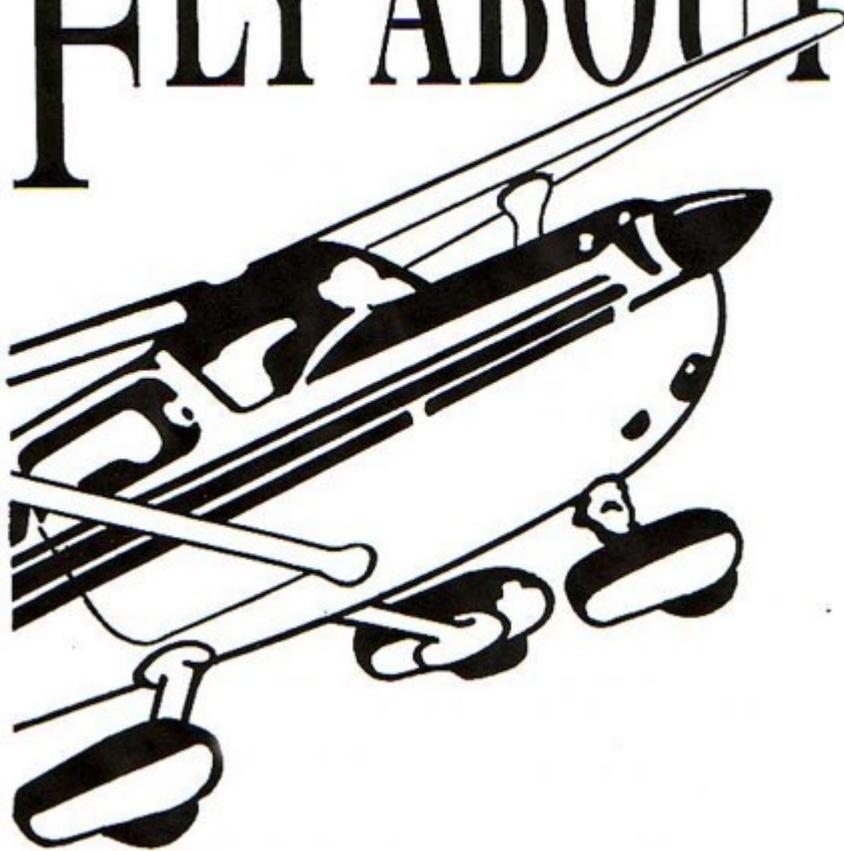


# FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)

POST OFFICE BOX 247 NORTHAM WA 6401

PRINT POST 100018823

Volume 49 Issue No. 3 March 2018



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## **Presidents Report**

Welcome all to Autumn.

The flying is still enjoyable but just a little bumpy.

The flying comp this month was held on the Dowerin Airstrip. This is not only a gravel strip but also an incline which is different to normal strips. Great to practice on. A good number of planes and spectators showed up, followed by a lunch at the Dowerin Pub. The comp and the day was well organised by Peter Hill and Bob Carr. Well done guys. Steve at the pub was kept busy but did not complain. Bob Carr advertised the event in the local paper and I was approached during the week leading up to the Fly in and encouraged those that wanted to have a flight to come out. That they did and those locals that went up could not get over the number of Salt Lakes around the area. Most of them are local farmers. Two of the women were very sceptical about flying but once up and looking around the countryside they soon relaxed and enjoyed the flight.

Our Instructors are busy with one pilot ready to complete his CPL and another ready to do his PPL. PGL is clocking up the hours which is fantastic.

The 50 year celebrations are moving forward with names of old Members, photos or information is still required and if you have any of these please contact Claude, Matt or Gren.

Thats about it, remember don't fly into Cumulonimbus (Cb) cloud and be sure tie down your plane as willy willies are around.

Cheers, Errol

## Club Captains Report

Sunday 11 th MARCH was our Monthly Flying Comp. - "DOWERIN SORTIE".

A CROSS COUNTRY AIR TRIAL via GOOMALLING to DOWERIN AIRFIELD. Numerous ground targets en route kept Aircrew busy and all Pilots put on a good show for the Dowerin crowd with two circuits each plus landing performance and radio call procedures in the mix.

Many guests were given complimentary flights over the town by NAC Pilots, many thanks to them, especially Errol and Ashley.

This very successful exercise was put together in a wonderful way by new member Bob Carr, Thank you Bob for your considerable input, your enthusiasm is greatly valued and appreciated!

The crosswind at Dowerin was quite strong ,but flyable, and the turnout of Dowerin people was considerable at the Airfield, plus quite a few supporters from Northam drove up to Dowerin also.

