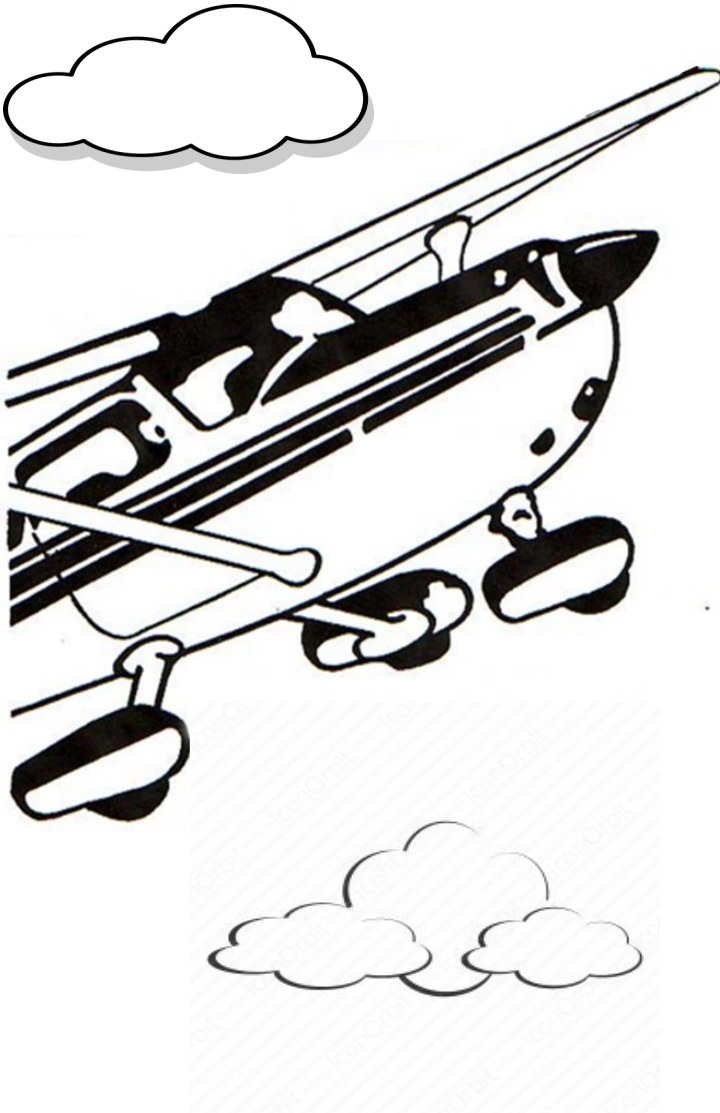


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 51 Issue No.7 JULY 2020



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Presidents Message

Hi all,

What a year. We are still in the midst of the Corona Virus but at least we are able to get out and mingle at an appropriate social distance.

More good news is that our Flight Instructors are back on the job. Please do not hesitate to give them a call and stay up to date with all your flying needs. The crops are looking great from the air. More good news is that Alan Shafto has been granted approval to operate the RA-AUS Flying School from Northam Airfield and will start operations in August.

The downside of the next couple of months is that Matt will be closing the Club Bar because of the new face lift the Bar and Club Rooms will be receiving but we will advise you when this is due.

Thanks to all the NAC Committee that have offered all of their volunteered time to keep our Aero Club operating and offering their experience to our Club. Huge thanks also to Martin Jacobson for the wonderful work he does on our Fly About magazine he produces every month. As always he is looking for more interesting flying stories to publish.

Our Annual Dinner has been cancelled this year but we will be organising a more casual dinner in a few months time after the renovations are completed.

A Fly in has been organised by the Mid West Club in conjunction with Greg & Jenny Poett of Linga Longa at Lynton Station, Port Gregory (adjacent to the Pink Lake) on Saturday 29th August 2020 (weather permitting). Keep that date free if possible and see the advertisement in this month's Fly About for further details.

Our Annual General Meeting will be held Friday 24th July 2020 at 7.30pm.

With this cold weather don't forget to use that carby heat.

Cheers, Errol

Club Captains Report

Sunday 12th July was our Monthly Flying Competition.

A Cross Country appr. 34 n.m. within 10 mile radius of Airfield.

