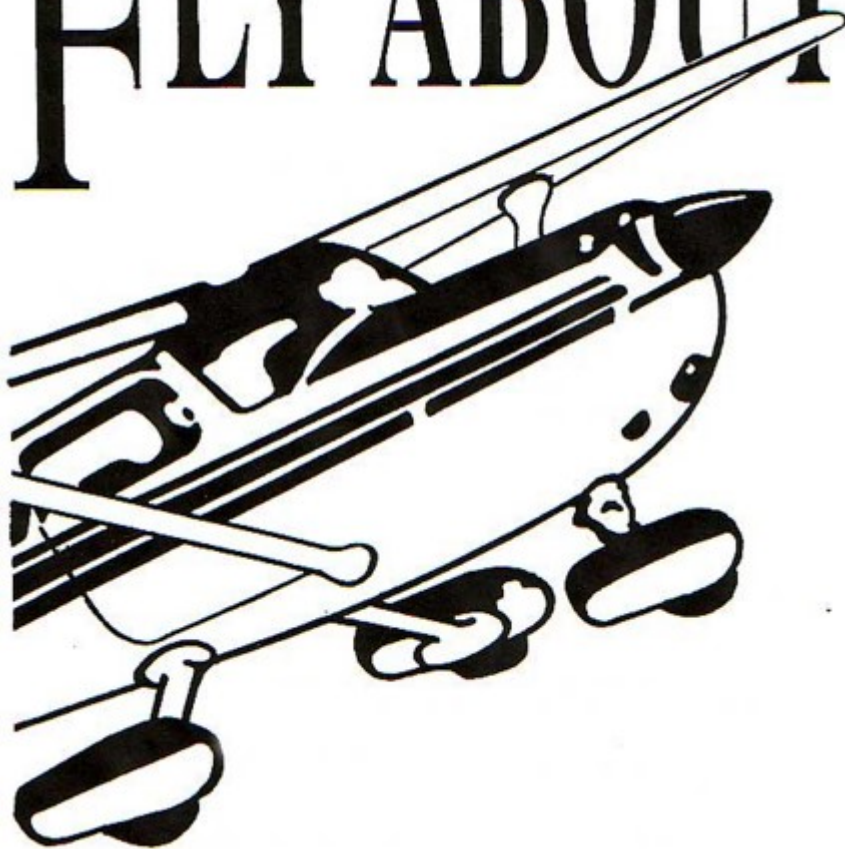


FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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Presidents Report

Northam Aero Club, once again, featured in World Wide news with Fedor Konukhov being successful in breaking the record for circumnavigation of the globe in a hot air balloon in record time and for achieving this on his first attempt. It shows what can be achieved here in Northam. I sincerely thank all those people that have made it possible and the support of the Shire of Northam that was given, it was fantastic. Thank you also to the volunteers that showed up when required, it was a credit to all, well done.

The AGM was held and I would like to thank the outgoing Committee, Ashley, Bob and Tony and would like to welcome the incoming Committee, Lila Tame, Dave Macfarlane and Sally Woods. PGL is back in the air and keen to take to the skies so feel free to book plane hire with Matt Bignell.

WALAC will be held at Northam Airfield on October 29th and we will be having a practice day here in Northam in October, date to be advised. 17 Volunteers are still needed for judging at the event, let me know if you are available.

I have noticed a couple of interesting events take place over the last few weeks. If you have ever had an aeroplane with bees taking refuge in the tail, it is not fun. I tried everything to remove the swarm of bees, sprayed them with fly spray, flew to Kalgoorlie, sprayed them again, put moth balls in the plane, flew to Northam. They enjoyed that very much, only to come out and swarm again when back on the ground in Northam.

I placed a bee box on the ground outside the tail but would they go into that? No way. I finally rid the bees by pushing an avgas soaked rag into the gaps of the tail and that seemed to finish them all off. No more bees, thank goodness. Lila from NAS says that it does happen from time to time.

Talking of Northam Air Services, they recently prepared and meticulously painted their floor of the main workshop only to have a certain French pilot walk through the newly finished paintwork oblivious to the fact that his footprints are now etched in history. No names mentioned of course, but his Helicopter is well known in the area.

I have had a few people enquire about a wildflower fly in to Morawa. We are still looking at dates to put together a trip, watch this space.

Safe flying and cheers,

Errol Croft
0428 880 149

Club Captains Report

August NAC FLYING COMP.

Was A mini cross country air trial with ground targets and mystery co-ordinate with Radio.
Sunday 14th August was an absolute pearler!

