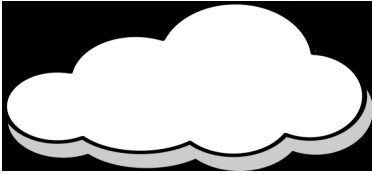


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 50 Issue No. 7 July 2019



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Presidents Message

Welcome to July's Fly About.

I must apologise for last month's date for the Annual Dinner. It was a last minute rescheduling because we could not get Invitations out in time. Not to be deterred the evening was a great success and well attended. We are very fortunate at Northam to have such an eloquent speaker in Murray Bow to act as M.C. for the Annual Dinner, great work Murray and thank you.

Ashley Smith was once crowned Club Champion of the monthly Club Competitions. Congratulations Ashley and all those that participated.

Mike Clements, President of WABAC presented Barry and Sylvia Bristow-Stagg with a Life Membership from West Australia Balloon and Airship Club (WABAC). Adrian Clements filled us all in on the history of both Barry and Sylvia's ballooning adventures and records achieved. Adrian also reminded us all of the history of West Australia Ballooning and how envied it was from the eastern states back in the 1980's. A Life Membership with WABAC is a very privileged and prestigious award and I would like to congratulate them both. When we called for volunteers for the 2015 and 2017 National Ballooning Championships they were the first to volunteer and did not miss a minute of the events.

I would like to take this opportunity to thank the outgoing Committee of the Northam Aero Club and thank all the people involved in the preparation of the Annual Dinner. I would also like to thank Peter Scheer for the presentation of our new Constitution to the members and submitting it to the Department of Commerce. Well done Peter.

You may notice that our new Editor is once again MJ and I would sincerely like to thank Martin for taking on the role yet again. I would also like to thank Karin for her hard work during the year. I hope to this year organise some fly ins once again but will keep you updated. I will also start early organising the Wild Flowers Fly in as a lot of people have asked if we can have one already. Memberships were due in January so if you have not received your renewal please let me know. It is fantastic to hear Murray Bow is back from his long overdue holiday and is back in the Instructor's seat. With the Women's World Balloon Titles coming to Northam we will be once again pushing for new amenities from the Shire. Hopefully we may be successful this time.

Happy Flying and make sure you use your carby heat.

Cheers, Errol

Club Captains Report - July 2019

Sunday 14 th July was our monthly flying Comp.

"AVON DISTRICTS AIRSTRIP RECONNAISSANCE TOUR"

To refresh our memory for any alternate landing options. TEAM NAC PILOTS and CREW gathered in the Flight Office in good spirits with a nice cuppa and cake for the briefing. All Team NAC pilots had full Comp Sheets and maps 30 days prior as usual, so ample time to read/print off even FLY some practice runs. A bit of crosswind, but great flying conditions. RWY 14. We all enjoyed a very interesting tour overflying six airstrips - North ,Northam Army Base, Wilding Farm Strip, White Gum Farm, Dempster Strip, Darlington Int.(Claudes).

Scores were again closely grouped together,Pilots who fly NAC monthly Flying Comps give themselves every opportunity to keep their flying skills current,well honed and proficient so it is no surprise that all scores by all pilots are close together.

Only 4 points between all placings this time!

Visitors had great seats and lots of tea and cake!

Results came down to a matter of metres on or off the Keys to decide the finishing order, Radio calls were spot on and all waypoints achieved.

Judges enjoyed ring side seats and got some impressive videos of the landings: Russell, James, Stephanie -Thank you.

RESULTS



Ian Berry	C-172	VH-PGL	115
Peter Hill	C-152	VH-BFC	113
Nick Kostov	Jabiru		111.5
Russell Steicke	C-172	VH-PGL	111
James Hill	C-152	VH-BFC	111

NEXT NAC FLYING COMP:

SUNDAY 11th AUGUST 9 am start. Northam Airfield.

