

FLY ABOIT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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Presidents Report

Sorry all, that this edition of Fly About is late but for a good reason, we include our Annual Dinner Presentation.

Photos and write up of the night is included, it was a fantastic night with many dignitaries and special guests attending.

We had a big month with Aero Club being heavily involved in the successful launch of our Russian Balloonist friend Fedor in perfect weather conditions. The event was a huge attraction to Northam and was welcomed by the public. Fedor's team created a fabulous morning and made everyone feel a part of a very special event. Thanks to all those volunteers who donated their time for the once in a lifetime occasion.

PGL now has its new motor and is back in the air again. Please observe all the requirements that the new engine requires, not over revving, not allowing the oil level to get too low, not leaning the mixture too lean and allow the engine oil to warm up before takeoff.

We had some informative input regarding the purchase of a second aircraft, that RA are a lot cheaper to hire, that it could be a tail dragger or an aerobatic aircraft so keep the ideas coming.

Friday 29th July is our Annual General Meeting starting at 7.30pm.

Try to make it, we have all the positions filled for our Committee as required so an election will not be required. Bring a share plate and we can enjoy a good catch up at the end of the heavy lifting.

Big thanks to Heather for all the assistance in helping me with the catering for the early morning start at Fedor's launch, we served up a lot of sausages and onions at 4.00am to a bunch of dedicated spectators. We also had the pleasure of meeting Dick Smith, Don Cameron and John Wallington and will keep those memories forever.

Use that carby heat in this cold weather.

Cheers, Errol Croft
0429 880 149

Club Captains Report

Sunday 10th July dawned clear but pretty cold at Northam, but apart from a few clouds at 2,500 ft and 30 knot winds, still quite flyable, so TEAM NAC pilots gathered in our Flight Office for the briefing.

As usual, all Pilots were given the full Comp sheet a month ago so everyone was well prepared and familiar with the task at hand.

" TOODYAY RACES AND MURESK AG. COLLEGE"

A cross country air trial with Nominated Times and all Radio Calls.

All Pilots flew well, Radio scores were perfect as were waypoint markers identified, and Placings were decided by Nominated Times of each pilot compared to actual times "Wheels Off" to 'Wheels On'.

JUDGE: Mr Matt Bignell. THANK YOU MATT.

Also -another lovely morning tea by Kate and Gail! Thank You again!

RESULTS

First	VH-CEU	Pa28-235	Ashley Smith.
Second	VH-BFC	Cessna 152	Peter Hill.
Third	VH-CEU	Pa28-235	Howie Pietersie.
Fourth	VH-BFC	Cessna152	Ian Berry.

NEXT COMP IS SUNDAY 14th AUGUST.

"DEMPSTER STRIP / MURESK/MYSTERY CO-ORDINATE TARGET "

A mini cross country air trial .

Full details have been given to all pilots, so we all have 30 days to read/understand even fly a couple of practice sessions, as good a reason to fly as any, stay current and keep the circuit full eh?

CLUB CHAMPIONSHIP RESULTS 2015 / 2016 SEASON.

Sincere Congratulations to all Competitors for the Year!

FIRST	VH-BFC	Peter Hill	265 Points.
SECOND	VH-PGL	Ashley Smith	249 Points.
THIRD	VH-PGL	Dave McFarlane	214 Points.
FOURTH	VH-IVB	Ian Berry	213 Points.

NAC " ROOKIE OF THE YEAR"

Howie Pietersie with his lovely Cherokee 235 aircraft at Northam Airfield.

Howie won two flying comps in his first year and was placed in others.

This Flying Comp Season July 2015 to June 2016 has seen
12 different Pilots
10 different aircraft
join TEAM NAC in friendly competition at Northam Airfield.
Many Thanks to all Pilots and Crew,we look forward to another
successful season in the coming 12 months.

Many Thanks to our Judges at these Comps- your work is most
valued and appreciated.

To the Ladies of the Kitchen, THANK YOU- always fantastic morning
teas etc. -much appreciated !

