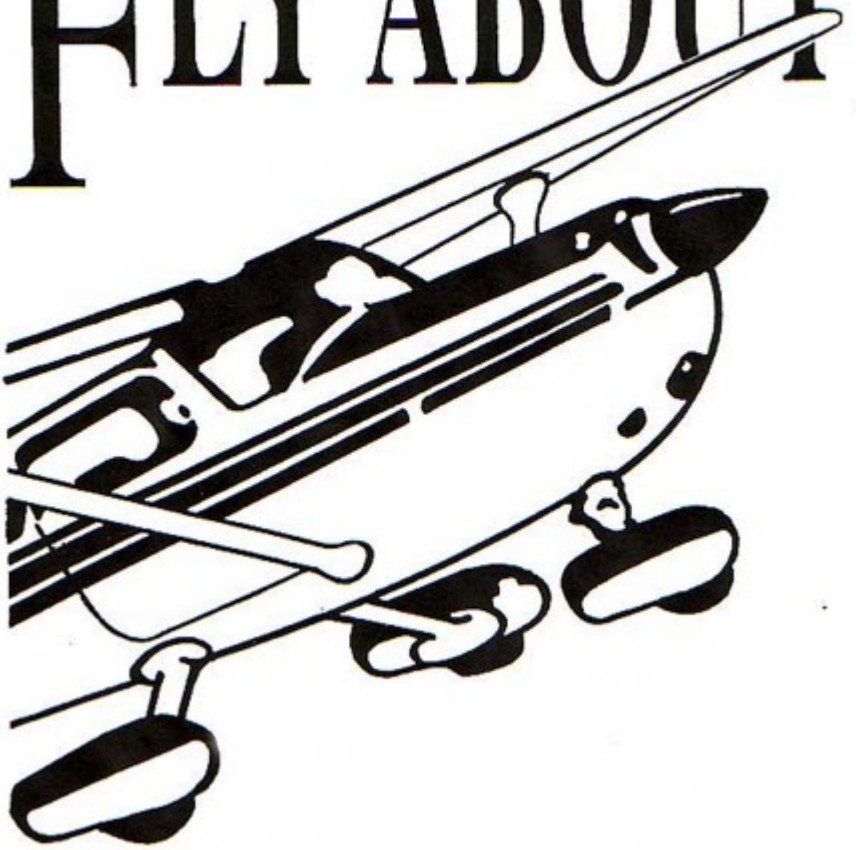
FLY ABOUT



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PRESIDENTS REPORT

Welcome to October's report.
This is going to be a busy month with WALAC upon us on Saturday 29th October. We still need a few more volunteer judges for the morning session of the flying competition, the more the merrier. Starting time is 7.30am, any help will be appreciated, if you are interested. Please let me know.

Two plane loads of people flew to Perenjori to see the wonderful display of wildflowers, orchids and Camel rock, see photos. I would like to thank our guides for the day, Patty and Rod, we all had a scrumptious meal at the local hotel, before flying home.
Patty and Rod are more than happy to advise us when the wildflowers are in full bloom next year so we can organise more planes for a fly-in.

Practice day for WALAC was set for October 8th but did not take place because of weather conditions. The WALAC Committee has advised us that there is no more time available for another practice day so practice where you can.

I was fortunate enough to be called in with Susy Marie, my C172, on Sunday 2nd October to look for a missing 83 year old male who went missing the previous Friday night. We were looking for a white tray top ute, we checked all the hotspots late on Sunday afternoon until we ran out of daylight. They were more than happy to have me back again searching by plane on Monday. After checking out more hotspots without success, I suggested we look outside the immediate search area and lo and behold we found him, he had run out of fuel in a paddock . Because he was carrying water with him and had stayed with his vehicle he was in a good condition and able to wave to us all. There were high fives all round inside the plane.

It reminded me of the time when Denis Beresford organised a Search and Rescue Flying Competition and we had to find Claude's helicopter, of course this one was on a much larger scale.
Anyone having spare Hangar space to rent just let me know as I am receiving phone enquiries regarding this subject.

