

Fly About

NORTHAM AERO CLUB (INC.) NEWSLETTER

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PRESIDENTS MESSAGE

WELCOME TO JULY FLY ABOUT

Our Annual General Meeting was held and I would like to congratulate our new Committee which was all re-elected unopposed. As there was no AGM nominations received, Bernie Hush was subsequently elected, by the committee, as Vice President. The Committee's dedication as Volunteers is greatly appreciated. Our thoughts go out to Claude, Preston and Beth who I believe are all recovering from illness. Get well to all.

The Airfield looks fantastic with all the green and thanks must go to the Shire for maintaining the airfield. The weather has been very wet which I am sure the farmers wanted. The Canola is out in full bloom and looks incredible from the air. The July Flying Competition was delayed due to Fog in Northam but Goomalling and Calingiri were fog free. When I got to fly the fog band was clear of the airfield but Mt Dick's peak was just sticking out of the fog. I didn't have my camera but it would have made a great photo.

The Shire has asked for our input regarding the proposal of making the area to the south of the Airfield, near the Northam Army camp, declared a NOTAM activated danger area. The Defence Force have proposed it and we believe it will not affect us as it is only up to a height of 1,600 ft.

As we know with this cool weather we must, where applicable, use our carby heat. I was running up on Sunday doing all my pre take off checks and warming the oil temp when the engine started running very rough, I checked the fuel was on and mixture rich. I checked mags were on both but still the engine was running even rougher. My thought was maybe I was running out of fuel even though I had a full fuel tank. After checking everything again I decided to pull the carby heat on and almost immediately the revs picked up again. I then realised that I had carby icing. Doing my run ups was very interesting so use that heat on these cold mornings.

Errol

CLUB CAPTAIN'S REPORT

JULY CLUB COMPETITION:

Once again fog delayed the comp and kept at least three participants away. It is winter after all. Ashley and Kate reintroduced the BBQ breakfast, the menu bacon, eggs, sausages, baked beans and toast. Followed with Ash's jam and cream scones, also Marg's muffins to go with the tea and coffee. It was greatly appreciated by all!

Due to the late start, the task was Circuits.

→ FIRST CIRCUIT

Flapless approach, land on the 2nd stripe with touch and go

→ SECOND CIRCUIT

Glide approach, land on the 3rd stripe with touch and go

→ THIRD CIRCUIT

Depart off X wind, round Mt Dick, join Base, Powered approach, land on the 2nd stripe

We had 4 pilots taking part with the C 172's v Bernie's Foxbat

→ First Place	Ashley Smith	C172 PGL	87 pts
→ Second Place	Errol Croft	C172 JXI	68 pts
→ Third Place	Bernie Hush	Foxbat 8842	60 pts

All pilots nailed the radio calls and no one overshot the Base to Final turn. So it boiled down to landing on the correct stripe. The flying activity attracted two young photography students developing their skills.

Next Competition
Sunday 10th August. Briefing from 9am.

I will be away so others will have to step up for the comp but will prepare a Nav Ex and leave the Flight Plan etc ready.

Dave McFarlane
(Acting Club Captain)

THOSE FLUFFY WHITE THINGS

I haven't flown IFR since I lived in Melbourne, which means since 2000. That means that, like those who've never had an instrument rating, my main interest in clouds nowadays is how to avoid them. But even while dodging them, there's quite a lot you can know about the day's weather by looking at the clouds. Here's a very small sample.

THE TYPES

There are two types of people in the world: those who divide the world into two types of people, and those who don't. Since I'm one of the former, let's start with dividing clouds into two types – cumuliform and stratiform.

Cumuliform clouds

Are sometimes small, sometimes big and sometimes monstrous, but generally heaped and fluffy, and they tend to be separated from each other. They're formed by unstable air rising and cooling, and because it cools to the dewpoint at a certain height, the clouds typically have flat bases. So if that's what you see, you know the visibility is probably going to be good because all the smoke and haze and pollution is being carried up and not trapped down low. You also know it may be bumpy, especially near the clouds. If it rains, it will generally be showers, and because the clouds are more often than not separated from each other, often you can duck and weave around them.

Stratiform clouds

Are flatter, more likely to cover a larger portion of the sky, and indicate a stable atmosphere. If that's what you see, you can expect any smoke or haze to be trapped within a few thousand feet of the ground, and the visibility may not be so great. Rain from these is more likely to be continuous, and to fly VFR, you're more likely to have to be either above them or below them.