We all adjourned to the Dowerin Hotel for a nice lunch and the local publican Steve Parkin was smiling lots, he has not seen a full house often, his best Sunday ever he said -- we would endorse Steve and Sheree to any one visiting Dowerin, drop in for some good food and good hospitality at the Dowerin Hotel ....

All TEAM NAC pilots had full Comp Sheets 30 days prior as usual,so ample time to read/print off /understand /fly some practice runs.

Results -- Our Best Pilot ,who shall remain anonymous, should have won with a perfect score, but somehow wrote down that Dowerin windsock is white! so dropped 10 points. As usual all Pilots flew well and scores were very close to each other.

Coming First ,much to his surprise was Peter Hill in his c152 with 126 points, Second was the intrepid Trevor Sangston flying a Victa Airtourer with 123 points out of a possible 130,and Third was Ashley Smith in Howie's PA28-235 with 120 points out of a possible 130 points, Fourth Milton Brookes in his Mooney, and Adam Price in his Maule235 wisely conceded that crosswind limits for his tail dragger meant he left his Maule 235 in the hangar and crewed with one of the other Pilots for the trip.

JUDGES: ("we were entertained, flying was fascinating" .)

Radio: Kim Lawrence

Runway: Bob Carr,James Hill.

Thank you, your work is greatly valued! Sincere congratulations to all Competitors !

NEXT NAC FLYING COMP :

SUNDAY 8th April 9 a.m. start Northam . " Two Circuits, timed"

Each Pilot nominates his own time, so not a race, just a nice little Comp around Northam Circuit.

All NAC Pilots have the full APRIL Comp sheet with 30 days to go, so plenty of time to tidy up our Circuit procedures by FLYING a couple of PRACTICE runs next 4 weeks.

All Members welcome, refreshments provided, and seats available in Club Aircraft for Members who would like to fly with TEAM NAC.

Hope to see you Sunday 8th APRIL 9 am at Northam Airfield for a good Flying Comp.

Until then, Thank You and Stay Safe.

Peter Hill, Club Captain

# ALCOHOL AND OTHER DRUG USE IN AVIATION

ALWAYS ON THE RADAR



You can be tested anytime, anywhere!

[www.casa.gov.au/aod](http://www.casa.gov.au/aod)



Australian Government  
Civil Aviation Safety Authority

## Maintenance Corner

With the control cable Airworthiness Directive deadline looming I decided this month to discuss cable inspection versus replacement.

AD/GENERAL/87 Amdt 1 is due for the initial requirements to be completed by 1st Nov 2018 and repeated yearly if the cables are older than 15yrs.

With the initial release of the cable AD, CASA required replacement of cables older than 15yrs time in service, however this was amended to inspections on these old cables to return them to service. These inspections must be repeated every year.

Many aircraft owners are under the impression that the potential safety issues are related the main part of the cable, however the inspections focus solely on the stainless steel fittings which are crimped or rolled onto the ends.

Stainless steel is an interesting alloy. It relies on the outer part of the metal to form an oxide layer that prevents the rest of the item from corroding. If items such as lock wire or heat shrink etc. are wrapped around the fitting it forms a barrier to the atmosphere preventing this oxide layer from forming and thus corrosion can enter the terminal.

This corrosion carries on into the grains of the metal from a small hole or defect on the surface. Unfortunately, the fitting can show up little signs of this corrosion and very thorough inspections with minimum 10 power magnification are required to hopefully detect the issue. So given this information we recommend replacing the cables especially as many aircraft still have the original cables fitted. However, there is a significant cost to replace these cables so is it worth it? Should they just be inspected each year?

We have replaced a few cables now and as a very rough don't hold me to it estimate you are looking at around seven thousand dollars for a Cessna 172 to replace the primary flight control cables. This then removes the repetitive inspection requirements for 15yrs. If we divide this cost across 15yrs and then by the standard workshop labour rates we end up with 3.8 hours per year. So to be cost effective a workshop would need to remove lock wire and any other coverings, de-rig and gain access to each terminal, inspect the terminals re-install and re-rig the systems in 3.8 hours.

We haven't yet carried out this inspection to any aircraft (for the requirements of the AD) however my best estimate for a Cessna 172 would be 5hrs to re-rig, 5hrs to remove and inspect the applicable terminals. So this would more than double the cost of replacement if calculated over 15years!!

I hope this helps you decide how to approach this AD and save you some money. I recommend discussing with your maintenance shop as all aircraft models have different cables and access and the above costings are based on Cessna 172's

Best regards and until our next article keep the blue up and the brown down.

