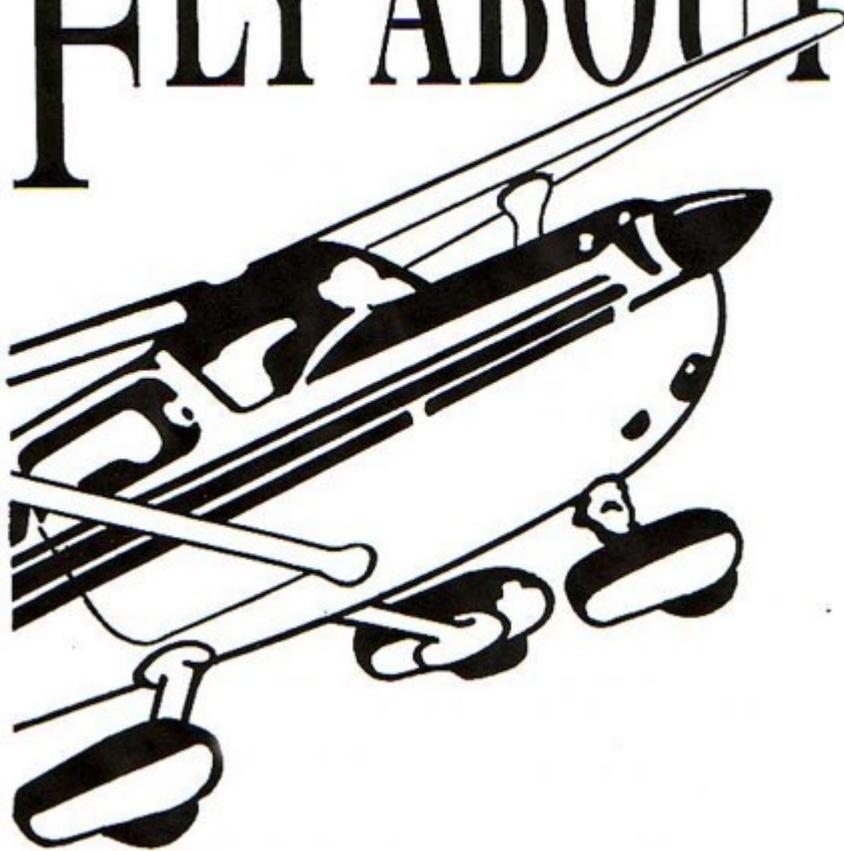


FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

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Presidents Report

Welcome all to the New Year. I hope you all had a Merry Christmas and Happy New Year.

Heather and I flew to the Gold Coast for Christmas and I can assure you it is not only small planes that get thrown around in turbulent weather. At 39,000 ft it became that bumpy the pilots had to switch the seatbelt sign on for about 15 minutes.

PGL unfortunately had a slight accident with a Prop striking the ground and was out of service for a few weeks. Many thanks to the boys at Northam Air Services for giving it priority and did a fantastic job getting it back in the air for us. Thanks guys.

Any flying pilots landing at Northam will have noticed the Airstrip markings have been repainted and look great from the air. Our thanks go to the Northam Shire. The bar is back up and running after the formal closing for Christmas so feel more than welcome to come down and tell some flying stories along with a beer or 2 of course. Remember to tie down the planes during summer as those willy willies will come from nowhere and flip over a plane.

Cheers again,

Errol

Club Captains Report

Congratulations to the 14 Great Pilots and Crews who joined TEAM NAC in the first six Flying Comps July to December 2017!

Also, by now ASHLEY SMITH has completed his Night Rating and is to be congratulated on this - so now he is probably the best Pilot on TEAM NAC, he is leading point scorer year to date with the rest of the boys close behind him.

NEXT CLUB FLYING COMP IS SUNDAY 11 th FEBRUARY 2018.

A brand new Comp. I.F.R. (I Follow Roads -lots of them) 9 changes of course with just as many ground targets and a straight in approach to complete your enjoyment of a nice little fly about the 5 mile circumference of Northam Airfield. All TEAM NAC PILOTS will receive a fully detailed map and Comp sheet including Radio Calls etc. 30 days prior as usual, so this gives all pilots 30 days to go and fly a few practice runs, as good a reason as any to go for a fly eh?

MARCH 2018 Comp is WONGAN HILLS SORTIE
Cross Country with Circuit Work on arrival.

APRIL 2018 Comp is TIMED CIRCUITS -not a race, each Pilot nominates his own time "Wheels Off to Wheels On", so good for brushing up on the finer points around the circuit.

MAY 2018 Comp is LOCAL CROSS COUNTRY AIR TRIAL. With lots of work for Observer / Co-Pilot etc.

JUNE 2018 Comp is CIRCUIT WORK.--Standard Circuit with Strip Inspection, a second Circuit with Flapless approach and touch and Go, and a final Circuit with simulated engine failure / glide approach from either abeam threshold downwind or over the threshold at circuit height
1000 agl...

