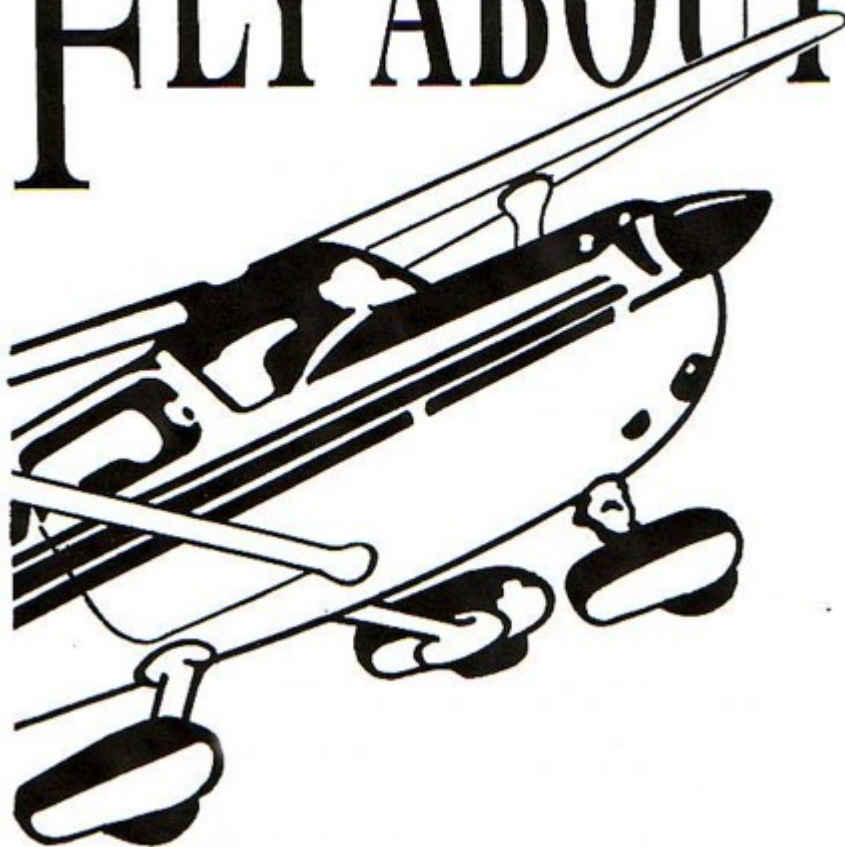


FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

POST OFFICE BOX 247 NORTHAM WA 6401

PRINT POST 100018823

Volume 48 Issue No. 12 December 2017



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Presidents Report

Merry Christmas and a Happy New Year.

We had a good turnout for our Christmas Luncheon on Sunday with 45 guests. It was great to see so many Members and their families enjoying the day. Thank you to all who attended and brought along a plate to share.

Santa arrived by Helicopter, thank you Claude for once again providing a spectacular arrival, and the children all received their gifts, even Matt.

Thank you once again to all for working together on the day to help spread the load, it does make it much easier when everyone contributes.



Hunter and Suzette's Joey having a much needed rest before Santa arrives.



Simon Wooding and Barry Bristow-Stagg

Happy Flying,

Errol

Voice heard over 124.2 near Northam:

_Traffic Northam, this is XYZ, 5 miles West, inbound, what is the runway in use?

Came the reply from our beloved Prez, Captain Crofty, flying his freshly repainted C172:

_Wind calm. You gain use 14 or 32. Over.

_Thank you. What is the longest?

Club Captains Report

Sunday 10th December was our monthly Flying Comp.

"H.M.A.S. NORTHAM"

Short Field Ops plus Strip Inspection etc.

Conditions -blustery crosswind ,Runway 32.

So this assured our many visitors had ringside seats
for Team NAC Pilots' antics and gyrations....

A line of flour 300 metres from start of "Piano Keys" marked the available take off distance/ "deck space".

Tasking: Short Field Take Off, standard circuit for a Strip Inspection, a second circuit for a Short Field landing on the "keys" and a Full Stop within the 300 metre deck space marked out Radio calls were judged also.