HIGH CLOUDS

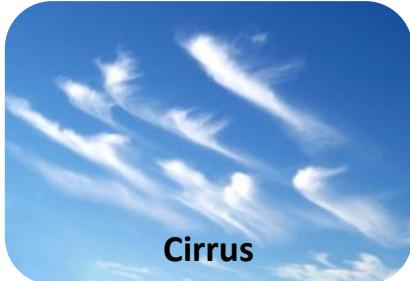
Another way to divide clouds into groups is by height, and this means the height of their base, not their tops. That's why cumulonimbus, even though they can grow higher than a Dreamliner can fly, are classed as low cloud.

THOSE FLUFFY WHITE THINGS

CONT...

HIGH CLOUDS cont...

Of the ten main classes of cloud, the three high ones are **cirrus (Ci)**, **cirrostratus (Cs)** and **cirrocumulus (Cc)**.



The bases are at least 18,000 feet high (depending on which meteorology textbook you read, you may see slightly different numbers), and being well into sub-zero territory, they're made of ice crystals.



They are typically fibrous or hair-like, they're not associated with much weather, and they're too high for us to worry about.



Cirrus and cirrocumulus are generally very thin looking clouds, and the sun shining through cirrostratus often makes a halo.

THOSE FLUFFY WHITE THINGS

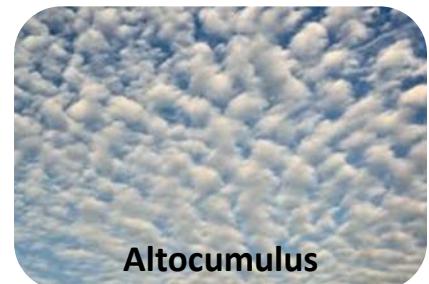
CONT...

MID-LEVEL CLOUDS

These are the ones with a base between 8,500 and 18,000 feet (again, numbers are subject to change.)

Altocumulus (Ac) are usually rounded clumps of cloud, often in layers covering a lot of the sky. They are formed by air lifting due to turbulence, convection (heating), or orographic lifting (being pushed up by mountains).

If they're lenticular (lens-shaped) and sitting on top of a mountain, that's a warning of mountain waves. They often look much like your low-level cumulus cloud, except the lumps are smaller and higher.



Altocumulus

Altostatus (As)

Is another mid-level cloud, that usually has a layered, fairly uniform appearance and covers a lot of the sky. Often it's thin enough that you can see where the sun is. The textbooks usually say the sun appears as through ground glass. I've never ground glass up and looked at the sun through it, and if you haven't either, just think of frosted glass like your bathroom window. Altostatus often tells you a cold front is inbound.



: Altostatus

THOSE FLUFFY WHITE THINGS

CONT...

LOW CLOUDS

These are the ones we're most interested in, partly because they're the ones we may have to dodge, and also because they're the ones that tell us the most about the weather.

Nimbostratus (Ns)

Are dark and grey (*nimbo-* implies rain), thick enough to block out the sun, and usually produce heavy continuous rain. They're usually associated with warm fronts, which we don't see a lot of here because they're a higher latitude phenomenon (remember higher latitude means further from the equator, not further north!)

Nimbostratus



Cumulus (Cu)

Clouds are fluffy and usually bright white, separated from each other, with flat bases and cauliflower tops.

Fair-weather cumulus



Stratus (St)

Clouds are some shade of grey, in layers, with a fairly uniform base, and covering a lot of the sky. Fog is just stratus cloud with a base of zero feet.

Stratus



THOSE FLUFFY WHITE THINGS

CONT...

LOW CLOUDS cont...

Stratocumulus (Sc)

Are some shade of grey, with some patches darker than others, in layers with a base that is fairly uniform, but not as defined as the base of cumulus clouds.

Saving the best for last:



Cumulonimbus (Cb) are thunderstorm clouds. They're heavy and dense, can grow well into the stratosphere, and at the top they sometimes look like an anvil due to the wind blowing their tops along. **AVOID**.

Preferably by a long way.



If you have some better shots, especially ones taken from the comfort of your cockpit, I'm sure Paul will be happy to fit them into the next edition of Flyabout!