I would like to thank Club Management and all TEAM NAC Pilots and Crew for the good flying we have enjoyed in 2017, and our Lovely Ladies for the really scrumptious Morning Tea Regime on Comp days, not forgetting our hard working Judges on Comp days, VIPs all.....and that includes a certain Unsung Hero by the name of MARTIN, our hardworking Editor of the Club Magazine!

We all anticipate lots more good Flying and Camaraderie at Northam Aero Club in 2018, so until our next Flying Comp Sunday 11th February...

Many Thanks, and stay safe, Kind Regards, Peter Hill ,Club Captain NAC

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

Hi Aviators and Enthusiasts, for this month's article we have decided to explore the Maintenance Release.

Considered an extract of the aircraft's log book, the maintenance release (MR) is a very important document and it forms part of the aircraft's permanent maintenance and flight history, once expired it should be kept with the aircrafts logbooks for the life of the aircraft.

In this article I will attempt to explain various things we notice as the humble mechanics, and other items that are commonly overlooked.

Firstly The MR is broken into three parts:

Part one contains the total time of the aircraft (TTIS) at MR issue, the MR expiry date and TTIS, the aircraft's operational category and it lists the required maintenance through the valid period of the MR.

Part two is a section for recording unexpected in service maintenance and defects.

Part three is for signing for daily inspections, recording daily TTIS and landings and it is also a very handy place to record daily oil uplifts.

For reference I have included a copy of VH-PGL's current MR below.



Australian Government
Civil Aviation Safety Authority

Maintenance Release
Civil Aviation Regulation 43

A 217601

Part 1

EXPIRES
 02/11/18 OR 13221.3

Aircraft Type C172P VH-PGL

This Maintenance Release has been issued by virtue of Regulation 43(7) (a) of the Civil Aviation Regulations and except where it ceases to be in force by virtue of Regulation 45 or Regulation 47 of the Civil Aviation Regulations shall remain in force until the expiry date or aircraft time in service shown **whichever is the earlier.**

Issued by NOETUM AIR SERVICES	Aircraft total time in service at issue 13121.3	Time 1230	Date 02.11.17	Place NOETUM
Signed <i>[Signature]</i>	AME licence/authority no. 544408	<input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR Night <input type="checkbox"/> VFR Day	Operational Category CHARTER	

Maintenance requirements - The following maintenance, in addition to daily inspections, is required to be carried out on the aircraft during the period for which this Maintenance Release is expressed to remain in force, in order to comply with requirements or conditions imposed under the Civil Aviation Regulations.

Schedules/System of Maintenance applicable to this aircraft: Log book statement

Item no.	Maintenance required	Due at date/ Aircraft TTIS	Complied with, entered & certified in Log Book or Part 2 of MR	Date
1	Record oil uplifts	DAILY		
2	50w oil + filter	2012-1 <small>trchro</small>		
3	100h + Ad. insp spec 200	2062.1		
4	Operation 27	13.04.18		
5	FAO 100.5 ASI Fuel calibration	10.6.18		
6	CAO 100.5 Alt, Eng Pitot, static, transducer	31.05.18		
7	Fire ext yearly insp	13.04.18		
8	Fire ext Systemly	01.08.18		

Item no.	Endorsements	Date, signature and licence no.	Item no.	Clearing endorsements	Clearing signature, licence/authority no. and date
1	Aircraft suffered landing accident - main beam propeller	15/11/17 <i>ett 54408</i>	2	Aircraft heavy landing inspection carried, nose wheel strut repaired, Propeller replaced with new, engine Propeller inspection carried in accordance with 15533, valve pins replaced, AIT-DrOP Strike inspection carried, Magnets replaced N/A 54408 15/11/17	<i>ett 54408 15/11/17</i>
2	Slight fuel leak LH fuel tank Drain	15/3357 <i>ett 54408</i> 5/1/18			

A signature in Part 2 of this Maintenance Release certifying for the completion of maintenance shall constitute a certification required by Civil Aviation Regulation 42ZE.

DAILY INSPECTION CERTIFICATIONS AND AIRCRAFT TIME-IN-SERVICE

Date	Daily Inspection Certification (Pilot, LAME, MA)		Aircraft Time in Service				Cycle Totals, e.g. Landing/Start Pressurisation	
	Signature	Licence no.	Flight Time		Progressive Total		L	
			Hrs	Min	Hrs	Min		
	Brought Forward:		1962	1				
2/11	A Smith	535537	0	7	1962	8	6	0/0
4/11	H. Kolar	535537	1	5	1964	3	11	6
5/11	P. DUNN	557404	0	3	1964	9		
11/11	Kolar	535537	1	3	1966	2	12	6
12/11	Kolar	535537	4	5	1970	7	12	6
19/11	Kolar	535537			1972	3		6
19/12	BISHOP	54408	24		1972	8	2	--
20/12	SULLIVAN	419600	1	8	1974	6	2	
21/12	SULLIVAN	419600	1	5	1976	1	1	
22/12	SULLIVAN	419600	1	1	1977		3	
22/12			2	0	1979		3	
29/12	RILEY	191357	1	8	1981	5	3	
31/12		557404	1	3	1982	8	2	
5/1	<i>ett 54408</i>	103387						

A signature in Part 3 of this Maintenance Release certifying for the completion of maintenance shall constitute a certification required by Civil Aviation Regulation 42ZE.