Runway 32 again, that suited our Visitors and Crew, very handy to the Clubrooms and a hot brew on a very chilly morning

All TEAM NAC PILOTS had full Comp Sheets and Maps 30 days prior, and all Pilots flew well ,only five points covered the whole field!

Judges were James ,and Liz, thank you !

Pilots did well with tricky wind variations late final.

Results

Place	Pilot	Aircraft	Points
First	Phillip Smith	Arion Lightning	111
Equal Second	Russell Steicke Peter Hill	Cessna 172	110
Third	Nick Kostov	Jabiru 170	107
Equal Fourth	Ian Berry James Hill	Cessna 177 Cessna 152	106

Congratulations to all TEAM NAC PILOTS.

Next Flying Competition is Sunday 9th August - Mark your Calendars.

A mini Air Trial 40 n.m. within 10 mile radius of Northam.

All Team NAC Pilots have full details as usual with 30 days to go.

See you all next month Sunday 9th August Comp.

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

Found pinned to Club Notice Board

Sunday, 24th May '20

To whom it may concern:

Last year my 16 yr old grandson, in Perth, contacted your president + got permission to go to the aerodrome without any appointment. He loves photographing planes!

The family came up again yesterday + dropped him off at the airfield. What a wonderful time he had! All the planes were in the hangers because of the approaching storm. But.... he met people in the hangers who showed him their planes, turned their cabin lights on for him, got permission for him to take photos + so on.

What a fantastic time he had! He was very aware that would not happen in Perth. So THANK YOU to those people who went out of their way for him.

There are so many blessings living in a country town, aren't there. Perhaps we don't often appreciate them.

May God bless you for your kindness.

Sheila Roberts.

This thank you note that was on the notice board at the Aero Club,

I thought maybe worth putting in the Fly About. It just goes to show that small things around the airfield are appreciated and some of the little things that members and hangar owners do can make a real difference to our visitors especially some of the younger people with a possible interest in flying.

You just never know what may become of that hospitality. (Contributed by Ashley Smith).

Matt Sewell—FIRST SOLO 20/6/20



Matt Sewell being congratulated after completing his first solo flight.

Congratulations Captain Sewell!

NEW MEMBER

NAC has a new member:

Matthew Barrington

***Congratulations Matthew on becoming a member of
the Northam Aero Club.***

***We hope you will enjoy the flying and fellowship with
us.***

ANNUAL GENERAL MEETING

Notice is hereby given to the Members

Annual General Meeting

NORTHAM AERO CLUB

Friday 24th July 2020

NAC Club Rooms

7.30pm

AGENDA ITEMS

- Election of Office Bearer**
- Notice of Motion**

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

The names of the candidates proposed as Officers of the Club with the names of their proposers and seconders shall be in the hands of the Secretary 21 days before the date of the Annual Meeting (3rd July 2020). The names shall be posted in the Club for 14 days before the Annual General Meeting.

End of daylight

Who enjoys flying at this time of year? Obviously, there's a bit of non-VFR weather, but there are also plenty of cold clear days, no turbulence, and good climb performance. One downside of course is that you don't have as many hours for day VFR flying, and knowing when last light is may be a bit more of a concern. And while it's nice and easy to find start and end of daylight from NAIPS, it's still useful to have an idea of the relationships between clock time, sun time, and the factors that affect length of daylight and EOD.

Local Mean Time (LMT) and Local Standard Time (LST)

When you learnt manual calculations of beginning and end of daylight in your PPL theory, you heard about LMT and LST. Since it's usually end of daylight (EOD) that we're interested in, let's just consider that.

The earth spins 360 degrees in 24 hours, or 15° an hour. So from our vantage point, the sun traverses 15° of longitude in an hour, or 1° every 4 minutes.

LMT, which is what you get off those EOD charts in the AIP or the VFR Guide, is "sun time". The reference point for LMT on the earth is the local meridian of longitude that you're standing on. When the sun is overhead a meridian, it's 1200 LMT everywhere on that meridian. One hour later, it will be 1300 LMT all along that meridian, and 1200 LMT all along the meridian that's 15° west.

LST is "clock time." In WA, which extends east from Dirk Hartog Island (about 113°E) to the border (129°E), the LMT varies by just over an hour (16° of longitude = 16 lots of 4 minutes). But of course that's impractical for everyday use, so LST is the same everywhere in WA (apart from around Eucla), and is better known as Western Standard Time (WST).

