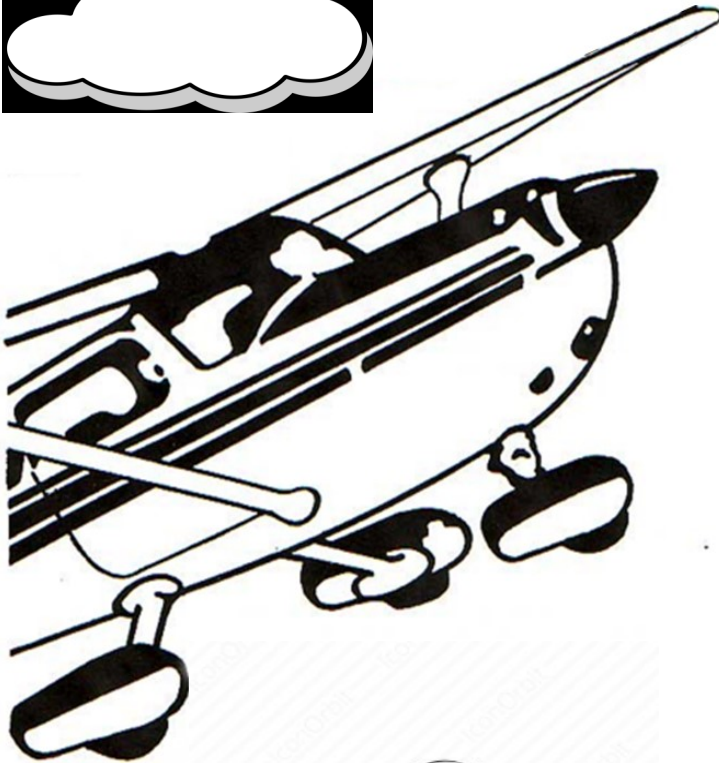
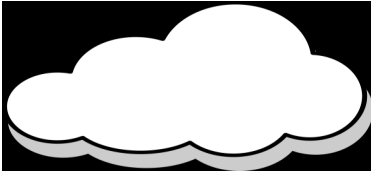


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 50 Issue No.11 November 2019



In This Issue

- ◆ A Message from the President
- ◆ Club Captain's Report
- ◆ Club Calendar
- ◆ Pick the Plane
- ◆ Classifieds

Presidents Message

Hi all,

What a busy month October was.

We had "Movie Night", Fly ins to Narrogin, Serpentine, Murrayfield and Wongan wild flower weekend. There was a lot of flying achieved.

The weather was generous which made it all the more enjoyable. Our next social event is our Christmas get together with Santa on Sunday 8th December, 2019.

Father Christmas will be arriving at 12.00 and lunch starting at 12.30pm so if you have presents you would like them to receive, make sure they are under the Christmas tree wrapped with name on it before Father Christmas arrives.

There will be no charge for lunch but we do ask you to all to bring a plate to share. The Club will supply roasted chickens, cold meat plate and bread rolls so if you would like to bring along salads and sweets and anything else you think would add to the Christmas fun, it will be much appreciated.

Peter and Suzette Scheer have had to resign their positions with the Aero Club due to work commitments. We would like to thank them for their hard work and support, and wish them well in their future endeavours.

The Club has had to increase the hire rate of PGL but we still offer better value than any of our competitors. Dual Hire now \$330.00 per hour, private hire \$220.00 per hour. Discounted books can still be purchased. All new rates came into effect on 1st November 2019.

The Northam Aero Club has appointed a Sub-Committee to look at the feasibility of the Club becoming a RA-Aus Flying School as well as staying GA. The sub-committee consists of Dave McFarlane, David Beech and Murray Bow. There are many benefits if we do include RA-AUS. If you have a point of view either way put them to the Committee.

CASA would like to hold another Safety Seminar at Northam Aero Club but we will push that back till after the New Year as everyone is very busy at this time of year, harvesting. I hope harvest is going well if you are a farmer, otherwise enjoy flying if you get the chance.

Cheers,

Errol

Club Captains Report - October 2019

Sunday 10th November was our EAM NAC monthly Flying Competition.

"CROSS COUNTRY with STRAIGHT IN APPROACH"

A nice little Cross Country Air Trial with waypoints to be identified, several course and altitude changes etc. then a Straight In Approach and landing performance criteria .

TEAM NAC Pilots and Crew gathered in the Flight Office to learn start times and grab a cuppa and cake, talk shop etc.

Among our Visitors was one of the Founding Members, the evergreen Preston Smith, also a past Club Champion. As usual all TEAM NAC PILOTS had full Comp Sheets with 4 weeks to go, most had even flown a practice run or two.

