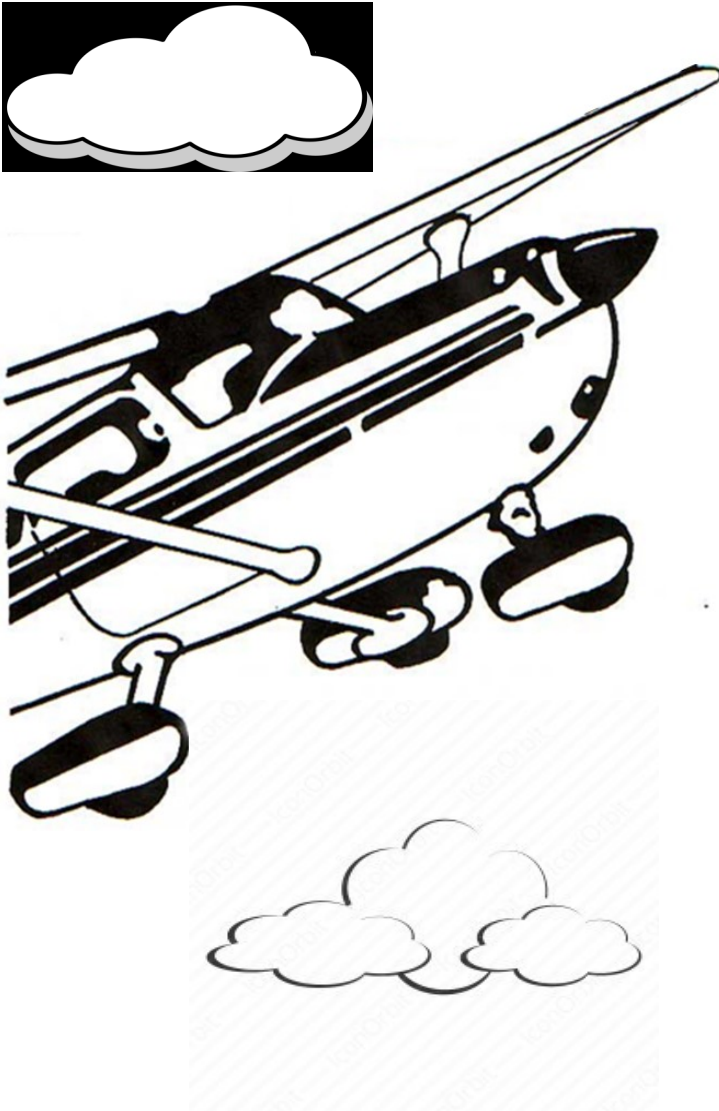


Fly About

Northam Aero club (Inc.) Newsletter

Vol. 50 Issue No.10 October 2019



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Presidents Message

Hi all, Welcome to October the busy month.

Saturday 5th October Ashley, Karin and Adam presented a Pizza night at the Club rooms. It was well attended with Chef Adam taking on the Head Chef position. Adam wore the apron all night as he and Karin very generously donated the Pizza Oven to the Aero Club. Who better to show off their cooking skills than the ex owner. Thanks go to Karin and Adam for a tasty evening and to Kate and Ashley for preparing the bases and dressings.

Saturday 12th October saw once again Ashley, Les and Peter Scheer cook up a sheep on the spit. This was also very well attended and it would appear no one had a hangover for the Flying Comp next day. A very big thanks to all those involved including once again the women in the kitchen. Thanks to Les who donated the sheep and now has one less on his property.

Next Sunday 20th October Royal Aero Club have invited us down to YMUL (Murray Field) for a Barbeque Breakfast followed by a flapless flying competition. I did a quick phone around to see if some of our members wanted to fly down for this event. Weather looks as though it will be fine, so will let you know in next report how it went. This fly in competition was always very competitive between the two clubs in the past. It would be good to see it re-invigorated with some new blood.