So Until Next Time:
FLY THAT SKY!

Peter Hill Club Captain 0450415947 prh@aurora.net.au



Cessna 152 on late final at Northam



Cherokee on take off at Northam



Cessna 152 on Short Field take off YNTM

NAC FLYING COMP RESULTS 2015 / 2016 SEASON.

JULY 2015

First Peter Hill
Second Errol Croft
Equal Third Ashley Smith
Ian Berry.

AUGUST 2015

First Ashley Smith
Second Ian Berry
Equal Third Peter Hill
Geoff Winsor
Equal Fourth Errol Croft
Howie Pietersie
Fifth Dave McFarlane

SEPTEMBER 2015

Equal First Dave McFarlane
Bob Emery
Equal Second Errol Croft
Peter Hill
Equal Third Ian Berry
Ashley Smith

OCTOBER 2015

Equal First Howie Pietersie
Peter Hill
Second Ashley Smith
Third Geoff Winsor
Equal Fourth Dave McFarlane
Errol Croft
Fifth Ian Berry

NOVEMBER 2015	
Equal First	Errol Croft
	Peter Hill
	Howie Pietersie
	Bob Emery
Second	Ian Berry
Equal Third	Ashley Smith
	Dave McFarlane

DECEMBER 2015	
First	Ashley Smith
Second	Peter Hill
Third	Dave McFarlane
Fourth	Bob Emery
Fifth	Howie pietersie
Sixth	Gerry Pauley.

FEBRUARY 2016	
Equal First	Ray Challen
	Peter Hill
	Ashley Smith.
Equal Second	Dave McFarlane
	Errol Croft
Equal Third	Geoff Winsor
	Ian Berry.

MARCH 2016	
Equal First	Dave McFarlane
	Glen Millsteed
Equal Second	Geoff Winsor
	Peter Hill
Third	Ashley Smith
Fourth	Ian Berry
Fifth	Errol Croft

APRIL 2016	
First	Peter Hill
Second	Ashley Smith
Third	Howie Pietersie
Fourth	Dave McFarlane
Fifth	Ian Berry

MAY 2016	
Equal First	Dave McFarlane
	Peter Hill
Equal Second	Howie Pietersie
	Ashley Smith
Equal Third	Ian Berry
	Bob Emery

JUNE 2016	
First	Peter Hill
Second	Geoff Winsor
Third	Ashley Smith
Equal Fourth	Ian Berry
	Dave McFarlane
	Howie Pietersie

VALE – GEOFF GREEN

It is with sadness that we advise the recent passing of Geoff Green, a Life Member of the Northam Aero Club and foundation member of the WA Balloon & Airship Club. We extend our deepest sympathy to his wife Margaret and daughters Susan and Sarah.

At the age of 17 Geoff joined the Royal Air Force and began his affair with aviation. Geoff went on to become a Commercial Airline Pilot and spent many years with Cathay Pacific flying between Hong Kong and London. He had always been fascinated by the sight of hot air balloons in the sky when he was in the UK and it led him to do a course with Don Cameron of Cameron Balloons. After getting his licence, he then introduced ballooning to HK in 1974 and started the HK Balloon & Airship Club. He ordered the 1st Cathay balloon from Don Cameron off his own bat.

The HKBAC was soon followed by the WA Balloon & Airship Club which Geoff started in Northam in 1975, after being invited to fly the Cathay Balloon at an air show in Northam.

This was again the start of some great friendships and incredible adventures.

Some of the records he set were:

Geoff made the 1st free flight of a hot air balloon in HK.

He was the 1st man to fly a balloon over Mount Fuji in Japan in 1975 – notorious for its treacherous air currents.

In 1977 he broke both the British and World Altitude records in “Charlie” in the AX6 class of balloon, climbing to 30,500 feet.

In 1978 he broke both the British and World Altitude records in a one man balloon in “Sprite” in the AX4 & 5 class of balloons, where he climbed to 22,300 feet – and really put HK on the world balloonists map.