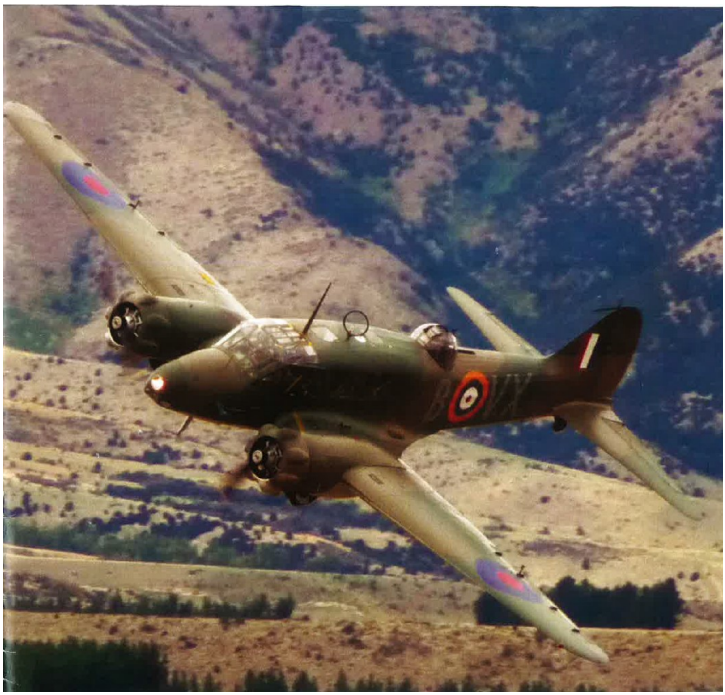
Hope to see you all on the 29th October 2016.

Cheers, Errol

Club Captains Report

Sunday 9th October at Northam Airfield was overcast at 3,500 ft. with a wind 240/15 at 3,000 ft.
This gave TEAM NAC Pilots some good practice at cross wind take offs and landings which every one handled very nicely!
Northam Aero Club included in our flying Comp Sunday 9th October a flyover of a Dedicated Memorial Site on Avro Anson Rd Mokine
relating to a wartime crash of Avro Anson W2262 from 68 Reserve Squadron based in Geraldton on maritime patrol/search and rescue duties etc.
The attached image is very much how W2262 would have looked in its final moments. 11.42 am 9th October 1942.
On a D/F excercise out of RAAF Pearce
W2262 tracked 111 degrees for approx 20 minutes,then on receipt of a bearing from No 1 D/F station Pearce
requested and was granted permission to make a "ZZ" approach--(ZERO visibility / ZERO ceiling) i.e. - Blind Flying....
and then turned sharply left onto a reciprocal;
It was during this steep turn the aircraft developed a descending sideslip and impacted rising ground in a left wing low attitude.

The four aircrew were thrown out and died instantly,W2262 came to rest against a substantial rock outcrop which became the site of the Dedicated Memorial.



Each year in October the Northam RSL branch holds a remembrance ceremony at this site.
Northam Aero Club aircrews incorporated a flyover of this site in the October Comp Sunday 9 th October.
We all enjoyed the Comp as usual.
All pilots were given a full Comp sheet for this sortie 30 days prior,so we all had plenty of time to read/ print off/
even fly a few practice runs to keep our eye in etc.
The Club aircraft is always available, so just book a time with Matt on 0407873700.

Our Visitors enjoyed the flying.
They also loved the Hospitality and lovely Morning Tea provided by the lovely ladies in the Clubrooms .
THANK YOU Marg,Beth and Kate.

Judges : Matt Bignell, and Preston Smith , a Founding Member -THANK YOU GENTS!

RESULTS: Equal First: Ashley Smith and Peter Hill.
Second: Trevor Sangston and his boys.
Third Dave and Marg .McFarlane.

NEXT Comp is Sunday 13th November 9am at Northam Airfield.

CROSS COUNTRY SORTIE with STRAIGHT IN APPROACH.

All are welcome , there are seats available in Club Aircraft.