"WONGAMINE BROOK RECONNAISSANCE"

A mini cross country air trial within 20 N.M. of Northam. All Members welcome, refreshments provided , seats available in Club Aircraft for Members who would like to fly

TEAM NAC.

Hope to see you Sunday 11th August 9 am Northam Airfield.

Until then, Thank You and Stay Safe.

Peter Hill Club Captain

0450415947 prh@aurora.net.au

Page 3 Plane

TECNAM P2010 P Twenty-Ten

I was recently in Wangaratta picking up VH-RXA from its 100 hourly and stumbled across a, not so little, Tecnam being assembled for delivery, 4 seats, 3 passenger doors, 1 baggage door, Lycoming 180/215 hp engine, Carbon fibre fuselage, Metal wings, landing gear and stabilator, Balanced controls, etc, etc, etc.. I lifted these pictures from the TECNAM website as the LAME wasn't very keen on me photographing his charge!!

Manufacturer - TECNAM

TYPE - P2010 P Twenty-Ten

ENGINE - Lycoming IO-360-M1A Engine 180 HP @ 2700 RPM .

RANGE - 600nm

CRUISE SPEED - Max cruise speed 137kt

STALL SPEED - 52kts

PERFORMANCE -

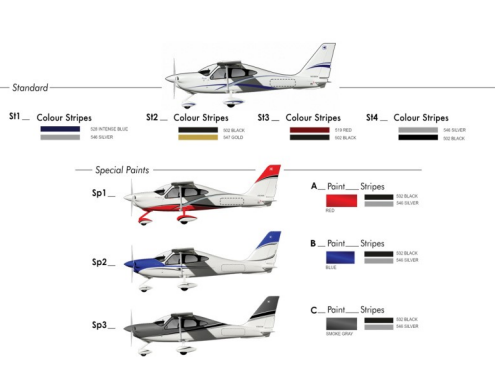
MAX TAKEOFF WEIGHT - 1150kgs

FUEL CAPACITY - 240 litres

PAYLOAD - 405kgs

TAKE OFF DISTANCE - 595m





Bar Roster

Bar Hours - Saturday 5pm - 7pm

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

July 2019

27th July

Ashley Smith

Editor's Broadcast

Hi All, It looks like I have the baton once again for another stint at editing the Fly About.

Let me start by thanking Karin for her magnificent effort to produce such a great looking Fly About. The Fly About requires a real commitment to produce every month and Karin managed to produce an outstanding example each and every month. Thanks Karin, Great Job. I just hope you don't mind if I keep your format?

As I have had a year away from the Fly About I am a little light on for items of interest to include in the next few issues so if anyone feels the urge to put pen to paper please feel free to help me out.

This issue will be a little light on but I promise to lift my game in August.

Just so everyone has my email it is: auswideaviation@bigpond.com

My telephone number is: 0408 439 160, please feel free to call or write anytime at all.

For those of you that have followed the "Editors Airforce" we are now down to only 2 Pipers, VH-RXA and VH-RTL. We made the realisation that no 2 people require 4 aircraft.

Cheers, MJ

NAC Fly About Editor

auswideaviation@bigpond.com

IFR AND VFR

by Kevin Lathbury



If you're one of the VFR pilots for whom IFR stands for I Follow Roads, Rivers and Railways, you may wonder what IFR pilots do at non-towered aerodromes. We VFR pilots don't care what they do in IMC because if it's IMC we shouldn't be there. But in VMC they may come and practise their instrument approaches. So, what do their approaches look like, how do they accommodate any VFR traffic, and what can we do to stay out of each other's way?

One of the upshots of the move to Global Navigation Satellite Systems (GNSS) and to Performance-Based Navigation (PBN) has been the decommissioning of most NDB's and VOR's around the country. So NDB's and VOR's have gone from such tourist spots as Jurien Bay, Clackline, Pingelly and even Rotto. (One upside is we no longer have to listen to pilots from over east reporting at Pin-GELLY). These days the most common type of instrument approach at non-towered aerodromes is the RNAV approach, formerly known as GPS-NPA (GPS Non-Precision Approach). There are now only two NDB's in Class G airspace on the Perth VNC, but since one of them is only 28 miles east of Northam, let's look at NDB approaches first. A few of the points are valid no matter what type of instrument approach you're talking about.