Kevin

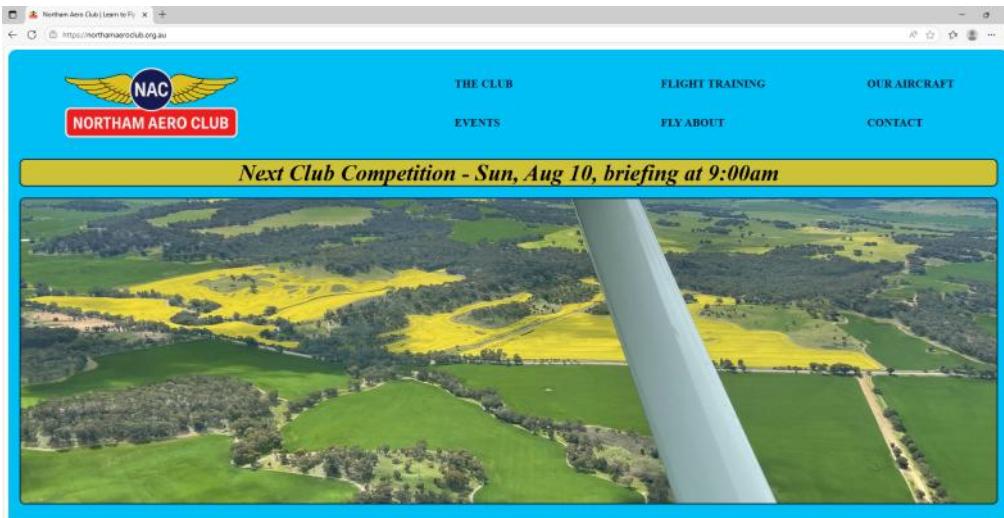
NEW WEBSITE

Did you know that the Northam Aero Club has been updating its website over the past few months? At the July committee meeting, the committee approved the final layout and content with the new website going live on Friday the 18th of July.

The content is primarily taken from the previous website and had been given a more modern look and feel—including an improved view for mobile phone users. Some of the older images have also had their resolution improved as part of the process.

While there has been extensive testing completed, it is not always possible to test for every device and browser so if you observe any issues, please contact us via the email address on the site.

www.NorthamAeroClub.org.au



AVIATION HUMOUR



If I have to spend 14 hours
sitting in an aircraft...



MEMBERSHIP RENEWAL & APPAREL

Northam Aero Club Membership & Apparel Order Form

Name: _____

Not Renewing

Address _____

Phone: _____ Email: _____

Type of Membership: Adult \$55.00

Junior \$10.00

Club Bank Details: BSB 036-107 Acc Number: 69-2937

Apparel: Club Polo Shirt \$35.00 - 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 5 XL (185gsm 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 \$25.00 plus \$8.00 postage

Caps also available from the Bar

Total enclosed \$ _____

If you would like to receive an invoice please tick

"Fly About" magazine Yes

No

Many thanks,
Northam Aero Club Committee

Northam Aero Club Cap \$25.00

Northam Aero Club Polo Shirt \$35.00 personalised



BAR

The Bar will be open every Saturday evening from 17:00 — 19:00

Recreational Aviation Capital of the West



Ph Errol 0428 880 149 or Kevin 0434 000 217

www.NorthamAeroClub.org.au

NEXT CLUB COMMITTEE MEETING

Sunday 10th August 2025 @ 13:00

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

0407 873 700

CLASSIFIEDS

Northam Aero Club Merchandise

Club Polo Shirts with name and club logo—\$35.00

Club Caps with logo—\$25.00

available at the bar or Postage—\$10.00 per order

Stubbie Holders—\$7.00

available at the bar or

Postage —\$8.00



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NAC Cessna 172 — VH-PGL

Hire Fee Structure

- Private Hire - \$270 per hour
- Dual Training - \$440 per hour
- TIF's - \$220 per 1/2 hour
- Briefing - as required
- Instructor (in owner's aircraft) - \$170 per hour

Pre-paid Discounted Block Rates Available

- 5 hours - less 5%
- 10 hours - less 10%

Student pilots may use the discounted block rate for aircraft hire costs only. Instructor fees remain as fixed price.

For all further enquiries please contact:

NAC Treasurer - nactreasurer@bigpond.com T: 0427 909 412

Aircraft Bookings: **Matt Bignell - 0407 873 700**

NEXT CLUB COMPETITION

9:00 am Sunday 10th August 2025

Club Captain for the day will provide the briefing