Hope to see you at Northam Airfield 9 am Sunday 13th November!

Kind Regards, Peter Hill ,Club Captain Northam Aero Club 0450415947 prh@aurora.net.au

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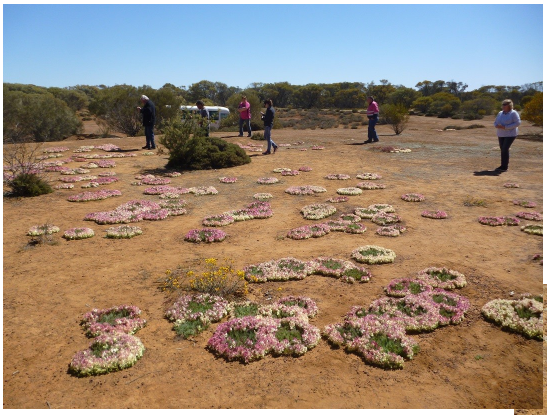
Perenjori Wildflower Tour

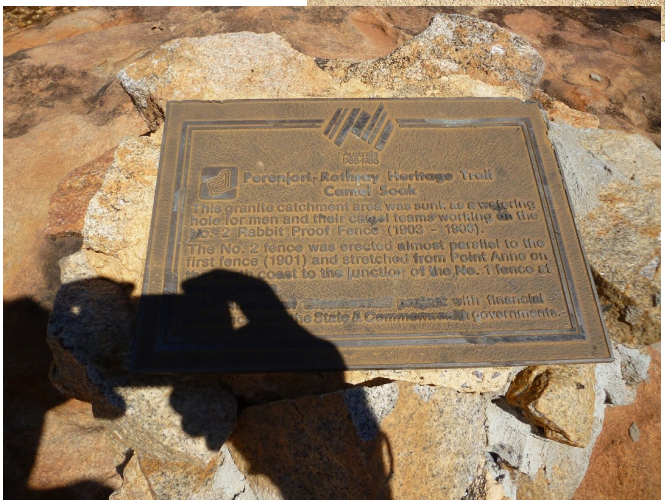


Wreath Flowers

Wreath flowers, are unique to one small area of Western Australia and nowhere else in the world.

A carpet of wildflowers

L-R: Patty, June, Rod, Errol, Gunther, Kim, Lyn and family Lawrence.



The Camel Soak

Background to Western Australian Light Aircraft Championships

The West Australian Light Aircraft Championships (WALAC) were started in the early 1980's by then Royal Aero Club instructor and aviation historian, Brian Hernan. Brian, in one of his secondary roles as Club Captain saw a need to not only unite the various clubs throughout our State with competitions, but to also produce home grown teams to compete in the National Championships (ALAC).

Based on the flying syllabus at the time, initially these competitions were aimed at improving skills for all levels of pilots, and included such events as Practice Forced Landing (PFL) - a simulated engine failure at two thousand five hundred feet with a 'glide' to land on a designated area, usually the Runway numbers, to gain maximum points. Also there was a Precision Circuit - this tested the skills of a pilot whilst flying a correct circuit, again with a spot landing on the numbers.

Expanding on this, Formation Flying - where teams of three participants would fly a figure eight course above ground judges and nominate four manoeuvres to be completed in a period of 30 minutes.

And Aerobatics, using sequences published by the Australian Aerobatic Club (AAC), for two categories of competitors - BASIC and CLUBMAN. One of the skills required for this competition is remaining inside the "BOX", an imaginary 1000m x 1000m piece of sky above the ground judges.

Both Formation and Aerobatics require a separate endorsement prior to competing. A novel competition or "Comp" as they are referred to by most, is Streamer Cutting. This involves flying to height and dropping a streamer from the aircraft, then follow it down in a series of sharp turns in order to 'cut' the streamer with the wings of the aircraft. While it may seem flippant in that the "Streamer" is a roll of toilet paper, this is quite a challenging comp for anyone and skill is needed to both follow the streamer as well as cut the darn thing!