NDB

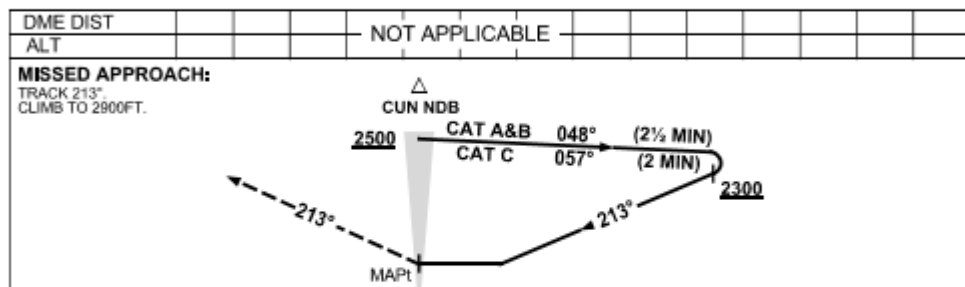
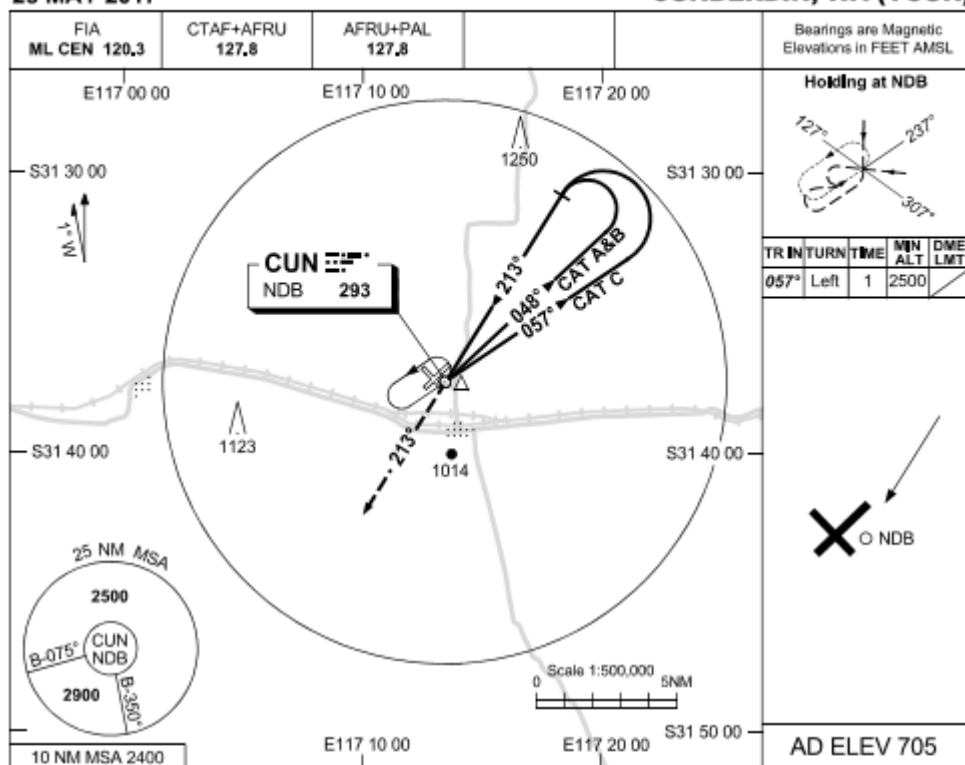
There are two for Cunderdin, one that lines you up on Runway 05 and one that lines up on 23. The chart below shows the NDB-B, which aligns with Runway 23, and which is probably the more useful of the two approaches, since southwest winds are more likely to bring clouds. Like most NDB approaches, the pattern is based on the pre-GPS concept of the pilot not having any distance information, so the only place where you know your exact position in cloud is on top of the aid, and the approach starts and finishes overhead the aid. But chances are when you first pass over the aid you won't be going straight into the approach; you'll be doing either a sector entry or a holding pattern, or maybe both if it's a training flight, which most IFR flights are at Cunderdin. The sector entry and holding pattern information are shown on the top right of the chart.

