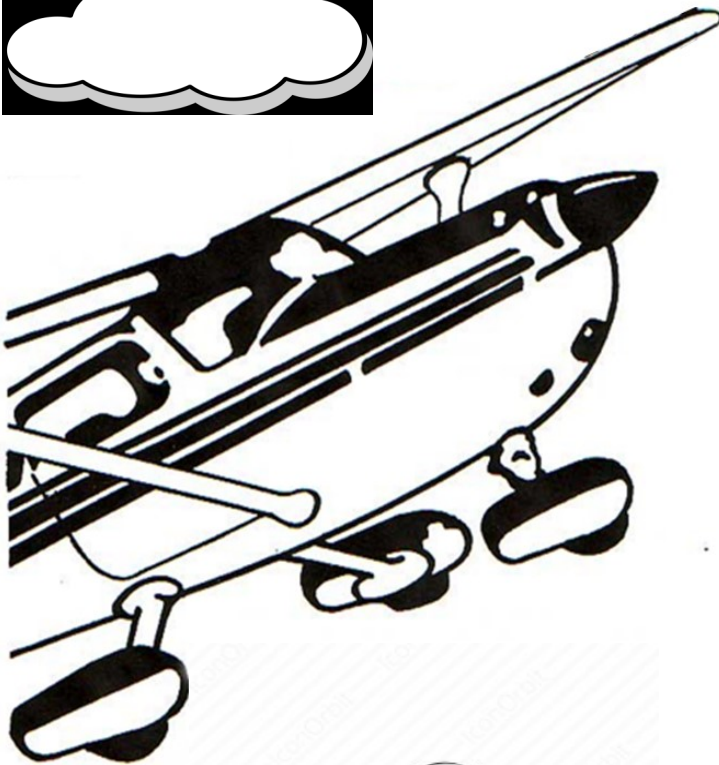
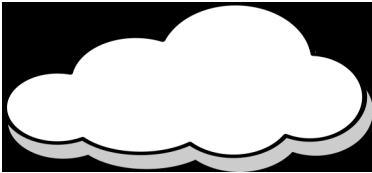


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 51 Issue No.3 March 2020



In This Issue

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

Presidents Message

Hi all

Well it finally came, that much wanted rain. Not exactly flying weather, in fact we called off the Nungarin Vintage Day due to thunder storms. In fact, that day had to be the only fine day, but the decision had to be made. We will re-schedule that Fly-In to another time. It is really worth seeing if you are interested in vintage machinery. There is a vintage car rally in Brookton at the end of the next month if anyone is interested. I will keep you posted. I believe Preston Smith turnedwas it 62? on March 9th, Preston is one of our inaugural members. Congratulations Preston.

Alan Shafro is coming on board with the Northam Aero Club and will be operating his RA-AUS flying school within the airfield. This will be very beneficial to our NAC Club and also anyone wanting to learn to fly RA-AUS (RA) or just do their BFR. An RA-Aus pilot can then use those hours to move up to G.A. This is a 12 month feasibility study and will be reviewed in 12 months time. Bob Emery was going to do an OZ Runway briefing on March 21st but had to cancel. Kevin Lathbury has stepped in and will do a power point on weather/winds (BOM), and time permitting the Royals questions on their flight review questionnaire. This event will take place at 15:00 hours and bar will open at 17:00 hours. For numbers and catering let Kevin 0434 000 217 or myself know if you will be attending.

Cheers for now,
Happy Flying,

Errol Croft
0428 880 149

Club Captains Report

Sunday 8 th March was our Monthly Flying Competition.
"Avon Golf Tour Reconnaissance"

A local flight out to 20 miles radius from Northam Airfield.
Team NAC Pilots and Crew overflew Northam,Bakers Hill,
El Cabello Wooroloo ,Wundowie and Toodyay Golf courses.
8 ground targets to identify plus changes to altitudes etc.
Radio Calls and Landing Criteria also in the mix....
TEAM NAC PILOTS and CREW gathered in the Flight office
in good spirits with a nice cuppa and cakes galore from our
Ladies of the Kitchen!Thank You Liz,Beth and Kate!
Visitors look forward to your scrumptious Morning teas!

A new Pilot joined TEAM NAC today,WELCOME to Phillip Smith.
who flew his lovely Arion Lightning to equal first place too!
Pilots had full Comp Sheets and Maps 30 days prior, most
had actually FLOWN A PRACTICE RUN before Comp Day.

All Pilots flew well ,only six points covered the whole field!

Results:

Equal First:	Phillip Smith	Arion Lightning	168 pts.
	Peter Hill	Cessna 152	168 pts.
	Ashley Smith	PA28-235	168 pts.
Second:	Trevor Sangston	Bonanza	166 pts.
Third:	James Hill	C152	165 pts.
Equal Fourth :	Ian Berry	Cessna 172P	162 pts
	Nick Kostov	Jabiri 170	162 pts
	Howie Pietersie	PA28-235	162 pts.