WALAC was usually held at Jandakot airport, however, at the turn of the century, the airspace above Jandakot was becoming very busy, with changes to flying rules as well as increased jet traffic heading to Perth Airport so it was decided that a try out at Murrayfield near Mandurah was a good idea, this proved to be the case, the only disadvantages being the lack of Club facilities and the distance that some had to travel.

A makeshift Clubhouse was initiated and the Freeway extensions helped immensely so that in 2009 the ALAC's were held there with a very successful outcome.

WALAC - Western Australian Light Aircraft Championships

29th - 30th October 2016

NORTHAM AERODROME

Presented by the Royal Aero Club of Western Australia and in conjunction with the Northam Aero Club, please join us for the 2016 Western Australian Light Aircraft Championship.

FORMATION FLYING - AEROBATICS - PRACTICE FORCED LANDING - LOW LEVEL SPOT LANDING - STREAMER CUTTING

Stay tuned for further information and contact Royal Aero Club of WA Club Captain, Craig Hensley - 0439 528 733

I came across this AWB from 2014 in my search for some other information. I hope you find it an interesting read.

Australian Government
Civil Aviation Safety Authority

AIRWORTHINESS BULLETIN

Aircraft Washing

AWB 02-019 **Issue** : 2
Date : 17 December 2014

1. Applicability

All aircraft that undergo washing, cleaning and polishing.

2. Purpose

This Airworthiness Bulletin sets out to provide general guidance and warnings on the subject of aircraft washing and cleaning and also serves as a reminder that any work carried out on an aircraft, including washing and cleaning, is required to be in compliance with the aircraft's applicable manuals and other relevant product user instructions.

Regardless of whether aircraft washing/cleaning is listed in the maintenance schedule as a task requiring certification, or if the owner is cleaning his/her aircraft on the weekend, the basic principles for correct washing procedures remain the same: knowledge, training, experience with the aircraft type and compliance with the manufacturer's instructions are critical to the continued airworthiness and safe operation of the aircraft.

3. Background

Defect reports submitted to CASA over many years have identified damage occurring to undercarriage bearings and control surface hinge points where investigation into the defect revealed these bearings were not re-lubricated after washing. Through a combination of the resulting corrosion and excessive wear, this has led to failures of undercarriage torque links and various other movable pivot points.

As well as the lack of re-lubrication, in some instances, rod end bearings were found to have failed prematurely due to continual washing of the aircraft with heavy duty, solvent cleaning agents.

Additionally, there has been reports of the use of unapproved cleaning agents, such as truck wash, which have a high salt (sodium chloride) content and are intended for cleaning automotive vehicles (made from steel) as opposed to the typical aluminium aircraft structure.

Although it is desirable that aircraft be kept thoroughly clean of deposits containing contaminating substances such as oil, grease, dirt and other organic or foreign materials, it is even more important that the cleaning agents used should not add to the corrosion problem on aircraft.

4. Discussion

Aircraft cleaning should be a regular part of aircraft preventative maintenance and can be considered as an important part of an aircraft's **corrosion prevention & control program (CPCP)**.

Additionally, washing and detail cleaning of an aircraft will facilitate a more detailed visual inspection of the aircraft for owners, pilots and engineers. This is achieved by the removal of soils, grit and residue that can often hide potential problems on the aircraft such as degradation of seals and plastic components, 'working' rivets, loose fittings and fasteners, damage and wear on landing gear and flight control surfaces.

Cleaning agents work by removing soluble and insoluble soils from the surface being cleaned by dissolving, emulsifying or suspending soils in a solution. They can either be classified as light (such as synthetic detergents and soap), or heavy (such as solvents and emulsion type cleaning agents).

Solvent emulsion type cleaners (heavy cleaners) should be avoided for the washing of aircraft. However, on occasions, and in certain heavily soiled areas there may be a need for the use of these solvent type cleaners where the area is difficult to clean.

These heavy cleaners may carry health and environmental risks together with the possible risk of damaging parts of the aircraft such as composites, acrylics, fabrics, rubber and synthetic seal materials and even some two-pack paints if not washed-off thoroughly.