The amount of daylight a place gets depends on two factors – time of year and latitude. Everyone knows days are longer in summer, and the higher your latitude (remember high latitude means higher number, not further north), the bigger the difference between daylight hours in summer and winter. For instance, Thursday Island (10°S) gets 13 hours and 30 minutes of daylight at the summer solstice and 12 hours and 16 minutes at the winter solstice – just over an hour's variation throughout the year. The variation in Hobart (considerably higher latitude of 43°S) is more than 6 hours – 16 hours and 31 minutes in summer and 10 hours and 5 minutes in winter. Taking all that to the extremes, daylight hours at the equator don't vary, but the south pole gets a couple of months of 24/7 daylight in summer and a couple of months of night in winter.

Same latitude, different longitude

But what about the effect of longitude? Because Northam (31.6°S) and Forrest (30.8°S) are at pretty well the same latitude, they get much the same amount of daylight on any given day. But the times of EOD are very different. Because we are 8 hours ahead of UTC, and that's based on 120° of longitude, clock time and sun time are only aligned if you're on the 120° meridian. So if you're at Southern Cross (119°E), the sun and clock are almost perfectly aligned, as the sun is pretty well directly north of you when your watch says 12 o'clock. But Forrest is 128°E , which as far as the sun is concerned is 32 minutes east of the "reference" meridian. What that means is that at 1200 on your watch at Forrest, the sun is already 32 minutes gone on its way to setting. But Northam is 116.7°E , which means at 1200 WST the sun is still 13 minutes away from being directly north, and EOD is going to be noticeably later. At the height of summer, last light is 1946 WST in Northam and 1858 WST in Forrest. The total daylight hours are the same, but the start and finish times are quite different. In practice it just means when you plan your around-Australia flight, and you take off from Northam, you can't afford to think "Last light in Northam was 1830 last night, so it'll be the same in Forrest." If you think like that you'd better be current at night and have someone lined up for when the fixed lights fail!

And your calculated last light doesn't factor in hills to the west, which of course is a factor at Northam, and cloud. Next time we have a miserable grey winter day, look up last light on NAIPS, then look outside and see how much earlier it gets too dark for day VFR. It can be a good half hour.

Twilight

According to the AIP, daytime is the time between the start of morning civil twilight and the end of evening civil twilight. Civil (as opposed to nautical) twilight is when the sun is less than 6° below the horizon. The practical point of that is that you can't just look up sunrise and sunset times to work out how much daylight you have for flying. Mind you, using sunset means you're erring on the conservative side, which is more likely to lead to a long and happy life as a pilot.

Incidentally, the term *nautical twilight*, which is when the sun is between 6 and 12° below the horizon, comes from the time when sailors used astro navigation. During this time you can see most stars with the naked eye. These days of course, sailors and pilots still look to the heavens to navigate, the difference being that the navigation aids are in orbit about 20,000 km up, as opposed to light years away.

Another thing you notice up north (depending on how much attention you pay to these things) is that twilight is shorter at lower latitudes. At higher latitudes it goes from light to not so light to a bit darker to almost dark to night over a little while, but in the tropics it goes from light to dark quite quickly. So if you're struggling to get to your destination by last light, and you see it's just starting to get dark, your pucker factor will be higher if your destination is Kununurra than if it's Albany.

Happy winter flying, and remember the basic VFR rule that bar o'clock is 10 minutes before last light!



MIDWEST AERO CLUB (Inc)

PO Box 1974

Geraldton WA 6531

midwestair@wn.com.au

Geraldton Airport

President: Peter Teakle Ph 0428 992 088

Secretary: Jeff Wheat Ph 0408 953 631

Affiliated Member Club of AOPA Australia and RFACA

Midwest Aero Club (Inc) in conjunction with Greg & Jenny Poett of Linga Longa at Lynton Station, Port Gregory, (adjacent to the popular Pink Lake tourist attraction, see pics attached)

Cordially invite MWAC Members and Aviators and friends from other Clubs

To the annual Lynton Station Bonfire to be held at Sundown on Saturday 29th August 2020 (weather permitting)

- Dinner provided \$15 per head for roast lamb roll with gravy plus fruit salad & ice cream for dessert
- Cooked Breakfast \$10 per head for bacon, egg toast etc or Camp Kitchen available for byo
- Numbers required for meals catering purposes
- Accommodation – camping, caravan/campers, twin-share dongas, one cottage – see details and prices in attached flyer
- BYO alcohol and drinks, or if your space is limited we can arrange a vehicle to visit the nearby Port Gregory Liquor Store
- Spot Landing Competition either on arrival Saturday afternoon or before departure Sunday morning
- Airstrip Details as per attached: basically a short N-S strip with a tight right-hand approach if landing to the South, and a longer E-W strip. Any questions to Greg Poett.

