



LOXTON AERO CLUB

PO Box 765, Loxton SA 5333

Newsletter

July 2017

Now that the 2017 Fly-in is well behind us, it's time to catch up with some club news, events and happenings around the Loxton Airfield.

In this issue:

- Roger & Kerrie Palamountain's home built Tri-Z finally flies!
- Committee news
- Dave & Sherri Pocock's outback adventure
- Rohan & Bev Scarfe's headwind headache
- Theo and Maria Yannakoudis' Archer gets new Perspex
- And more

VH-RKP FLYS!

By Roger Palamountain



Before the test flight I had to have the final inspection of the plane and hopefully be given the OK by the CASA 'Approved Person' to issue the Certificate of Airworthiness Stage 1. This was a major hurdle, for there are no AP's in South Australia at present. Fortunately, this situation will be remedied shortly. I contacted various AP's from interstate who were not interested in coming over, and was unable to contact others. Eventually it was arranged with Darren Barnfield from Melbourne. On quite a few occasions I thought I was nearly ready and then an unexpected 'glitch' would occur and I would have to delay the inspection. It finally occurred on Tuesday 20th June and the C of A was issued.

Finally, I had to arrange the tuning of the fuel injection system by Lyndon Trethewy from Goolwa because he had installed several of these and was thus familiar with them. He attempted to tune the EFI but the manifold pressure readings were bouncing

around all over the place so he flew back to Goolwa without achieving a satisfactory tune.

For months I have been in contact with Steve Jenkins (a pilot for Fiji Airways) who was willing to test fly the Tri-Z. He is only in Australia at the beginning of each month so I had to ensure that everything was ready for when he was home. Each time, some minor problem arose and I had to keep cancelling. The tuning of the engine was one such problem.

I then cast an epoxy plug with a 0.03" hole in the middle and inserted it in the hose between the inlet manifold and the MAP sensor and hoped that this evened out the readings.

Lyndon flew back again on Friday 11th July and was able to make sense of the readings and adjust the mixtures at various rpm settings.

He had previously offered to fly the Tri-Z if everything checked out OK. Consequently, after a final check of the various systems he taxied out and took off!



The Tri-Z used very little runway (there was a strong westerly) and wanted to fly right from the start. Lyndon reported that it was very stable and a 'pussy' in the air! There appeared to be problems of cylinder head overheating so he only flew for a reasonably short time. On the ground he established that the

temperature settings on the Dynons were set too low and that actual temperatures were high but acceptable.



A subsequent flight enabled Lyndon to investigate the flight characteristics more fully with stalls in a variety of configurations. Half flap resulted in a stall speed of about 40 knots. The plane is over-propped at present as in S & L only 2400 rpm and 90 knots could be achieved. Some experimentation with

props will hopefully lift the rpms, improve cooling, and result in a cruise around 115/120 knots.

Still a work in progress, but much closer!

As it happened, our son Chris, his wife Justine, and kids Liam and Charlie were visiting from Victoria at the time. After all the years that Chris has followed the progress of the build (including helping build the shed when on a break from Uni) he was finally able to witness the first flight. Likewise, Kerrie's father Murray was with us, and he has shown a keen interest at every stage of its manufacture.



From the Committee

We have finally signed the lease on our clubrooms and hangars 1 & 2 with the District Council of Loxton Waikerie. This means we will now have to pay annual rent and insurance, and have secure tenure on our facilities.

The Loxton Waikerie Council recently read our water meters with water use amounting to \$1200. While this has not been levied on the club the committee passed that we must restrict the use of domestic quality water delivered to our site for use in the club rooms and toilets with no water used to water lawns from this source. If charged it amounts to around \$40 per member.

The AGM is scheduled for Wed 2nd August, at the Clubrooms. 6:30pm for dinner, meeting to start 7:30pm. You may wish to give some consideration to joining the committee and having some input into management of the club. All positions will be up for election (President, Vice President, Secretary, Treasurer, up to 4x Committee).

The committee are considering a change of date for our regular monthly BBQs. This will be discussed at the AGM. Come along and have your say.

Leapfrogging to Arkaroola

By David & Sherri Pocock



We had been planning our first long distance touring trip for a while and decided we would take the plane, while friends would drive the car and camper to give us easy access to various towns and sights on the way. Our plane is a RV12 powered by a Rotax 912.

The trip commenced in Loxton with a flight to Peterborough then Rawnsley Park on a great flying day.