USE QNH

NDB-B

25 MAY 2017

CUNDERDIN, WA (YCUN)



NOTES

CATEGORY	A	B	C	D
				NOT APPLICABLE
CIRCLING	1700 (995-2.4)		1700 (995-4.0)	
ALTERNATE	(1495-4.4)		(1495-6.0)	

- MAX IAS :
HOLDING: 210KT.
INITIAL : 210KT.
- AWIS (PHONE)
08 9462 8728

Changes: NOTE 2.

CUNNB02-151

To start the approach, your track to the NDB must be within 30° of the outbound track of the approach. The outbound track of the approach is 048°M (see both the plan and profile view), so you need to align yourself on a track between 018° and 078° as you approach the aid. You'll do that by either determining that you're close enough to use either the 10nm or the 25nm minimum sector altitude (MSA) at the bottom left of the plan view (which is what an IFR-approved GPS is good for), and manoeuvre appropriately, or you'll fly a sector entry, which means your first pass over the aid will be on your original track to Cunderdin, and your second pass overhead will be on track to go straight into the approach. From there you can do either the holding pattern or the approach. The minimum altitude for holding is 2500 ft, and the lowest MSA is 2400 ft (the 10nm MSA), so all the manoeuvring before the approach will be no lower than that. But if the IFR pilot is at 2500, and you're a VFR pilot overflying at 2200 ft to check the windsock, you're pretty close, and you want to be talking to each other.

A good IFR pilot won't just broadcast on CTAF saying he (which of course always means he/she) is conducting a Sector 1 entry, and a holding pattern for an NDB-B approach. He may say that, but since IFR phrases mean nothing to many VFR pilots, he should also say he's manoeuvring overhead at 2500 ft then conducting an approach pattern to the north-east. But if you're in any doubt about what he's up to, talk to him, and make sure he gives you a plain English VFR answer.

At Cunderdin most IFR aircraft are Category A (threshold speed up to 90 kt) or B (threshold speed 91 – 120 kt). For a Cat B aircraft, whose maximum speed in the initial approach segment is 140 kt as per AIP, 2½ minutes outbound that will take them 5 or 6 nm on the outbound track of 048°M (the outbound time and maximum speed are to ensure they don't go outside the area that's surveyed as being safe at the relevant height), then they'll turn and track 213°M to the NDB. The profile view shows the starting altitude of not below 2500 ft, and the minimum altitude on the inbound turn of 2300 ft.

The minima box at the bottom shows the minimum descent altitude (MDA) of 1700 ft, which is the lowest he can go in cloud, and which is of course circuit altitude. Most MDA's are lower than the circuit. The missed approach point (MAPt on the profile view) is the NDB, so the pilot will descend to MDA and, traffic permitting, will fly overhead the NDB before giving up hope of getting visual and then conducting a missed approach.

Cont./.....

So if you're joining the circuit for Runway 23, you and the IFR pilot can accommodate each other fairly easily. An aircraft doing a straight-in approach is supposed to give way to an aircraft in the circuit, but in practice you'll talk to each other to sort out who goes first. But if you're on downwind for Runway 32, at 1700 ft, and the IFR pilot does a missed approach, he will climb on a track of 213° to 2900 ft, which is the 25nm minimum sector altitude to the southwest, as per the bottom left corner of the plan view box. That means he'll climb straight over your head.