In 1980 he broke the World Distance record in “Sultan” balloon – a distance of 674.5 km, flying from Northam to Zanthus in WA with Clemo.

This culminated in Geoff’s prize achievement:

The Absolute World Long Distance Record, and he entered the Guinness Book of Records in the 1982 Edition.

These record breaking flights **all** took place from Northam.

Geoff was the first aviation based Life Member and had great influence on the Northam Aero Club, in lighter than air activities, but also in the regular flying competitions when he was in Northam. It was great to have his guidance as a Cathay Senior Check Captain for us younger pilots in those days.

We raised our glasses in a toast at the Annual Dinner in remembrance of Geoff Green and his memory will live on for all of us that were lucky enough to know him.

Thank you to both Sarah and Gren for their memories of a great man.

Annual Dinner 2016

Rain, laughter and lots of smiling faces were the order of the evening at our recent Annual Awards Dinner at the Northam Aero Club.

It was great to see Pearce Flying Club President Ian Hurst and Shirley Rowley when we arrived. They had driven up from Perth and ploughed through the pouring rain to get to our big event. The President of Royals Aero Club Andrew Eldridge also made the journey and in total we had 9 Members of RACWA in attendance, it is always great to catch up with our city cousins.

Over the next hour the numbers grew with a total of 20 people driving through the torrents from Perth and making it through our doors successfully. We had another 26 locals in attendance swelling our numbers to a very respectable 46 Members.

The Honourable Mia Davies arrived after leaving the NRL match at NIB to be in time for the start of our Dinner. I seized an opportunity to congratulate her on the new challenges she has taken on in her role as Minister for Water and she gave me a bit of an insight into what is involved. Thank you Mia.

Cr. Steve Pollard and his lovely wife Kathy, together with our MC of the evening Mr Craig Hensley and wife Lori kept our President Errol Croft busy on the Official table. Mr Don Cameron from Cameron Balloons of England was also in attendance and thanked the Northam Aero Club for the assistance and hospitality he has received. Don is behind the construction of the hot air balloon for Fedor Konyukhov who is currently tracking his way successfully around the globe and was the manufacturer of Steve Fosset's balloon all those years ago. He is recognised as the leading hot air balloon manufacturer in the world. Don reminded us all of how important friendships and relationships within Aero Clubs is to Members, like minded souls with a common goal, to enjoy aviation activity.

Michael Clements on behalf of his father Adrian Clements presented The Clubman award to Matt Bignell for the extra ordinary duties he has taken on over the past twelve months and the amount of work he has performed within the Northam Aero Club. As Safety Officer he can be called out at all hours day and night to attend to airfield issues that arise.

Cr. Steven Pollard presented the Club Champion trophy to Peter Hill and 25 year awards were presented to Jeff Stewart and Ray Howell by Life Member Robyn Stewart.

Ian Berry was presented with a rather special trophy to commemorate his 50 years of flying. Congratulations to all.

Northam Lions Club handled the bar duties while we all took a night off and enjoyed ordering from the other side of the bar. Thank you to the Federals Football Club of Northam for the catering and the splendid food that was on offer.

The only questions left at the end of the evening were.

Who stepped in the biggest puddle at the end of the night?

What happened to the rest of the Old Codger Port?

Where is the ice cream?











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

Order Form

Full Name

Postal Address

.....Phone:

Male/ Female	Size	Name on Shirt

Mens sizes: S M L XL 2XL 3XL 5XL

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

Adventurer Fedor Konyukhov launches from Northam



Dick Smith, John Wallington and his wife the night before the launch when Dick had just flown in from Bankstown, NSW.









Russian adventurer Fedor Konyukhov took off from Northam in a bid to break the world record for a solo hot air balloon flight around the globe.

Fedor Konyukhov, 65, is hoping to beat Steve Fossett's 2002 record of 13 days.

About 30 volunteers from Northam helped lay out the balloon on Monday and Mr. Konyukhov's team began filling it (his balloon) with helium about midnight in readiness for the launch.