All Pilots flew well and flew safely, even though there were lots of thermals in the circuit to make life interesting, especially on Final!

Our many Visitors had some good entertainment as they waited for Heathers fantastic Christmas Lunch, Yummo.!

JUDGES: Radio: Matt and Lachie Price.

Runway: Sean and Makayla! Many thanks to our judges, you are pivotal to the successful smooth running of our Flying Comps here at Northam Airfield.

Congratulations to our First Place Competitor Adam Price, who gave a very polished display ,Second was Peter Hill, Third Ashley Smith, Fourth Trevor and Ben Sangston, Fifth Richard Maisey in his first TEAM NAC Comp, Sixth Ian Berry who could probably come first any time he cares to do all the radio calls the judges are looking to tick off on and so on etc Scoring was very closely grouped as usual,with radio calls the main factor in the finishing order. Airmanship displayed by all pilots was great.

Our next Flying Comp is in February, we always give January a miss, as most people are away / too hot etc.

I will send all TEAM NAC PILOTS a full and detailed Comp Sheet for our February 2018 Comp very soon, so can you please mark SUNDAY 11th FEBRUARY 2018 on your calendars and we will start 2018 Flying Comps with a brand new Comp....

"I.F.R. Northam" (I Follow Roads-- lots of them.)

THANK YOU TO ALL TEAM NAC PILOTS AND CREW.

Enjoy a safe Festive Season, have a Merry Christmas and a great New Year, Best Wishes,
Peter Hill Club Captain 0450415947.

Aircraft for Sale

· Mooney 20E

CSU Retractable Undercarriage

Engine:

126 hours since new

Lycoming IO-360-A1A 200HP

25 Nov 2024

Propeller

126 hours since new

HARTZELL HC-C2YK-1BF

27 Nov 2018

Other

AirFrame total hours 5187.2

Annual inspection due: 22 Mar 2018

For more information please contact Milton Brooks on

0414 763 347 or milt_brooks@hotmail.com



WANTED

Pictures, Stories, Tales, Adventures, Gossip.

In fact anything at all.

If you have a story to tell please send it to me and share it
with your fellow club members.

I am always on the lookout for items to share.

actools@bigpond.com

Maintenance Corner

With the unfortunate incident involving our club Aircraft this month I have taken this opportunity to give an insight into the process required to repair the aircraft back to its previous state. Once a thorough inspection of the airframe for damage is carried out the engine has to go through an inspection process known as a Bulk Strip.

Lycoming released Mandatory Service Bulletin (SB) 533C on the 18th of October 2016 which contains the Recommended Action for Sudden Engine Stoppage, Propeller/Rotor Strike or Loss of Propeller/Rotor Blade or Tip.

This Service Bulletin identifies propeller damage conditions and gives corrective action recommendations for aircraft engines that have had propeller damage as well as any of the following:

Separation of the propeller/rotor blade from the hub

Loss of a propeller or rotor blade tip

Sudden stoppage

Lycoming consider the following as a prop strike:

Any incident, whether or not the engine is operating, where repair of the propeller is necessary

Any incident during engine operation where the propeller has impact on a solid object. This incident includes propeller strikes against the ground. Although the propeller can continue to turn, damage to the engine can occur, possibly with progression to engine failure

Sudden RPM drop on impact to water, tall grass, or similar yielding medium where propeller damage does not usually occur.

A propeller strike can occur at taxi speeds and during touch-and-go operations with propeller tip ground contact. In addition, propeller strikes also include situations where an aircraft is stationary and a landing gear collapse occurs causing one or more blades to be bent, or where a hangar door (or other object) hits the propeller blade. These instances are considered cases of sudden engine stoppage because of potentially severe side loading on the crankshaft propeller flange, front bearing, and seal.

So now you know what is considered a prop strike here is what is involved with the inspection and repair of the engine.

The propeller is examined for the extent of damage and the condition is recorded. Generally the propeller is damaged beyond repair and replacement is the only option. Unfortunately Insurance companies will only cover the remaining life of the prop, so in PGLs case the prop only had about 340 hours before overhaul was required. The remaining cost of the prop will have to be paid for by the club.