Heavy cleaners also contain solvents and corrosive ingredients that may cause damage to electrical wiring and terminations. They easily remove grease from inside of bushes, bearings and can damage rod end bearings and similar moveable fittings, potentially impacting the airworthiness of the aircraft.

Extra care should be taken to remove any traces of the heavy cleaners from the airframe after its use. Similarly, lubrication should be re-applied to all necessary areas that may have been exposed to the cleaning agent.

Covers and protective blanks

Many aircraft maintenance manuals or other manufacturers' instructions give details for the requirement to cover critical components, such as pitot-tubes, static vents, AOA sensors and other ports that need to be protected during the washing process. Often the aircraft will have its own fabric covers as well as intake and exhaust blanks to protect such areas. In some aircraft it will be necessary to seal off grills/vents and other apertures and/or the taping up of doors and emergency exits.

Caution: Always remove these covers and tape after washing. There has been many accidents/ incidents that have resulted from pitot/ static vents or other critical sensors being left covered when the aircraft has been released to service.

The Washing Process

The use of stiff bristled brushes is not recommended for use in aircraft washing. Aggressive rubbing, used in conjunction with abrasive brushes, will result in scratches on the aircraft surfaces. It will also force contaminants into difficult to remove areas and bearing surfaces.

Use of a hose with a low pressure or a fine spray nozzle is recommended during washing, rather than using a stream of high pressure water which can force the water, contaminants and detergents into joints and cavities that could lead to corrosion and other damage in unwanted areas.

It is recommended that washing takes place in an area protected from the sun so as to prevent the cleaning agent drying onto the surface. This can lead to streaking as well as residue and increase the further potential risk of corrosion.

All cleaners that are appropriate for use on aircraft should be able to be rinsed and neutralised from the surface. Washing aircraft from top to bottom is generally considered good practice.

For fabric covered and antique aircraft, it is generally recommended to use a 'dry washing' technique. This is where the cleaning agent can be applied by a spray bottle and swab which is then wiped clean with a dry cloth rather than risking 'saturating' the aircraft with water and detergent which could make its way into the internal aircraft structure.

Windows and Transparencies

For the cleaning of plastic surfaces and acrylic windows, it is important that the surface be initially rinsed with water in order to remove any salt deposits or any other water-soluble soil before the cleaning commences to avoid creating unwanted scratches.

Use only soft cleaning cloths with soap or mild detergent that are appropriate for use on windows and perspex. Many dry cloths, not designed for plastic materials, will cause unwanted scratches. Polishing minor scratched surfaces may be accomplished with an approved plastics polish and finally finished with an anti-static polish or cloth.

Particular care and detail should be taken with the task of windscreen/ windshield cleaning to avoid any damage, scratches and contamination that can cause visual distortion or undue sun glare for the pilot.

An FAA report titled, 'Natural Sunlight and its Association to Aviation Accidents: Frequency and Prevention' highlights the facts relating to the many accidents, over a 10 year period, that were associated with glare from natural sunlight. This includes those accidents that resulted from a 'compromised windscreen'. In several of the accidents, the glare effects were exacerbated due to neglected windscreens (dirty, scratched, crazing and pitted), which further scattered the sunlight. This report demonstrates the importance of aircraft windscreens to be cleaned thoroughly and correctly in the interests of safety.

Polishing

For bare, unpainted aluminium aircraft surfaces, some polishing is important to prevent corrosion and microbe build-up on the unpainted metal. After removing oxidation and/or microbe build up, apply the approved surface treatment to protect the metal from further environmental effects as advised by the manufacturer.

However, regardless of the surface finish, it is recommended that heavy polishing is not performed on any aircraft unless specified as a maintenance requirement by the manufacturer.

Incorrect or overuse of polish can have detrimental effects due to the polish, being abrasive, working its way into areas of hinges, bushes, lap joints, etc. and negatively impacting their normal operation. In order to prevent these problems, polishing activities should be limited to the use of only aircraft manufacturer approved products and procedures.