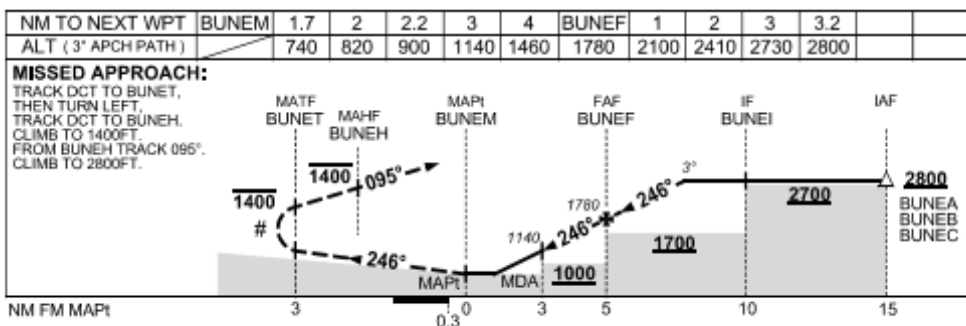
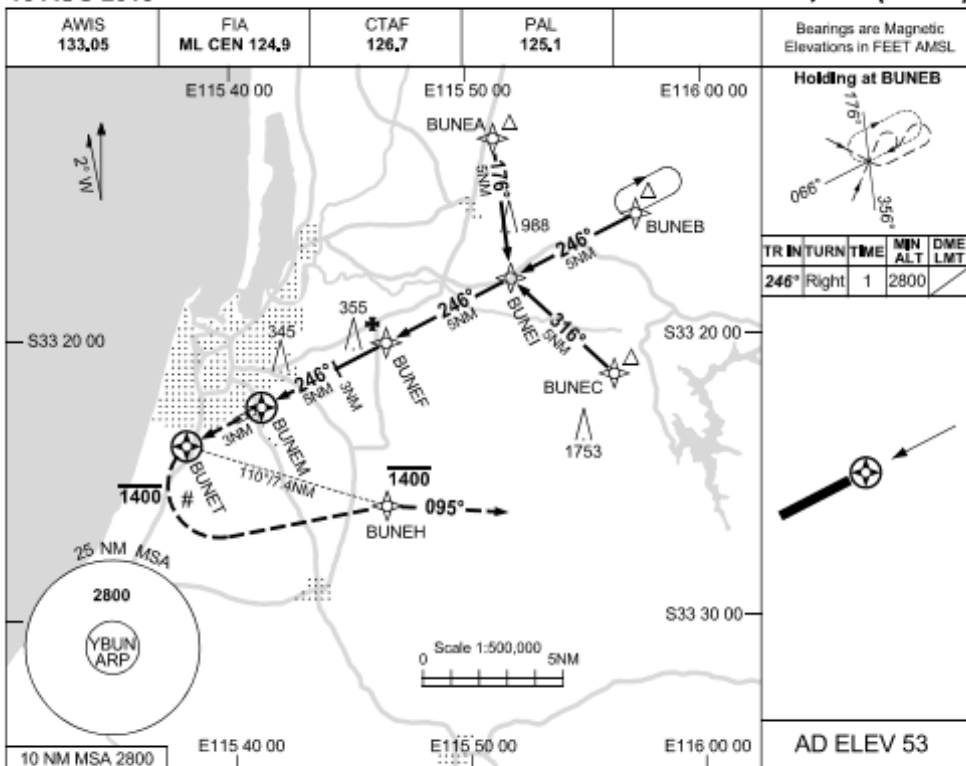
RNAV