Bernie Hush and Dave McFarlane have put together a wild flower fly in to Wongan Hills from Friday November 1st to Sunday November 3rd. Friday 6.00pm onwards will be wine 'n cheese night and food 'n drinks plus entertainment by local artist. Saturday 2nd breakfast and food stalls and bus tours to Reynoldson Reserve plus stargazing and BBQ campfire (if permitted).

Sunday 3rd will be breakfast in town, senior morning tea and flying events. Tenting or swagging under wings, or hangars available for sleeping in.

This is always a fantastic event so if you are interested let Dave McFarlane know. Even if you fly up Saturday.

A lot happening, Cheers for now, Errol

Club Captains Report - October 2019

TEAM NAC Flying Comp for October was a Cross Country Mini Air Trial.

"MOKINE / BAKERS HILL SORTIE"

As part of our Flying Comp TEAM NAC Pilots and Crew overflew a Dedicated Memorial site on Avro Anson Rd Mokine , in tribute to four RAAF aircrew who lost their lives in the crash of Avro Anson W2262 Friday 9th October 1942 at 11.42 am.

The local people ,immediately after this tragedy and in the next few weeks erected this Memorial and had it officially dedicated by December 1942 .

All Pilots were provided with a full Comp Sheet and Map 30 days prior as usual, so we all had plenty of time to read,print off,understand and even FLY a practice run or two,as good a reason to go flying as any...

Pilots went on to Bakers Hill area and located a"downed aircraft" 2 miles due South of Bakers Hill,then returned to base for circuit work.....

Our visitors enjoyed the flying and also enjoyed the scrumptious morning tea provide by the Ladies in NAC Clubrooms-Thank You !

Also, it was pleasing to see 14 NAC MEMBERS at WHITE GUM FLY-IN on 21 st September ,some of us flew in,some of us drove in ,it was well worth the trip with over 50 aircraft of all sorts lined up .

The MIG 21 and Boeing 737 contrasted well.

Andrew ,Gary and his team are to be congratulated!



MYSTERY AIRCRAFT AT WHITE GUM FLY IN Sept 21. CONTACT THE EDITOR, MJ, WITH ANSWER FOR IDENTIFICATION OF THIS 1942 BUILD AIRCRAFT, CORRECT ANSWERS PUBLISHED NEXT ISSUE"

White Gum Fly in Sat 21st September



• "Ashley Smith, Club Champ and Peter Hill Club Captain in 737-200"



. "Peter Hill and Ashley Smith walking from flight line & Mig 21 to B737-200"

Club Captains Report - October 2019

RESULTS

Equal	Adam Price	PA28-235
1st	Lachie Price	180
2nd	Ashley Smith	PA28-235
Equal	Peter Hill	Cessna 152
3rd	James Hill	
4th	Nick Kostov	Jabiru
Equal	Neil Whitmarsh	PA28-235
5th	Howie Pietersie	
6th	Ian Berry	Cessna 172

Sincere congratulations to all Competitors !

NEXT NAC FLYING COMP : SUNDAY 10 th NOVEMBER @9 am

"CROSS COUNTRY AIR TRIAL AND STRAIGHT IN APPROACH"

All pilots have full Comp Sheets with 28 days to go , we look forward
to all TEAM NAC PILOTS joining us at

Northam Airfield 9 am Sunday 10 th November 2019.

How long is it since YOU flew a Straight In Approach?):

Thank You, look after Yourself and see you Sunday 10th November!

Kind Regards Peter Hill

NAC Club Captain 0450415947 prh@aurora.net.au

How long is it since YOU flew a Straight In Approach?):

Thank You, look after Yourself and see you Sunday 10th November!

Kind Regards , Peter Hill NAC Club Captain 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.