5. Recommendations

1. Use only cleaning products that have been specifically approved for use on aircraft.

2. Always comply with the details contained in the aircraft's Maintenance Manuals, Pilot's Operating Handbook (POH) as well as other applicable manufacturer's instructions or relevant product information.

3. Be aware that automotive and household products can cause damage to the airframe and components and that some household cleaners/detergents contain high levels of salt (sodium chloride) which is corrosive to aluminium.

4. Chlorinated solvents or detergents are NOT to be used to wash aircraft. Chloride can cause stress corrosion cracking in stainless steel and in some aluminium alloys. For these reasons, chloride based detergents, such as trichloroethylene, 111 trichloretan etc. are not to be used in the general purpose cleaning of aircraft.

5. The products and techniques used for cleaning the interior of an aircraft are also important. Due to the confined nature of interiors within the aircraft, only approved (generally non-flammable) cleaners should be used.

6. At the completion of aircraft washing all applicable fittings should be re-lubricated as necessary.

In summary:

Incorrect washing and cleaning procedures and the use of incorrect products not suitable for aluminium aircraft structure can cause damage to the aircraft and further contribute to problems of corrosion rather than being a method of corrosion control.

Washing aircraft to remove contaminants such as dirt, salt, and exhaust gas residue is important and good practice. However, excessive cleaning or the use of unapproved cleaning agents can 'wash out' lubricants and contribute to additional failures, particularly for those components with moving parts that are exposed directly to the washing process.

6. References

- Applicable Aircraft Maintenance/Service Manuals, Pilots Operating Handbooks.
- Applicable Product information, technical data sheets
- Applicable Aircraft Corrosion Control & Prevention Programs (CPCP)
- UK CAA CAP 562 – Book 2, Leaflet 12-10 Cleanliness of Aircraft.
- FAA Human Factors report, "Natural Sunlight and its Association to Aviation Accidents: Frequency and Prevention" May 2003.
- FAA Aviation Maintenance Technician Handbook FAA-H-8030-30, Chapter 6, Aircraft Cleaning and Corrosion Control.

7. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

Airworthiness and Engineering Standards Branch
Standards Division
Civil Aviation Safety Authority
GPO Box 2005, Canberra, ACT, 2601

Fly In

Ray Challen has a holiday house at Bremer Bay.

Weekend of 15th to 16th October 2016.

$30 per head overnight accommodation BYO bar

Lunch, dinner and breakfast provided

Three double bedrooms

4 single bunk beds

unlimited swag space

Beds allocated on a first come first served basis with couples having first call on double rooms.

Fuel: preference is that pilots are self sufficient with full tanks/jerry cans, but for those with aircraft of limited range we can provide pre-ordered avgas at a slight premium over Northam pump price.

Contact Ray Challen on 0408 321 262

NAC

NORTHAM AERO CLUB

BAR ROSTER 2016—2017

August		
6th-7th	-	Peter
13th-14th	-	Howie
20th-21st	-	Matt
27th-28th	-	Mick

November		
5st-6th	-	Howie
12th-13th	-	Dave
19th-20th	-	Matt
26th-27th	-	Mick

September		
3rd-4th	-	Crofty
10th-11th	-	Dave
17th-18th	-	Peter
24th-25th	-	Howie

December		
3rd-4th	-	Crofty
10th-11th	-	Dave
17th-18th	-	Peter
24th-25th	-	Closed
31st		Closed

October		
1st-2nd	-	Matt
8th-9th	-	Dave
15th-16th	-	Mick
22nd-23rd	-	Crofty
29th-30th		Peter

January		
1st	-	Closed
7th-8th	-	Dave
14th-15th	-	Howie
21st-22nd	-	Matt
28th-29th		Mick

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.)
PO Box 247 NORTHAM
WESTERN AUSTRALIA 6401

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NEXT CLUB COMPETITION

9am Sunday 13th November 2016

NEXT CLUB MEETING

The next Northam Aero Club Committee Meeting will be held at the club rooms on

Sunday 13th November 2016 at 1pm