Adventurer and friend Dick Smith, was at Northam for the launch,



BAR ROSTER 2015—2016

FEBRUARY		
6th-7th	-	Matt
13th-14th	-	Ashley
20th-21st	-	Howie
27th-28th	-	Peter

MAY		
1st	-	Ashley
7th-8th	-	Howie
14th-15th	-	Peter
21st-22nd	-	Crofty
28th-29th		Gail

MARCH		
5th-6th	-	Crofty
12th-13th	-	Gail
19th-20th	-	Matt
26st-27th	-	Ashley

JUNE		
4th-5th	-	Matt
11th-12th	-	Ashley
18th-19th	-	Howie
25th-26st	-	Peter

APRIL		
2nd-3rd	-	Howie
9th-10th	-	Crofty
16th-17th	-	Gail
23rd-24th	-	Matt
30th		Ashley

JULY		
2nd-3rd	-	Crofty
9th-10th	-	Gail
16th-17th	-	Matt
23rd-24th	-	Ashley
30th-31st		Howie

Bar Hours

Sat. 5pm—7 pm

Sun. 5pm—7pm

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

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

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.

Set 1200 RPM for warm-up.

Once the temperature is in the green, lean to Best Power mixture:

Lean slowly until RPM reduces, then enrich the mixture until the engine runs smoothly ie. Normal leaning technique without an EGT gauge.

Set 1000 RPM.

After your run-ups, set 1200 RPM.

Check the mixture to make sure you still have Best Power.

Set 1000 RPM.

Set full rich for take-off.

Climb

Below 3000 ft, use full rich.

Above 3000 ft, lean for maximum RPM.

Lean slowly until RPM reduces, then enrich until the engine runs smoothly.

Turn the mixture knob and extra $\frac{1}{2}$ turn after that.

Cruise

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:

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.

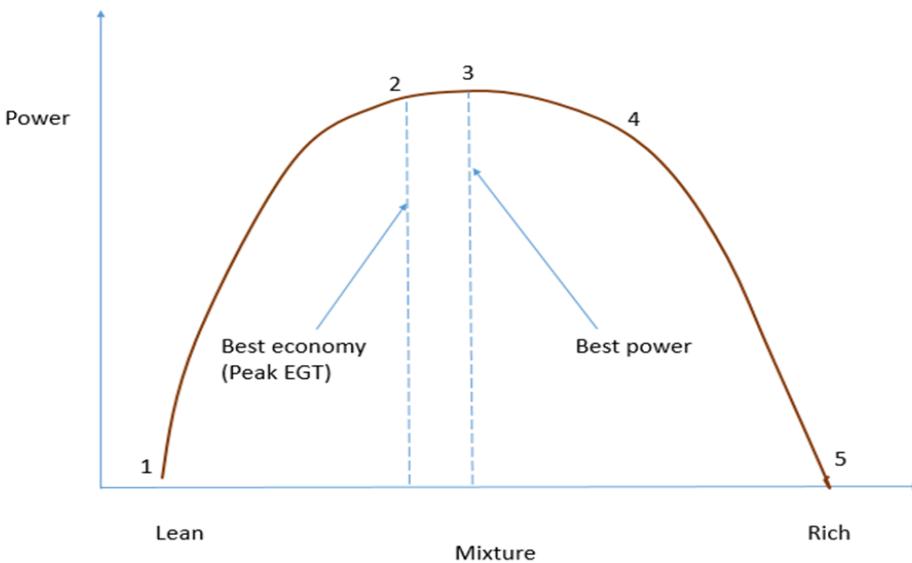
Best economy (about 1:16). This is the chemically correct ratio, where there is exactly the right amount of air to burn the fuel. It's also peak EGT because there's no excess fuel to evaporate and cool the cylinders, and no excess to cool the exhaust gas.

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.

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

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.

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.

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NEXT CLUB COMPETITION

9am Sunday 14th August 2016

NEXT CLUB MEETING

The next Northam Aero Club Committee Meeting
will be held at the club rooms on
Sunday 14th August 2016 at 12.00 noon