Cheers,

Peter Hill NAC CLUB CAPTAIN 0450415947 prh@aurora.net.au

Club Captains Report



March Flying Comp Aircraft await Pilots and Crew at Northam"

Left to right:

"Lovely Arion Lightning flown to First Place by Phillip Smith, for any one who might be interested, Phillip is about to start on a Tiger Moth rebuild at Northam some time soon, Phillip can be contacted through the Editor if any one has any parts or info to contribute...

Behind the Lightning is Club C172P flown by Ian Berry and Observer Liz in fine style.

V tail Bonanza flown by Trevor Sangston and his three children as keen observers.

Cessna 152 flown by Peter Hill and Grandson James.

On right is the pristine PA28-235 flown by Ashley Smith and also Howie Pietersie."

Turning

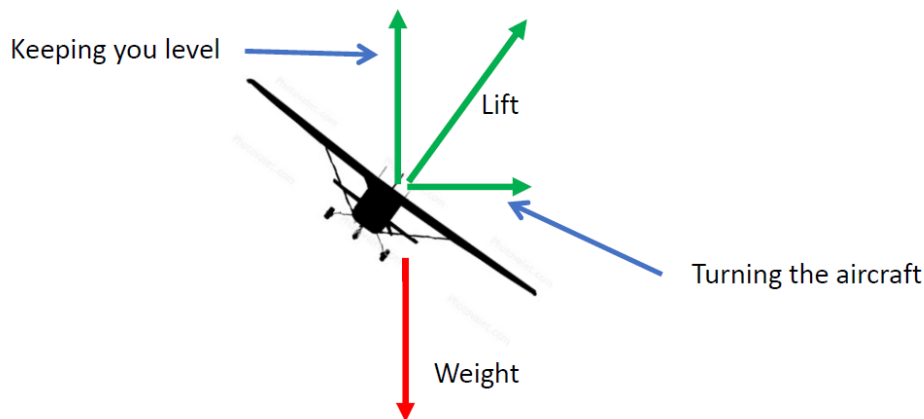
CASA's latest *Flight Safety* magazine contains (as usual) an article by US contributor Thomas P. Turner. His previous couple of articles, about checklists and weather, are well worth looking up, as is his latest one about rudder and ailerons in turns and stalls. If you get a wing drop in a stall, an aeroplane like PGL doesn't bite you if you use aileron, but some aeroplanes will. He describes it very well (except that using rudder in a stall doesn't pick a wing up; it just stops the wing drop becoming a spin).

But since I feel like starting an argument, I'm going to disagree with one of his diagrams, on a theory topic that I think most instructors teach very badly, which is the forces in a turn.

Back in the 1500's a very smart bloke by the name of Isaac Newton came up with some laws of motion. When I used to teach Physics to pilots, and we got to Mr Newton's three laws, I'd always start with "What's Newton's third law?" The reason, as you'll no doubt understand, is that no matter which law I asked for first, and which student in the class I picked, I'd always get "Every action has an equal and opposite reaction." So a bit like a smart student, who gives the right answer to the question, I'd ask the right question for the answer I knew I was going to get.

But we'll get back to the third law. Newton's first law says that an object will keep going in a straight line at a constant speed (which may be zero) unless it's acted on by an external **unbalanced** force. What that means for an aeroplane is that it won't speed up, slow down or turn unless the forces are unbalanced. For instance, taking off, thrust exceeds drag, you accelerate and you eventually gain enough speed to go flying.

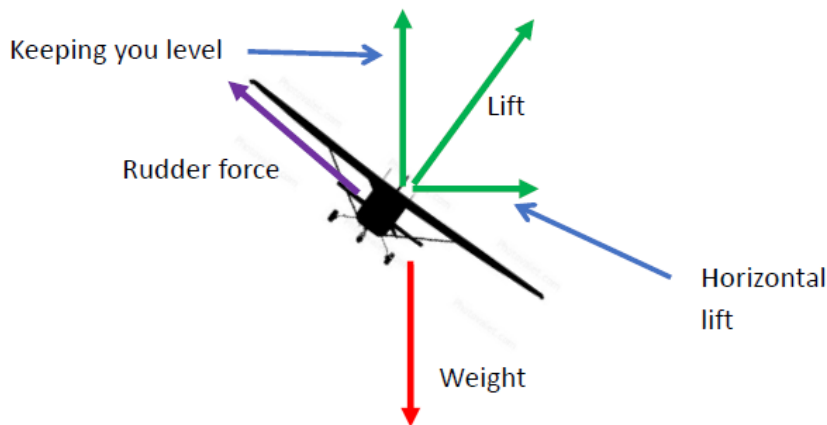
Applying this to the forces in a turn: in a level turn, you bank and tilt the lift force. If it's a level turn, the upward portion of Lift equals Weight. The horizontal part of Lift is the unbalanced force that produces the change of direction.