TEAM NAC FLYING COMPS are all about PROFICIENCY, and systematically dusting off and honing basic flying skills we learned as students, and the close scoring of our Pilots in these Comps reflects the success of this approach, all TEAM NAC PILOTS enjoy the Comps and the Fellowship too.

As the next day was 11 th of November "ARMISTICE DAY" TEAM NAC PILOTS were carrying the Flanders Poppy with them in Remembrance as they flew the sortie set out , mindful of the thousands of Australian Pilots who never returned from the 1914/1918 World War conflict.

A North /West wind with crosswind component, 10 to 15 knots. Blustery as well... so Runway 32.

Start times were staggered by 10 minutes or more for safety.

Club Captains Report - October 2019

1st	Adam Price	85 Points
2nd	Ashley Smith	82 Points
3rd	Peter Hill Nick O.	80 Points
4th	Ian Berry	
5th	James	

Judges were Lionel, Lachie and James.

"We had a great day close up to the action."

MANY THANKS to our Judges, you are pivotal to the successful and smooth running of our Flying Comps here at Northam!

NEXT FLYING COMP is Sunday 8 th DECEMBER 9 a.m.

Our CHRISTMAS FLYING COMPETITION

Comp will be Circuits.

I will send Team NAC Pilots full Comp Sheets.

THANK YOU ALL, ENJOY a SAFE FESTIVE SEASON,

Have a Merry Christmas and a great New Year!

Best Wishes, Peter Hill Club Captain 0450415947

If you only fly VFR by day, your low flying rules are pretty simple – 1000 ft over houses and 500 ft anywhere else, with some exceptions such as, obviously, taking off and landing. But you don't need to go to the trouble of working out a lowest safe altitude to stay clear of obstacles, because you can see and avoid them. It's when you're planning to fly at night or in cloud that you need to think more carefully about how to avoid the cumulo-granitus clouds. That means knowing your Lowest Safe Altitude, or LSALT. (Some pilots call it "Low Salt", which is a diet, not an altitude. Most of us just say Lowest Safe.)

The basic idea when calculating LSALT is to define an area that allows for you being a bit off track, determine the highest thing in that area that you could hit, whether it's the ground or something tall and man-made, and plan to be at least 1000 feet above it.

AIP GEN 3.3-4 describes the area that an IFR pilot has to consider. If you have the engineering brain of a Howie Pietersie, a Dave Beech or our late friend Dave Rose, you can probably make sense of the waffle in AIP. Otherwise, have a look at the diagrams in the “VFR Guide under Night VFR – Lowest Safe Altitude”. Thankfully, for night VFR pilots, the simplest option is pretty simple – 10 nm either side of your planned track.

IFR pilots flying on published routes have it fairly easy because all the calculating is already done for them. For instance, on the attached extract from Enroute Chart (Low) No. 8, on the route from Albany to HOODY, LSALT is 3300 ft heading east and 4700 ft heading west. They're different figures because the areas being considered are different; basically the assumption is that you can stay on track more accurately heading out of Albany via the NDB than heading east from HOODY.



Grid LSALT

Grid LSALT is another easy option. If you're satisfied that you're somewhere in a grid that's 1° by 1° area, you can use the published figure in green in the middle of the grid. In the grid just north of Albany, it's an unusually high LSALT for WA of 5100 ft, thanks to Bluff Knoll. Grid LSALT is useful if you divert, especially on a NVFR flight test, in which failure to recalculate LSALT on a diversion is an excellent (guaranteed at RACWA) way to fail.

Speaking of unusually high, one thing IFR pilots don't have to contend with very much in WA is LSALT being above the freezing level. If you're over east and flying around the high country, your LSALT may be anything up to 8400 ft, so you're planning to be up at 9000 ft or higher. If the freezing level is, say, 4000 ft, you know that if you're in cloud you're going to ice up. So if you're flying from, say, Bankstown to Essendon on a winter night, you may plan via Albury instead of direct, because the LSALTs aren't quite as high.

The highest ground or obstacle

The first thing to look for in your area of interest is the highest ground. For instance, if the highest contour line in your area on the WAC is 1640 ft, and the highest spot height within that contour is 2884 ft, you can assume the highest ground is 2884 ft, or you can be conservative and assume not every spot height is marked, and there could be ground almost as high as the next contour height, which is 3280 ft. Like many others, I prefer the conservative option.

Then you apply the rule buried in the arcane depths of CASR 139.365, which says that if you build a structure taller than 110 metres (360 ft) high, you have to tell CASA. What that means for LSALT is that there may be a tower 110 metres high that the builder hasn't told CASA about because he doesn't have to. So on top of the highest ground, you assume there's a structure 360 ft high, and in the above case you add 3280 ft (highest ground), plus 360 ft (highest possible unknown structure), plus 1000 ft. Your LSALT would then be 4640 ft, which you round up to 4700 ft.