Before flight the MR Part one should be checked for any required maintenance that may be due. Generally the due times are recorded as total time in service but as you will see items 2 and 3 have been recorded as tacho time. This can be a trap if the tacho and total times are very similar, but in this case it is easy to see.

We also need to check that the MR is still valid via date and total time in service. This can be hard to see approaching because the Part three hours have been recorded as tacho and the expiry hours are TTIS, but with some simple maths you will know.

It is okay to record the hours in Part three, tallying up from zero so you can see how many hours since the MR was issued but this makes it hard to see when maintenance is due.

There is one more thing to check on part one and that is the Maintenance schedule. This is very important because it tells you what the maintenance schedule is, and therefore determines the daily inspection requirements.

Many people assume the daily inspection is in the flight manual but this is not always the case. On many MR's it will say 'Log book statement' this means that the log book statement contains the maintenance plan for the aircraft. In PGL's case the log book statement, states that daily and periodic inspections are in accordance with Schedule 5. Schedule 5 is CASA's generic schedule. So when you sign Part three after you completed your daily inspections you are signing that you have inspected the aircraft in accordance with the CASA schedule 5 inspection and any other daily requirements listed on Part one. (Hands up who noticed item 1 on Part one of the MR?)

Item 1 requires daily recording of the amount of oil uplifts, this is a requirement of AD/ENG/4 appendix A. This is one of the parameters used to monitor the ongoing health of the engine. As it is part of an Airworthiness Directive, if it is not recorded somewhere we technically cannot issue the next MR until we have that info!!!

That pretty well wraps up Part 1 and 3 now let's take a look at part 2. Part 2 as mentioned previously is for recording in service defects and maintenance. It is very important to check part 2 before flight as there may be an endorsement that makes the aircraft un-airworthy. (Please remember that it is the defect in aircraft, not the endorsement that makes the aircraft un-airworthy. The endorsing pilot is merely officially reporting the issue).

So if the aircraft has an issue such as a Propstrike or a blown nav light. It should be entered into part 2 as an endorsement. This is to alert the next pilot of any known issues so they can determine if the aircraft is safe to fly. It is the pilot in command of that flight who is responsible to endorse the MR.

Imagine if you had a Propstrike, didn't endorse the MR and the next person that came along didn't notice the slight bend in the propeller and flew it. Your endorsement is all about safety.

This is worst case scenario, but what about the blown Nav light example. The next pilot may determine that it is okay for a day VFR flight but not night VFR, at least they are aware of the issue and can determine the serviceability of the aircraft for the required operation.

There is one other use for Part 2, Remember the in-service maintenance requirements listed on Part one. When these items are complied with they are signed off on Part one. However the signature in this column on Part one means you have certified for the maintenance in the log books or Part 2 of the MR. So for example if you do the 50hrly oil change you must sign on Part one and certify for the 50hly in either the log books or Part 2 of the MR. Hence one of the reasons why the MR forms part of the permanent maintenance history of the aircraft.

So.....who can tell me if PGL is serviceable after the last endorsement? (item 2 on Part 2)

Happy flying for 2018 and remember to keep the blue up and the brown down (unless you're doing Aero's of course.)

If you wish to know about any aspect of maintenance please send us your idea to ian@northamairservices.com.au



For some time now I have been wondering how to keep my new Part 61 license neat and tidy!!

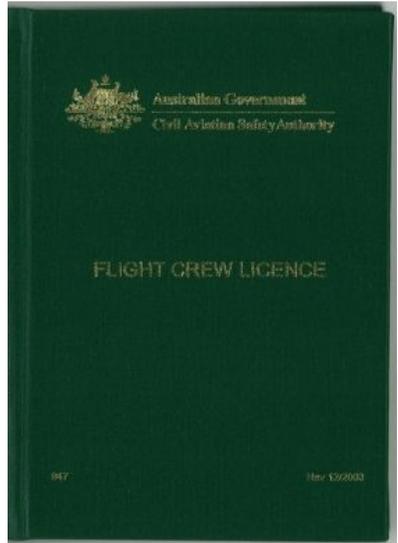
I mean after all we pilots have plenty of room to store multiple A4 pages sent to us by a caring and sharing CASA!

Well I think I have found a solution, these A6 folders are available from:

<http://www.pilotshopwa.com.au/store/index.php?act=viewProd&productId=625>

They will neatly hold all of the separated pages of the Part 61 license and your medical

Price: \$25.00



Hangar Space Available

Hangar Site 34

'The Budgie'

Available for rent is space

for one small and one medium aircraft

If you are interested please contact:

David Lawrence on

0895741489

Or

David Kerr at

davedragon68@gmail.com



BAR ROSTER 2017—2018

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.)
PO Box 247 NORTHAM*

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PRINT POST APPROVED PPN: 100018823*

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