Ten pilots

and Seven different aircraft assembled at Northam for our monthly Flying Comp.

We all enjoyed the flying and had a great day.

The LADIES put on another delightful Morning Tea. THANK YOU LADIES....Marg,Megan,Beth.

Marg and Dave then put on a nice lunch as well!

Judges were Matt and Shaun THANK YOU JUDGES!

Scores were very close and so close that..

FIVE Pilots were equal First, Four equal Second etc. All pilots are very proficient and flew safely.

RESULTS

Equal First VH-CEU PA28-235 Dave McFarlane

VH-CEU PA28-235 Howie Pietersie

VH-CEU PA28-235 Ashley Smith

VH-BFC C152 Peter Hill

VH-PGL C172P Trevor Sangston

Trevor's First Comp ,well done!

Equal Second.19-7108 Zenith Bob Emery

VH-CBO RV6A Bo Hannington.

19-4046. Jabiru Ian Berry.

VH-PGL C172P Geoff Winsor.

Third VH-CBA MOONEY Milton Brooks.

NEXT COMP.,SUNDAY 11th SEPTEMBER 9 am NORTHAM AIRFIELD.

Circuit work - "H.M.A.S. NORTHAM"

All Pilots have a full Comp Sheet with 30 days to go let's get up there!

Do a few practice runs to get your eye in eh?

Until next time....

FLY THAT SKY!.

Peter Hill Club Captain 0450 415 947 prh@aurora.net.au

The Editors New Toy

The Editor has a new toy!!! I recently purchased yet another Piper Cherokee. This one has a 180 hp engine and apart from terminal corrosion in the main wing spars she is in great condition.

I have managed to locate a secondhand set of serviceable wings for her for a moderate price and hopefully will have her back in the air in the not too distant future.

She is VH-RXA and she has been safely dismantled and delivered back to Victoria for her surgery.

She was previously a WA aircraft living most of her recent life in the Kalgoorlie-Bolder area.

I have committed to flying her back to WA once she is repaired so I will make a point of visiting the club while I am there.



Left to Right:

Peter Hill, Trevor Sangston, Dave Gard, Dave McFarlane, Howie Pietersie, Ashley Smith,

Bo Hannington, Geoff Winsor, Milton Brooks, Ian Berry.



Merchandise – Northam Aero Club

Club Caps with logo –\$20
One size fits all

Club Shirts with name and club logo - \$35.00
Colours Blue with yellow trim or Red with blue trim
100% breathable polyester jersey knit, snag resistant
Knit collar with contrast tipping. Postage \$10.00 per order

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Womens sizes: 8 10 12 14 16 18 20 22 24



WEST AUSTRALIAN LIGHT AIRCRAFT CHAMPIONSHIPS

TO BE HELD

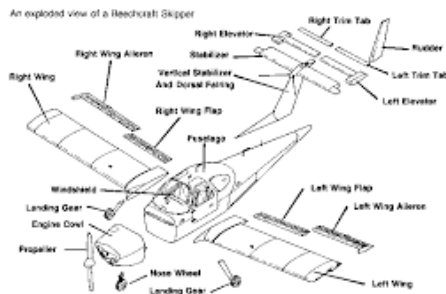
AT NORTHAM AIRFIELD SATURDAY 29TH OCT 2016

17 GROUND JUDGES REQUIRED

CALL ERROL 0428 880 149 OR MATT 0407 873 700

SABC 2016 Fly-In -FLY-MART

SABC will again be running the popular Fly-Mart at the SABC Fly-In on 25th September 2016, so if you have any aviation related parts you would like to sell or donate, please bring them along on the day, already priced, and give them to Allan Sammons, our Fly-Mart coordinator, together with your phone number.



Tip for looking after PGL's new engine

As you all know, PGL has just come back from a heart transplant and needs extra care during her recovery. Here are some tips from Mr Lycoming, who provided the new heart, and Roger and co. at Northam Air Services, who conducted the open-heart surgery. It's all about running with the best mixture, enabling the rings to seat properly and avoiding fouling the plugs.

Start and taxi

1. Don't over-prime. This may foul the plugs. Three primes, even on a cold day, is usually enough. If the aeroplane has just been flown, it may not need priming at all.
2. Set 1200 RPM for warm-up.
3. Once the temperature is in the green, lean to Best Power mixture:
 - a. Lean slowly until RPM reduces, then enrich the mixture until the engine runs smoothly ie. Normal leaning technique without an EGT gauge.
4. Set 1000 RPM.
5. After your run-ups, set 1200 RPM.
6. Check the mixture to make sure you still have Best Power.
7. Set 1000 RPM.
8. Set full rich for take-off.