Rawnsley Park had nine planes there when we arrived including a KingAir. The dirt field is nestled among low hills so some wind effect on approach. The area is well set up if you want to fly in with transport and a full range of accommodation available.. Over the next three days we took it in turns (not me-I was the pilot) doing circuits of Wilpena Pound, up to Blinman and the northern gorges. One day we did have a gusty cross wind so did a wobbly S up the strip - all ok just a new experience.



From Rawnsley we went to Leigh Creek, an excellent paved field, camping at Copley. A diversion up to Maree, again paved and Maree man with a short walk into town for lunch was a good taste of what outback plane travel is about even though it was a bit rough on the way back to Leigh Creek.

From Leigh Creek to Arkaroola over the high range to about 5000 feet. I had heard stories about the field at Arkaroola but it turned out to be an easy landing . It could be a handful in a strong cross wind. There is an excellent alternate at Balcanoona 30 km to the south.



Our friends had walked out in the ranges around Arkaroola and it was good to explore the same area from the air with someone who had an intimate knowledge of the topography. The hospitality shown by the Spriggs family was great and I recommend an aerial visit to the Village.

Finally we returned home via Blinman and overnight at Quorn. We had to wait a while for some low cloud to burn off

before we did the last leg to Loxton. Total flying time was 20 hours with nine airfields visited and 14 landings.

David and Sherri



Kerrie Palamountain, Pilot Certificate

Well after 23 challenging months I finally achieved my Recreational Pilot's Certificate. I cannot thank my family and friends enough for encouraging me to push on when I felt like giving up. Now when you hear a plane overhead, run for your life!!

The Hare and the Tortoise

By Rohan Scarfe

When a Wedding invitation arrived, and the location was interstate (Vic) and not near the capital city airport, the opportunity to fly there was the obvious choice. So began our plans for a long weekend in Bright (Vic), flying into the nearby Porepunkah airfield.

Although flight planning should be based on Airservices' documentation (WAC charts, ERSA etc.), there's no reason not to use all the information at our disposal to plan the flight. In these days of technology, I was able to check out the airfield and valley approaches from Google Earth, and found a You Tube video of an approach and landing at the field. I also phoned the local club for info about tie-down points, fuel availability, Prior Permission Requirements, Circuit directions, local knowledge and mobile phone coverage. All good preparation for a flight to an unfamiliar destination.



Whilst other family members attending the same wedding departed Loxton the day before us or 6:00am on Friday, we ambled out to the airfield at 8:45am and were in the air by 9:37am. Soon after 1PM EST we were tied down at Porepunkah and booked into our BnB, had lunch with family and walked the local town and river, ending up at the local micro-brewery. Then the other Loxton-ites finally arrived (by car). I had to be careful not to boast too much about the efficiency of our mode of transport, as the weather for our return flight on Monday was looking a bit dodgy.

Other than crossing Murray Sunset National Park diagonally (the longest leg with limited emergency landing options) the flight was uneventful for 3 hours over nothing higher than a sand dune until Wangaratta. From there the mountains leapt up into our windscreen, and we commenced our descent into the Ovens River valley over Myrtleford and around the towering Mt Buffalo, turning right into the small Buckland valley where the Porepunkah airfield was immediately recognisable from my pre-flight research.

The wedding went well, and the whole weekend was a great family get-together, catching up with long lost interstate rellies, and meeting new family in-laws.

On Sunday, I kept checking on the progress of a front approaching from the west, and considered flying home that afternoon, but the pull of more family time was too great and we settled for an early departure on Monday. I proposed getting as far as we could before the front approached, then sitting out the worst of the winds for a few hours.

On departure at 09:00 we flew for 1:40 into increasing headwinds, watching our groundspeed decay from the TAS of 120Kts back to below 100Kts. There were several diversion options along the route, and as the GS dropped under 90Kts, I started working out where we could put down for the day. Finally at 80Kts ground speed, it became apparent we were paying for 120NM but only achieving 80NM, that is - paying 50% more for the flight than necessary. This is when we were abeam Echuca, and I asked my navigator for the CTAF, runway diagram and field elevation of Echuca Airport, as I made a 90 degree left hand turn the (now) tailwinds sent us hurtling inbound at 140Kts GS.

Echuca has a long sealed strip and good tie down cables on the apron, where we secured the Archer against the winds and called a taxi into town.



It was still early, so we found somewhere for brunch, then wandered down to the historic river port for a look around, finally ending up in the air-conditioned library, where we kept an eye on the weather using all resources available to us. The front was passing, but the wind strength and direction were still against us.