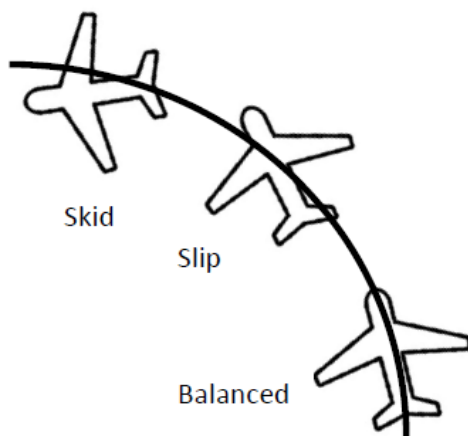
If there was another horizontal force balancing the horizontal part of lift, the aeroplane would not be turning. But consider what your body tries to do. Because it has inertia, it tries to keep going in a straight line. But the seat, being part of the turning aeroplane, pushes your backside into the turn. Back to Mr Newton's third law: your backside exerts an equal and opposite reaction on the seat, and you feel as though you're being pushed into the seat. It's an apparent force, but unfortunately most aerodynamics textbooks show it as a real force balancing (ie. cancelling out) the centripetal (inward) force that the wings produce. In my not-so-humble opinion, the reason is a misguided idea that all the forces have to be in balance.

Slipping and skidding

So what happens if your passenger wants to open the windows and take some photos? You roll right (imagine the diagram is looking from behind the aeroplane) and you apply enough left rudder to keep the aeroplane straight. The sideways part of your rudder force is countering the sideways lift, and you don't turn.



This is a slip. One definition of a slip is that it's a turn with not enough rudder, the result being that the rate of turn is not enough for the angle of bank (in this case, a bank with no turn at all). A skid, on the other hand, is the result of too much rudder, and too much turn, for the angle of bank. The tail is not following the nose, but is on the outside of the path of the turn. The diagram below shows what a skid, a slip and a balanced turn look like from above (or below for that matter).



Let's go back to the second diagram. Right bank, enough left rudder to stay straight. What are the instruments telling you?

- AH – right bank;
- Skidball – out to the right, telling you to balance the turn with right rudder (or less left rudder);
- Turn coordinator – wings level, because you're not turning.

So what does the turn coordinator tell you? It doesn't tell you your angle of bank; it only tells you if you're turning. The example you probably see more often is when you do instrument checks on taxi: turning left, AH erect with wings level, skidball right, turn coordinator showing a left turn. The TC of course looks like it's showing you a left bank even though your wings are level.

A key point here is that the TC does not reflect your angle of bank unless the ball is in the middle. In the right bank-left rudder scenario above, you're banked but your TC is wings level. When you do taxi checks, your wings are level but the TC's little wings are not.

That's very useful in night or instrument flying training when you learn unusual attitude (UA) recoveries on limited panel. Take away the AH and you only have the turn coordinator to help you level the wings. But that only works if you first put the ball in the middle.

But with any luck, your vacuum pump failure happens in VMC by day and you still have the most important instrument in the aeroplane, which is of course the front window!

FOR SALE

1965 Piper PA-28 235 Pathfinder

TTIS 3500hrs. Eng and prop to run 1700hrs.

This aircraft is in top condition for its age and is hangared at Northam.

All maintenance is up to date including new control cables.

Aircraft has an impressive payload and long range tanks.

Please contact Howard Pietersie on 0407306820.



Next Club Competition

NEXT NAC FLYING COMP is scheduled for Sunday 12th April 2020.

Due to the restrictions in place 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.

February		
1st	-	Matt
8th	-	Crofttry
15th	-	Howie
22nd	-	Adam
29th		Dave

May		
2nd	-	Matt
9th	-	Crofttry
16th	-	Howie
23rd	-	Adam
30th		Dave

March		
7th	-	Peter
CLOSED		

June		
6th	-	Peter
13th	-	Mike
20th	-	Matt
27th	-	Crofttry

April		
4th	-	Howie
CLOSED		

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

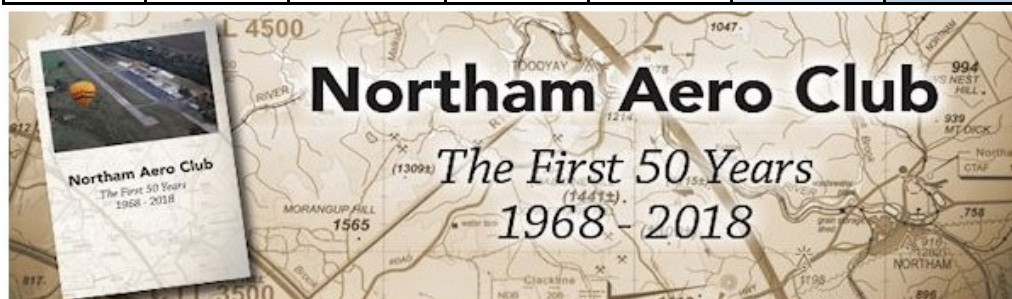
IF UNABLE TO DO YOUR ROSTERED DAYS
PLEASE MAKE ARRANGEMENTS TO SWAP WITH
SOMEONE

March/April 2020



NORTHAM AERO CLUB

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



\$25.00 available from Northam Aero Club

Wanted

Aviation Memorabilia

- Books
- Artefacts
- 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

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:

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Matt Bignell - 0428 962 001



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