Because GPS receivers vary quite a bit in terms of which button does what, Airservices has made RNAV approaches in a very standard format. They're straight approaches and the designators for the waypoints are standard: five letters, the first three being the aerodrome ID, the fourth indicating the direction the approach is from, and the last indicating the point in the approach. The one below for Bunbury is typical. The plan and profile view, and MSA and holding information are in the same format as the Cunderdin chart, and the approach has three initial approach fixes (IAF), one aligned with the approach (BUNEB), and two 70° either side of it. The waypoints are spoken as the name of the aerodrome and the last two letters in phonetic, so BUNEB is "Bunbury Echo Bravo." Any track to Bunbury is within the capture region for at least one of the IAF's, so you don't need any of the sector entry rigmarole. From any IAF it's 5nm to the intermediate approach fix (BUNEI), another 5nm to the final approach fix (BUNEF), and another 5nm to the missed approach point (BUNEM). From there the distances aren't so standard: in this case it's 3nm to the missed approach turning fix (BUNET), which not all of these approaches have, and lastly the missed approach holding fix (BUNEH).

USE QNH

RNAV-E (GNSS)
BUNBURY, WA (YBUN)

16 AUG 2018

**NOTES**

CATEGORY	A	B	C	D
				NOT APPLICABLE
CIRCLING	740 (687-2.4)		850 (797-4.0)	
ALTERNATE	(1187-4.4)		(1297-6.0)	

- MAX IAS: INITIAL : 230KT.
- YBLN RNAV RWY 21 APCH OVERLIES MISSED APCH TRACK.

The standard distances and standard designators make life easier for the pilot flying the approach, but if you're familiar with the terms, then unlike an NDB approach, they also make it easier for you to know where he is. If you hear "Bunbury Echo Foxtrot", you know Echo means he's doing the approach from the east (Bunbury only has one RNAV approach but many aerodromes have two or more), and Foxtrot means he's at the final approach fix, which is 5nm from the missed approach fix and therefore a bit over 5nm from the runway.

The holding altitude, and the starting altitude for this approach, is no lower than 2800 ft, which is well above your standard overfly height, but obviously they won't be staying there, so somewhere past the final approach fix BUNEF (minimum altitude 1700 ft as per the profile view) they'll be at your overfly height. Also, unlike the Cunderdin NDB, the MDA for this approach is below circuit height. The profile view tells you it's 740 ft on the altimeter, and 687 ft AGL. Again, that's what radios are for.

In IMC there should only ever be one IFR pilot at a time buzzing around below the clouds, so traffic separation shouldn't be a concern. But in VMC an IFR pilot can expect VFR traffic, and so he is required to join the circuit the same way we do. Since it's now legal to join on any leg, that doesn't restrict them a great deal. But if they're doing a straight-in approach, which an RNAV approach is, they should broadcast at 5nm, be lined up by 3nm, and give way to traffic already in the circuit. And if they do an RNAV-Z approach to Bunbury but the active runway is 07, expect them to firstly, not come down to MDA if there's someone on upwind for 07, because that could get very ugly, and also expect them to join downwind at MDA, 300 ft below circuit height, if they're landing.

A request

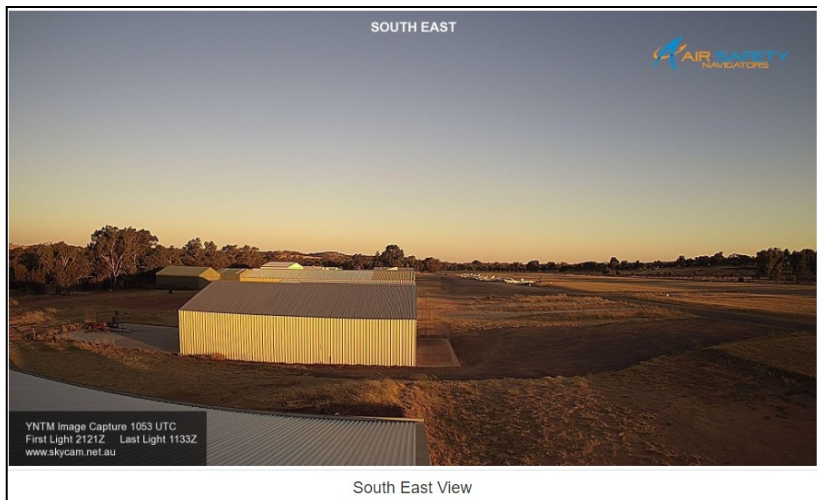
I enjoy writing articles for Fly About, but sooner or later I'll run out of ideas for new articles. So if you have a topic you'd like me to write a spiel on, please let me know at kevinlouise62@gmail.com.