Climb

1. Below 3000 ft, use full rich.
2. Above 3000 ft, lean for maximum RPM.
 - a. Lean slowly until RPM reduces, then enrich until the engine runs smoothly.
 - b. Turn the mixture knob and extra ½ turn after that.

Cruise

1. Lean for maximum RPM, as above.

The mixture-power curve

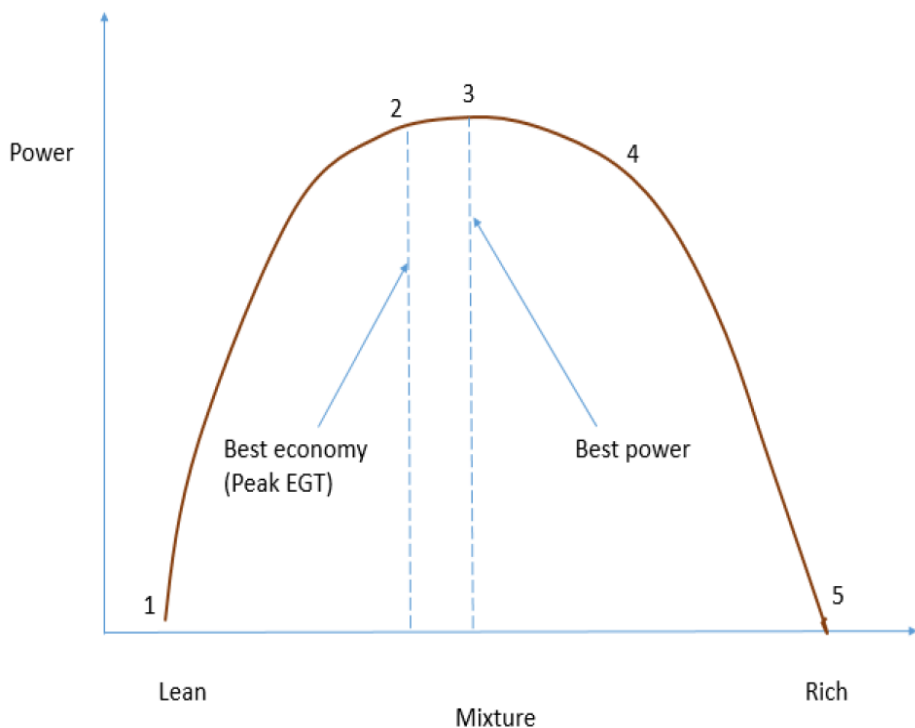
Just a bit of a refresher on mixture settings, which helps to explain some of Mr Lycoming's advice. This curve is a rough idea of the relationship between mixture setting and power output for a particular throttle setting. Some points of interest on the curve are:

1. Too lean to burn (about 1:20, or 1 kg of fuel to 20 kg of air): this is where you go when you move the mixture to idle cut-off.
2. Best economy (about 1:16). This is the chemically correct ratio, where there is exactly the right amount of air to burn the fuel. It's also peak EGT because there's no excess fuel to evaporate and cool the cylinders, and no excess to cool the exhaust gas.

This is what you set in a fuel-injected engine. The problem with a carburettor is that you don't have such precise control of the mixture strength in each cylinder, so if you set best economy then the leanest cylinder may be burning too lean. That's why you set the mixture a bit richer in an aircraft like PGL.

3. This is about 1:12 or 1:14, and it's what you're setting if you follow Mr Lycoming's advice above.

4. Full Rich is somewhere on the right-hand side of the curve. You set this for take-off so the excess fuel that isn't burnt will evaporate, which provides some cooling for the cylinders while you're using full power (maximum heating) and low speed (minimal air-cooling). The curve also explains why you get an RPM drop when you check the carby heat before take-off: you're putting warmer, thinner air into the cylinders, which means your mixture is getting richer, so you're sliding further down the right-hand side of the curve.
5. Too rich to burn, also known to the average punter as flooding the engine.



Oil

If you're topping up the oil during the first 25 hours, use ordinary mineral oil, not ashless dispersant oil. Ashless dispersant oils are the ones with W in the name eg. W100. The oil in the hanger at the moment is plain mineral oil. After the first 25 hours, if the oil consumption is stable, we'll go back to using W100.

Re-inserted due to some of the data being left out of the previous issue, (sorry Kevin).



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.)
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NEXT CLUB COMPETITION

9am Sunday 11th September 2016

NEXT CLUB MEETING

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

Sunday 11th September 2016 at 1pm