PROCEEDS FROM THE BONFIRE EVENT AND MEALS WILL BE DONATED TO

ROYAL FLYING DOCTOR SERVICE



Royal Flying Doctor Service

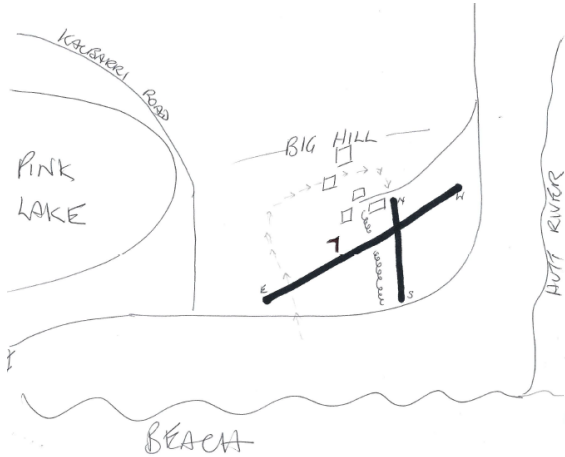
Please register your interest in attending with the Midwest Aero Club (Inc) midwestair@wn.com.au for numbers

HOWEVER PLEASE MAKE ACCOMODATION ARRANGEMENTS DIRECTLY WITH Greg & Jenny Poett as per attached flyer.

LYNTON STATION

G & J POETT 08 99351040 or 0438 916 202

S 28.12.738 E 114.18.396



NOTE: If using North/
South strip a tight right
hand circuit below hilltop
and between houses is
required.



LINGA LONGA FARM STAY

at

LYNTON HERITAGE SITE

PORT GREGORY, WA.



**1853 Historic site. Over the road from the beach
& near to the Pink Lake.**

Dogs & Motor Bikes Welcome

Aussie Farm atmosphere with plenty of space

FARM STAY ACCOMMODATION

Self contained 2 bedroom cottage – \$150 per night (min 2 nights)

Sleeps 4 - 1 queen 2 singles

Caravan / Tent / Camper \$15 per person per night

Plus \$5 for powered site

Twin share dongas \$20 per person per night

Greg & Jenny Poett Phone 08 99 351 040

www.facebook.com/lingalongaatlyntonstation

Mobile 0438 916 202 email gjpoet@bigpond.com

FOR SALE

WASP Aircraft and Hangar

Aircraft was first registered in 2009, built by Mark Thornton. Aircraft has a TTIS of 33 hours and is powered by a Rotax engine.

Hangar was also built by Mark and is at Beverley Airport. For more information please call: Maree Thornton on 0429 646 155



Next Club Competition

NEXT NAC FLYING COMP is scheduled for Sunday 9th August 2020.

Due to the uncertainty as a result of the Corona Virus Pandemic, please check with Club Captain Peter Hill to confirm.

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.

July		
4th	-	Howie
11th	-	Adam
18th	-	Peter
25th	-	Dave

IF UNABLE TO DO YOUR ROSTERED DAYS
PLEASE MAKE ARRANGEMENTS TO SWAP WITH
SOMEONE

July/August 2020



NORTHAM AERO CLUB

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
13	14	15	16	17	18	19
20	21	22	23	24 AGM	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9 Club Comp.
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29 Lynton Station Fly in	30



\$25.00 available from Northam Aero Club

Wanted

Aviation Memorabilia

- Books
- Artifacts
- Photographs
- Old Aircraft Parts
- Signs

NAC Club Aircraft Bookings



Enquiries— Matt Bignell

0428 962 001

Northam Aero Club Membership & Apparel Order Form

Name: _____

☐ Not Renewing

Address: _____

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

Type of Membership: ☐ Adult (\$55)

☐ Junior (\$10)

Club Bank Details: BSB 036-107 A/c Number:69-2937

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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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 - \$220 per hour

Dual Training - \$330 per hour

TIF's - \$165 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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