The engine is then removed from the aircraft and disassembled for inspection. Parts like the crankcase, sump and accessory housings are cleaned of all coatings to allow for testing for cracks, especially around areas such as the mounts which attach the engine to the frame, and crankshaft bearing supports. This is done with a Fluorescent penetrant which is sprayed onto the surface and allowed to soak. After a short time the excess is removed and the part is examined under a Black light. Any cracks in the item will have absorbed the dye and will fluoresce under the black light.

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Cylinders, pistons and the upper valve train do not require attention during this inspection so are given a quick once over for obvious faults whilst removed and measured. In PGLs case the engine is only around 220hrs old so the cylinders and pistons will be refitted.

The crankshaft is inspected for what is known as run-out. It is supported on a solid and true surface and is rotated with a dial gauge measuring for any bend in the shaft. The flange where the Prop is bolted to is also measured. Based upon the accumulated engineering, technical, and historical data available, Lycoming engines prohibits straightening or grinding of bent crankshaft propeller flanges to restore maximum run-out specification. If the crankshaft propeller flange is bent, the crankshaft is replaced. All dimensions on bearing journals are measured to ensure they are within service limits.

The conrods which connect the crankshaft to the pistons are checked for parallelism and squareness and measured to service limits.

All internal steel parts are sent off for Magnetic Particle Inspection. These include the crankshaft, camshaft, conrods, piston pins, all gears and idler shafts, along with the oil pump impellers. This inspection uses a fluid which contains small particles which are magnetic. Current is passed through the part being tested whilst the fluid is flushed over it and even the smallest of cracks will seem to attract these particles as the magnetic field is disturbed.

The Magnetos will require overhaul which is usually carried out at the 500 hour mark and the Vacuum pump is replaced. Certain parts like the roller tappets which run on the camshaft cannot be reused and must be replaced with new.

If no cracks or faults are detected the engine is then reassembled. Conrod bolts are replaced and all new gaskets are fitted. The cylinders and pistons can be refitted back to their original position. The engine is given a new coat of paint and installed back into the aircraft. All accessories are refitted and the overhauled magnetos are fitted and timed to the engine. Baffles can be installed, fresh oil poured in and the engine is ready to go.

In PGLs case a new prop will be fitted and the engine is fired up and given a ground run. Once it's warmed up a full throttle run will confirm the engine is making the horsepower by achieving the advertised static RPM on the ground. After the ground run the engine is given a once over to ensure everything is still tight and there are no oil leaks. Cowls are fitted and the aircraft is ready to return to service.

Hopefully that gives you an understanding of what is involved after a prop strike. Don't forget if you think of anything you would like us to write about or have a question send us an email to

ian@northamairservices.com.au Trevor Sangston

TEAM NAC MACHINES WAIT FOR OUR PILOTS TO
SCRAMBLE OUT OF COMPETITION BRIEFING ROOM



Santa arrives from
the North Pole in
style !





Judges Matt and Lachie with
Dad Adam pre- briefing



Sean NAC Runway Judge
in his air conditioned
office



Trevor Sangston and family
and Adam Price and family with Mikayla



Kate, Sean and Lachie



Claude our helicopter pilot (inside) and
Santa arriving



Adam Price and his boys



BAR ROSTER 2017—2018

December		
2nd-3rd	-	Howie
9th-10th	-	Matt
16th-17th	-	Peter
23rd-24th	-	Closed
30th-31st		Closed

January		
6th-7th	-	Mick
13th-14th	-	Crofty
20th-21st	-	Howie
27th-28th	-	Matt

Bar Hours

Sat. 5pm—7 pm

Sun. 5pm—7pm

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

THE NORTHAM AERO CLUB (Inc.)
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WESTERN AUSTRALIA 6401

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NEXT CLUB COMPETITION

9am Sunday 11th February 2018

The Northam Aero Club

**Committee meeting will be held at the
club rooms**

Sunday 11th February 2018 at 12:00 noon