NORTHAM AIRPORT SKYCAM

Northam Airport now has a Skycam:

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

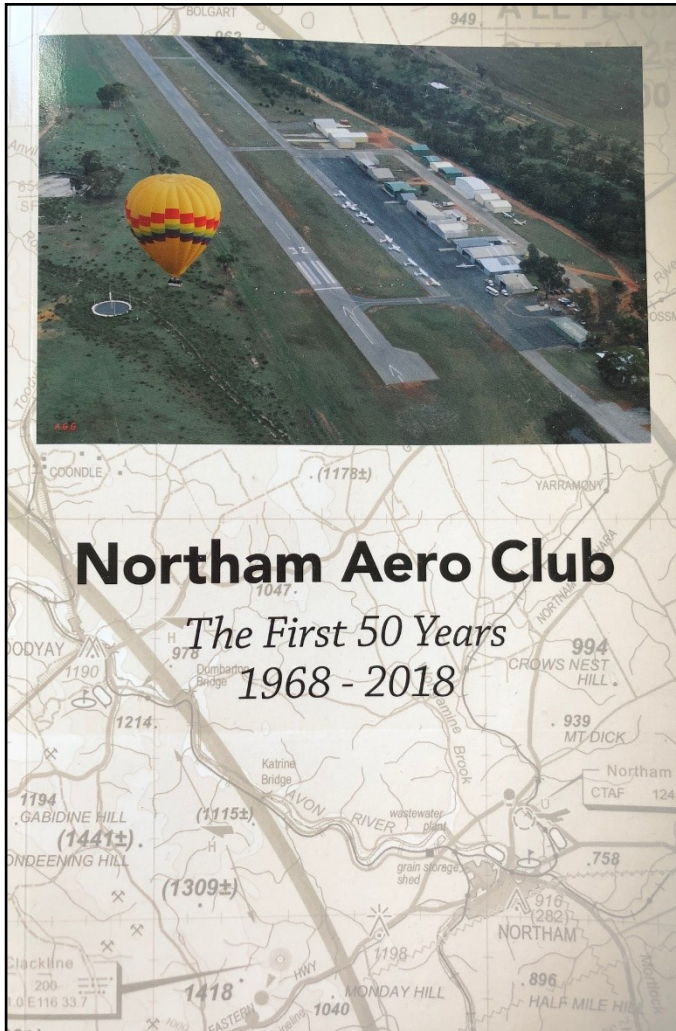
The Skycam system at the Northam Airport has been installed to improve pilot situational awareness with regard to the weather. This webcam is funded and will be maintained by Air Safety Navigators as part of our commitment to aviation safety, the local flying community and in support of our home airfield.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



Northam Aero Club

“The First 50 Years”

1968—2018



Copies of this wonderful read can be purchased for \$25 from the Aero Club Bar or the Northam Visitors Centre.

ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting

Northam Aero Club

Saturday 3rd August 2019

NAC Club Rooms

7.30 pm

AGENDA ITEMS

Election of Office Bearers

(Please bring a small plate of food for fellowship at the conclusion of the meeting)

July/August 2019



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	27 Bar— Ashley	28
29	30	31	1	2	3 Annual General Meeting	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

Pick the Plane

See how many of these aircraft you can name!!



A.

B.

C.

D.

E.

F.

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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Expressions of Interest

Dry Hire—1967 Cherokee Six

Contact—Ian Hall 0428 420 012

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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