So usually you'll decide what the highest terrain is, and add 1360 ft. The less common scenario is when there's an obstacle more than 360 ft above the highest terrain. For example, you've worked out that the highest possible terrain is 3280 ft. Then you see a tower marked "3800 (700)" on the chart. You know there's nothing higher than that, because any tower higher than 3800 ft would have to be at least 520 ft (3800 – 3280) above the ground, and as per CASR 139.365, CASA would know about it and it would be on the chart. In this case, you just add 1000 ft, and get a LSALT of 4800 ft.

NVFR: when can you fly below LSALT?

For a NVFR pilot, it's pretty easy. The only times you're allowed to be below LSALT are:

Climbing after departure;

When you're within 3 nm of your destination and you have the aerodrome in sight (At most aerodromes you see the lights first, then wait until you're within 3 nm, whereas at Northam, where the lights are about as bright as a scented candle in a New Age shop, the 3 nm is bound to come first);

When you're under radar control (the AIP says 'when being vectored', which is not quite the same thing: if you're radar identified and the controller tells you to track direct to the aerodrome, that's not a vector, but it's still radar control, and you can descend to whatever height he/she clears you to).

A practical thing to remember about Point 2 is that you can't descend below LSALT until within 3 nm, but that doesn't mean you can't descend. If you're up at 7500 ft and your LSALT is 3000 ft, you might start your descent more or less at the same place you'd do it by day; you just can't go below 3000 ft until you're within 3 nm.

IFR: when can you fly below LSALT?

When can an IFR pilot fly below LSALT? Same as Points 1 and 3 above, plus when doing an instrument approach (obviously). And there's one other circumstance – VMC by day. That could happen in a scenario like this: you plan to fly IFR from Albany to Northam. You work out a LSALT of 3800 ft. You ring your mate Ashley at Northam, and he tells you he's just been flying and the cloud is overcast at 3000 ft. You know Northam doesn't have an instrument approach, so you know if you climb above LSALT and get into the cloud, you probably won't be able to get out of it over Northam. Solution: don't get into the cloud in the first place. Fly under it, and under LSALT, all the way.

So in that case, why not go VFR? Of course you can, but the benefits of staying IFR are firstly, that Flight Service is obliged to do more for you, such as giving you traffic information, and secondly, you don't have a SARTIME. Under IFR you're reporting every so often, including a departure report from Albany, and if you don't report within a couple of minutes of your expected time, they'll start looking for you straight away. So if you crash after take-off from Albany, they're trying to call you within a couple of minutes, rather than at a SARTIME which may be an hour after your ETA at Northam.



CHRISTMAS LUNCHEON

SUNDAY 8TH DECEMBER 2019

**AT THE NAC CLUB ROOM
ALL MEMBERS AND FAMILY WELCOME**

**FATHER CHRISTMAS – FLYING IN AT 12.00PM
BRING A PLATE TO SHARE
AND A PRESENT FOR YOUR CHILD
LUNCH 12.30PM**

CLUB ROOMS AIR CONDITIONED

**RSVP ERROL CROFT 0428 880 149
BY 3RD DECEMBER 2019**



Bar Roster

Bar Hours - Saturday 5pm - 7pm

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

December

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

January

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

February

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

March

7th	-	TBA
14th	-	TBA
21st	-	TBA
28th	-	TBA

December/ January 2019-20



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

The identity of the 1942 mystery aircraft at White Gum



TAYLORCRAFT L 2 M - 65 hp Continental motor 2 seats tandem. 2 sticks and sets of engine controls on port side of cabin. This is a direct ancestor of AUSTER type built in England. Taylorcraft were built under license in England during WW2, and after the war AUSTER aircraft Company was formed and original Taylorcraft design developed /changed into the long series of civil and military Austers. the advent of helicopters meant the end of the line for AOP Austers . This aircraft 24-6268 is the only L 2 m flying in Australia and was imported to West Australia from the U.S.A. in 2015.

Pick the Plane

See how many of these aircraft you can name!!



Last Months Answers

A. Fletcher FU-24

B. Airtractor AT-402

C. Antonov AN-2

D. Gehing PZL-106AR

E. M-18 Dromader

F. CAC-28 Ceres

A Little Bit of Humor

Instrument Flying..

Most people wish to fly on the old gauges at one time or another but are prevented by the high cost of the instruments necessary for this form of flight. The following is a more or less known and extremely simple method which may be used by all.

Place a live cat on the cockpit floor, because a cat always remains upright, he or she can be used in lieu of a needle and ball instrument. Merely watch to see which way he leans to determine if a wing is low and if so, which one. This will enable you to your aircraft level in route with complete accuracy and confidence.

A duck is used for final instrument approach and landing, because of the fact that any sensible old duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the cockpit window and follow her to the ground.