November

2nd	-	Adam
9th	-	Peter S
16th	-	Peter H
23rd	-	Mike
30th		Dave

January

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

December

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

February

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

March

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

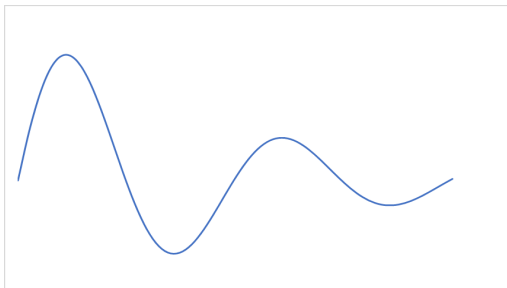
Stable or unstable? Good or bad?

Depending on how much attention you paid to your early aerodynamics lessons all those years ago, you may think it's always a good thing for an aeroplane to be stable. As with a lot of what we do, the answer to the question "Is stability good?" is more nuanced than a simple yes or no, because to a large extent, the opposite of stability is controllability.

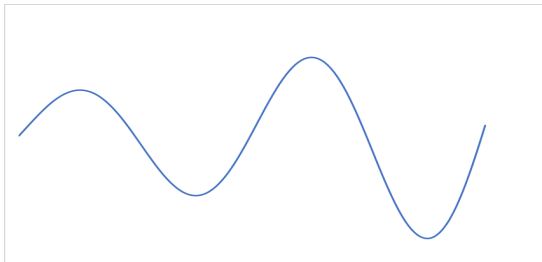
Static and dynamic stability

If an aeroplane's flight path is disturbed by, say, a gust of wind and the nose pitches up, static stability refers to the aeroplane's immediate response. If the nose returns straight away to where it was, the aeroplane is statically stable. If the nose stays where the wind pushed it, that's neutral stability. If the nose continues to pitch up, even after the disturbance, that's statically unstable.

Dynamic stability is about how an aeroplane responds over time. If, for example, an initial pitch up is followed by a pitch down to slightly nose low, then a pitch up again, and eventually the oscillations dampen out and you're back to where you started, that's positive dynamic stability. The oscillations will look like the figure below.



If an initial pitch or roll or yaw is followed by oscillations that get bigger over time, that's dynamic instability. The oscillations would look like the figure below, and would probably spoil your whole day.



What affects stability?

Most factors that determine whether an aeroplane is more or less stable are design features, but there are a couple of things you can do to make things better or worse.

Pitch stability

The main factors that affect longitudinal (pitch) stability are the size of the tail – a bigger tail can provide a bigger force to restore the nose to where it was – and the distance between the tail and the centre of gravity. You can influence this by loading your aeroplane properly. If the CG is too far forward, the aeroplane will be too stable, and hard to control in pitch, and if it's too far aft the tail surfaces may not be effective enough. Neither of these is a good thing.

Roll stability

Factors that affect lateral (roll) stability include (but are not limited to):

High wings – that's why many training aeroplanes have high wings;

Dihedral – the wingtips being higher than the roots, which many low-wing aeroplanes have;

Sweepback (This is not the main reason airliners have swept wings – that's more about delaying the onset of supersonic effects and reducing their severity, but since supersonic flight is uncommon at Northam, we'll leave that discussion out!)

Yaw stability

Some of the factors that affect directional (yaw) stability are:

The size of the fin;

The distance between the fin and the CG which, as for pitch stability, you can influence by loading the aeroplane properly;

Design features such as a sweptback leading edge of the fin, which increases the distance between the fin's centre of pressure and the CG. The Mooney has the opposite – a swept forward trailing edge so it's not too stable in yaw.

If you think about which aeroplane types have high wings or dihedral or big tails or fins, and the effects on stability, it's easier to understand why different types handle differently. For instance, PGL has a nice big fin, which makes it directionally stable, but it means that straightening it out when landing in a strong crosswind takes a Size 10 bootful of rudder, whereas Dave Kerr's Parrot, with a smaller fin and a much shorter distance between fin and CG, doesn't take as much effort to straighten it out.