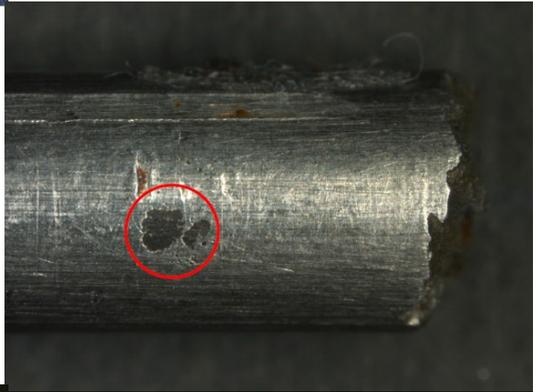
Ian Bristow-Stagg

## Some examples of corrosion to control cables submitted to CASA for investigation



Failed terminal submitted to the ATSB

Failed terminal shows pitting (Circled).



Widespread discolouration and secondary cracking (arrowed) on failed terminal



Failed terminal from Minicab GY-201 aircraft identified during inspection

## FOR SALE

TECNAM P2008 LSA. 2011, 430hrs TT.  
VH reg, Aerial work & Private Category.  
Bolly prop, electric AH/DG, aux alternator,  
GMA 240 Coms, 30 Nav/Com with CDI.  
Garmin 495 GPS, Garmin GTX327 Txp/  
Mode C. 118Ltrs fuel, 115kts Tas, 20ltr/hr.  
LAME maintained, one owner, exc cond,  
always hangered inland WA.  
\$139000+Gst 0428935635.



This is a “ZAPPEM”

The latest thing over here on the East Coast. Put your “Zappem” around your bowl, place in microwave, no more burned fingers.

Send in your Pictures, Stories, Tales, Adventures, Gossip.

In fact anything at all fit for publication and receive a free

“ZAPPEM” in Classic aircraft design. We only have 20 so first in best dressed

[auswideaviation@bigpond.com](mailto:auswideaviation@bigpond.com)



# 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](mailto:milt_brooks@hotmail.com)



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## 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](mailto:davedragon68@gmail.com)**



The Old Time Motor Show invite aviators to Brookton on **Saturday, the 24th of March 2018**. In particular, we encourage old **British** aircraft (such as **Tiger Moths**) to fly by at an appropriate altitude as governed by good airmanship and the relevant aviation industry regulatory bodies.

Both the above-mentioned airstrips are located on property farmed by Murray and Ian Hall. Ian is an enthusiastic private pilot, and keeps the two earthen air-strips in good working order. Ian offers the use of his paddocks on the 24th of March 2018 on the following understanding :

- Anyone considering flying-in to Brookton on the day must contact Ian prior to the event.
- They must also take full responsibility for the aircraft while in the air and on the ground.
- The Brookton Old Time Motor Show Inc. accept no responsibility for any aircraft activities.
- Ian will arrange transport to and from the Old Time Motor Show (approx. 3 kilometres).

• Ian Hall 04 28 42 00 12 / 08 96 42 10 20 [ian@hillroy.com.au](mailto:ian@hillroy.com.au)



## BAR ROSTER—2018

<b>FEBRUARY</b>		
3rd-4th	-	Peter
10th-11th	-	Mick
17th-18th	-	Crofty
24th-25th	-	Howie

<b>May</b>		
5th-6th	-	Matt
12th-13th	-	Peter
19th-20th	-	Mick
26st-27th	-	Crofty

<b>MARCH</b>		
3rd-4th	-	Matt
10th-11th	-	Peter
17th-18th	-	Mick
24th-25th	-	Crofty
31st		Howie

<b>June</b>		
2nd-3rd	-	Howie
9th-10th	-	Matt
16th-17th	-	Peter
23rd-24th	-	Mick
30th		Crofty

<b>APRIL</b>		
1st	-	Howie
7th-8th	-	Peter
14th-15th	-	Mick
21st-22nd	-	Crofty
28th-29th		Howie

<b>JULY</b>		
1st	-	Crofty
7th-8th	-	Howie
14th-15th	-	Matt
28th-29th	-	Peter

### Bar Hours

Sat. 5pm—7 pm

Sun. 5pm—7pm

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

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**NEXT CLUB COMPETITION**

**9am Sunday 8th April 2018**

The Northam Aero Club

Committee meeting will be held at the  
club rooms

Sunday 8<sup>th</sup> April 2018 at 12:00 noon