There are some limitations on the cat and duck method, but by rigidly adhering to the following check list a degree of success will be achieved which will not only startle you, but will astonish your passengers as well, and may have an occasional tower operator with an open mouth.

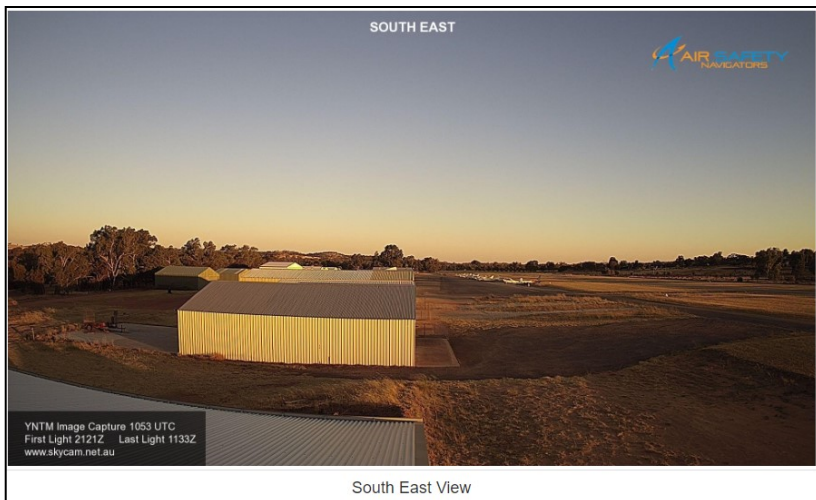
- Get a wide-awake cat, most cats do not want to stand up all the time, so it may be necessary to carry a fierce dog along to keep the cat at attention.
- Make sure your cat is clean, dirty cats will spend all the time washing. Trying to follow a washing cat usually results in a slow roll followed by an inverted spin. You will see that this is most unprofessional.
- Old cats are the best, young cats have nine lives, but an old used up cat with only one life left has just as much to lose and will be more dependable.
- Avoid stray cats. Try to get one with good character because you may want to spend time with her.
- Beware of cowardly ducks, if the duck discovers that you are using the cat to stay upright, she will refuse to leave the aeroplane without the cat. Ducks are no better on instruments than you are.
- Get a duck with good eyes. Near sighted ducks sometimes fail to recognise that they are on the old gauges and will go flogging into the nearest hill. Very near sighted ducks will not realise that they have been thrown out and will descend to the ground in a sitting position. This is a most difficult manoeuvre to follow in an airplane.
- Choose your duck carefully, it is easy to confuse ducks with geese. Many large birds look alike. While they are very competent instrument flyers, geese seldom want to go in the same direction that you do. If your duck seems to be taking a heading to Ireland or Sweden, you may be safe in assuming that someone has given you a goose.

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 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



LEARN TO FLY **Recreational Aviation** **Capital of the West**



Ph Errol 0428 880 149 or Dave 0416 242 846

www.northamaeroclub.com



**Western
Airmotive
Pty Ltd**

30 Eagle Drive Jandakot
Western Australia 6164
Ph: +61 8 9332 7655
E: airspares@westernair.com.au
www.pilotshopwa.com.au

FOR ALL OF YOUR FABRIC COVERING NEEDS

**POLY
FIBER**
Aircraft Coatings

Randolph
Aircraft Products

CECONITE



**"For all your aircraft parts
and pilots' supplies"**

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 - \$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



**President**

Errol Croft

E: dowref@bigpond.net.au

T: 0428 880 149

Vice President

Les Ballantyne

E:

T:

Secretary

Vacant

Treasurer

Dave McFarlane

E: nactreasurer@bigpond.com

T: 0428 743 031

Club Captain

Peter Hill

E: prh@aurora.net.au

T: 0450 415 947

House & Grounds

Ashley Smith

E: ashleypsmith@westnet.com.au

T: 0429 083 152

Aircraft

Dave Beech

E: dbeech@iinet.net.au

T: 0416 242 846

Flight Training

Kevin Lathbury

E: Kevinlouise62@gmail.com

T: 0434 000 217

Flight Training

Murray Bow

E: bowie1@iinet.net.au

T: 0424 160 750

Fly About Editor

Martin (MJ) Jacobson

E: auswideaviation@bigpond.com

T: 0408 439 160

Facebook

Sally Wood

E: Swood77_nz@hotmail.com

T: 0439 941 201

Membership/Social

THE NORTHAM AERO CLUB (Inc.)
PO Box 247 NORTHAM

WESTERN AUSTRALIA 6401

SURFACE MAIL
POSTAGE PAID
AUSTRALIA

TO:

"FLY ABOUT"
PRINT POST APPROVED PPN: 100018823