The interaction between types of stability

Directional stability is good. It means it's easy to hold a heading. That's why a 172 has a big fin. It also explains the large sweptback fin on that magnificent piece of kit that the RAAF retired in 2010 – the F-111. If it was relatively easy for the pilot to hold a heading, that meant he and his colleague could devote more time to carrying out a mission, such as converting terrorists to heat and light.

Lateral stability, on the other hand, is good in moderation, but too much is a bad thing, because it makes an aeroplane too hard to turn. For this reason, most aeroplanes are more stable in yaw than in roll. Considering each type of stability in isolation, that's all good – easy to hold a heading and easy to turn.

The potential problem with directional being stronger than lateral stability is spiral instability. If you drop a wing and start to sideslip, directional stability tries to point the nose towards the relative airflow, which is now partly from the side. This means the aeroplane wants to yaw in the direction of the roll. Lateral stability, on the other hand, wants to pick the wing up and restore everything to normal. In most aeroplanes directional stability wins, which means a wing drop results not in the wing picking itself up, but in yaw, then more roll, more yaw, and eventually a spiral (or a spin if you're stalled). So when you're not trained and current on instruments and you fly into cloud, and a wing drops, the stronger directional stability will lead to a spiral dive, which on average will last the proverbial 178 seconds and get you on the nightly news for all the wrong reasons.

So out of all this, there's not a lot of actual flying advice. Make sure your centre of gravity is in limits, and don't fly at night or in cloud if you're not trained and current!

November/December 2019



NORTHAM AERO CLUB

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1	2	3
					Fly in Wongan Hills Wildflower Festival	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
		Fly in Royals Breakfast 8.30am				
25	26	27	28	29	30	1
2	3	4	5	6	7	8
						Father Xmas



**Seniors Recreation
Council of WA Inc.**

Have a Go Day

A LiveLighter Event

Wednesday 13th November 2019

Burswood Park 9.00am to 3.00pm, Great Eastern Highway

Free Activities and Information day for over 50's

Be Prepared to "Have a GO"

Featuring Activities, Clubs/Groups, Seniors & Commercial Agencies

For more information contact

Seniors Recreation Council of WA Inc.

08 9492 9773

www.srcwa.asn.au

Free tea, coffee & bottled water available all day

Food Vendors in attendance

FREE Shuttle Bus service from Burswood Train Station to Have a Go Day



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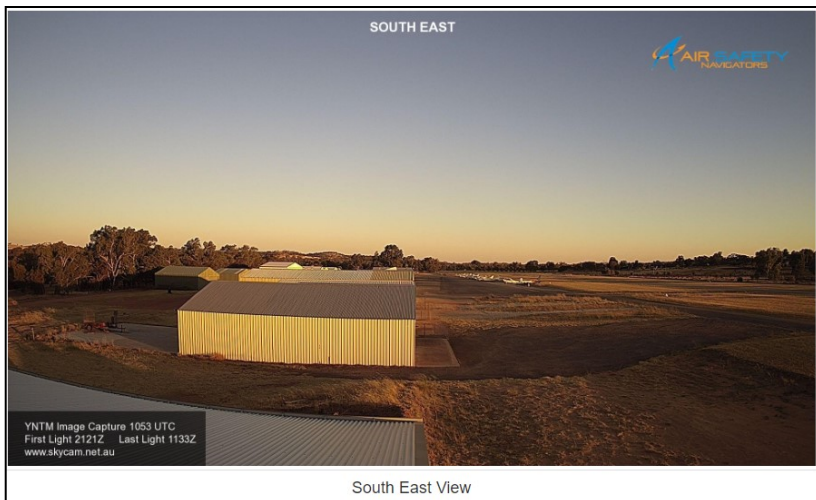


NORTHAM AIRPORT SKYCAM

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



Pick the Plane

See how many of these aircraft you can name!!



Last Months Answers

A. SR-71 Blackbird

B. Bell X-1

C. Lockheed F-104

D. F-16 Tomcat

E. Mustang P51-D

F. Gloster Meteor

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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- 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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