Eventually we received a text from our "ground crew", asking our location. Turns out, that after watching us depart from Porepunkah, they had checked out of the accommodation, breakfasted with family, then taken the scenic route via Yarrawonga, ending up catching up to us in Echuca!



We hung out together for a while in Echuca, then they drove us back out to the airfield to see what the windsock looked like. Unfortunately, as soon as we left the built up area, there were tumbleweeds blowing across the road in front of us, and we found the windsock was horizontal! That's when we decided that it was time to go for a drink, and preclude any further attempt to fly home today. Our ground crew

were planning to stay overnight somewhere en-route, so were happy to stay in Echuca. We booked into a motel for the night and settled into drinks o'clock together, as a few claps of lightning and thunder cracked around us and a few drops of rain made us scatter for cover. Not long later however, the sky cleared and we looked at each other and thought, hey we could make it home before last light if we left now, except I'd had a drink, so that was that!

The next morning, the winds had abated and flying conditions were much improved, so we took off again to complete our return journey to Loxton, uneventfully in 2.5hrs. After re-fuelling and hanging the plane, we both got to work late, and having worked most of the afternoon, we received word our ground crew had arrived back in Loxton by car. This really was a mixed up story of the hare and the tortoise!



Baz Elliott and Donna Rayner recently went to the Wentworth fly in, where Baz became re-excited about learning to fly. He has a dozen hours' training from several years ago in WA, and will soon re-start training for a Recreational Pilot Certificate. Baz also got the chance to fly over the 2 rivers.



Dave & Sherri Pocock have just returned from a 3 night flight away in their RV12 visiting friends in Swan Hill. They've also made recent flights to Deniliquin (fly in) and Pooncarie.



Plane News

From Theo Yannakoudis

Hello fellow aviators

A month or two ago I left our Piper Archer 2 at Horsham Aviation for an annual and replace all the windows to spanking brand new Piper grey perspex. It was a good non eventful trip south to Horsham.

With the Horsham Aviation courtesy car, I drove back to Loxton in about 4 hours. The flight was only 1.5 hours. Most times, flying is the only way to travel commercially or private.

Flying between Loxton to Horsham, there is about 25 minutes of tiger country component (more like a sprinkling of trees and shrubs but still hostile). That is not an issue if you are flying 6500ft, unless the cloud base is low. I had flown years ago IFR (I Follow Roads) at about 1000 AGL feet due to bad weather over that particular hostile terrain. You could say, I know that part of the country quite intimately and I can name the different species of fauna.

Four weeks later I drove back to pick up our Archer. One of many things I have picked up from commercial pilots: If the wind is from the NE to E you have less of a cloud problem heading south. Especially flying south Autumn /Winter. My timing this time was to pick up aircraft in perfect weather especially over hostile terrain. A small High over

S.A. with light winds. Early start that day to fly back home all looked good. A small amount of fog in the morning and all I had to do was wait for it to burn off.



I waited and waited in the heated terminal building from 730 am until 11 am and after a quick phone call with Maria for a weather update I was airborne. All was perfect. Flying in a straight GPS line back home for lunch. I leaned the mixture, set auto pilot on, full allowable throttle and listened to our 5.9L growl.

Just before the tiger country the fog was banking up and was becoming a problem for my short non eventful flight so far. To add to my concerns, above I had a layer of cloud building and below the hostile terrain. I made sure not to lose my planned exit to Nhill aerodrome. At one point I was muttering with myself about the merits continuing into IFR (on instruments) or turn back. Inching forward at 115 IAS about to make the call before all options lost to exit for Nhill when the heavens turned blue. Then all clouds parted and I continued on my eventful flight home. I even had time to video through my new windows (see link).

Video link :

<https://www.facebook.com/theo.maria.10/videos/pcb.1470228836333352/1470228016333434/?type=3&theater>

Non eventful flyer
Theo



2017 Fly-in & Hangar Dinner



For those of us who were busy organising the event, Brett Schlein kindly videoed the speakers presenting in hangar 1 and at the dinner. I have edited the recordings up and after unsuccessfully trying to get them to burn onto 2 DVDs decided it's easier to provide them on a USB drive to anyone who would like a copy. I can supply them on an 8GB USB drive, or if you have one spare, feel free to drop in to my shop (34 East Terrace Loxton) where I can copy the files for you. Rohan Scarfe.

