

TARMAC TOPICS

Official Publication of the Royal Aero Club of Western Australia (Inc.)

AUGUST 2019



Featuring:

- **Planned 90 Year Anniversary Celebration Events**
- **Club Captain Stampe vs Tiger Review**
- **Safety: Brake Life & Taxy Speed**
- **Congratulations to our Achievers**
- **Much, much more...**



Royal Aero Club
of Western Australia (inc)



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July Old Fliers Group Meeting

Our July luncheon meeting was one of the best attended. Any time you feature the Concorde that happens..... *Steve Rogers*

Chris Boyes is eminently qualified to speak about the Concorde, having a Bachelor of Technology Aeronautical Engineering and Design and working at BAE, where he had access to Concorde's manufacturing, assembly and flight test departments. He listed just some of the technological and operational firsts for this remarkable aircraft, which transported 2.5 million passengers.



Did you know that it used fuel transfer amongst 13 tanks to move its centre of gravity and to adjust trim as it had no slats and no flaps? Furthermore, fuel was used as a heat sink to absorb excess heat in the airframe.



In 1986 a Concorde visited Perth on a charter to take passengers to view Halley's comet. Robin McMillan was an F28 Captain who had landed earlier. Captain John Cook invited Robin and his co-pilot to come onboard and sit in the cockpit. Robin was amazed at how narrow the cockpit was. This was no A380. Yet no A380 flies at 60,000' at Mach 2.

Ted Robinson is a CPL and LAME who qualified in the 60s. He told us about Alex Simpson and Cliff Brown who formed TransWest. They had "runs on the board", meaning the experience necessary. Ted gave us the inside story on Civil Flying Services, Bib Stillwell, Zung Fu, Southern Airlines, Murchison Air Charter, MMA, RFDS, NorWest Air Taxis, Samav, Simpson Aviation, Bain and Brown Air Freighters and Skywest. In 1978 the price of Avgas skyrocketed and piston-engined commercial aircraft were in trouble. Zung Fu supported SkyWest to change to turbines within 12 months and Ted's role now included training engineers and pilots.



We thank our three speakers for their talks, which can be seen at <https://www.youtube.com/user/OldFliersGroup>

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Featured - Local Aviation

7 90th Anniversary Celebration Activities

Did you know that Thursday August 22 is the actual date of the Royal Aero Club of WA's 90 Year Anniversary? Here's a detailed rundown of each event scheduled to happen.

8 90 Year Anniversary Diamond Formation Flight - August 22

Wheels Up 1630, best view will be on the Club Roof, Formation flying directly over Club. Members' Lounge open from 1630. Current and previous members and family, together with current and previous instructors and staff, welcome for casual get together.

13 90 Year Anniversary Commemorative Diamond Flights & Formal Festivities - August 24

Celebrate 90 years with us by being one of 90+ Past OR Present Club Members to take flight on Saturday August 24! Formal Birthday Festivities from 1800 in Members' Lounge.

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Royal Aero Club
of Western Australia (inc)

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Front Cover:

Photo: Jodie Sharon Thompson

CEO Editorial

"I would like to invite every member to celebrate the 90th birthday of the Club from 6pm on Saturday 24th August. Please read the weekly emails for further details." *David Currey, CEO*

During August, all members will receive a RACWA 90 year pin to commemorate our 90 years.

The Club is abuzz with organising a suitable 90th birthday celebration for 24th August. It is always ambitious to organise a flying event in the winter months, but we hope the weather gods will smile on us. The goal is to have a minimum of 90 flights on the day undertaken by past or current members. Where necessary, pilots will enjoy instructor and landing fees at no charge if they are not current. It would be very special if we can have all club aircraft airborne at the same time. A special "Diamond Flight" commemorative pin will be given to all past and current members who participate in a flight on the 24th August.

Despite periods of adverse weather, the Club has been relatively busy in July, with the budget exceeded with a few days still to go. The hangar has been busy installing a new engine in JXC and will soon be replacing the autopilot in PNT.

In addition to our 90th birthday on the 24th August, please diarise 25th September for our AGM. The AGM notification is published elsewhere in this edition of Tarmac Topics.

The Achiever's Bell has been ringing as students in the latest WAAC class complete their first solo and RPL flight test. It is always an indication of the class strength when all fellow students congregate in Operations to celebrate the ringing of the bell.

The College continues to produce excellent results. A lot of effort is invested into constantly revising the subject matter to ensure that students have the best opportunity to get high marks. Most exams have at least one student with a mark in the mid to high 90s.

We are currently commissioning the new maintenance software that will greatly assist in administering stock and the recording of maintenance. Herman Prinsloo has completed reviewing all stock and I hope in the near future that we will start to sell surplus stock.

All members are reminded that they are welcome to attend the monthly Industry Presentation held on the last Friday of each month. In addition to making our students aware of career opportunities within the aviation industry, these presentations also help the College to ensure that we produce employable, industry-aware graduates.

During the year, Merrilee has been in negotiations with the Department of Education which has culminated in the first two students enrolling on the Diploma of Aviation. The students will complete their RPL in year 11 and their PPL in year 12, obtaining 4 WACE points. After completing school, they join the College and it is expected that they will have their CPL within 6 months. Anyone interested in this scheme should contact Merrilee.

It was heartening to see the number of friends of former Club Captain, Greg Hill, who travelled to Bunbury to celebrate the 96th birthday of his mother, Mary. Greg has had a significant impact on the club, and continues to do so thanks to Mary Hill. One of the benefits of being a member is the preferential rate you are charged for hiring the Members' Lounge for an event. Should you want to hold an event (NOT a music festival!!), please contact our Marketing Manager, Jodie Atkinson.

Please make sure that you are one of the members who will be eligible for a Diamond Flight commemorative pin. Those that book early will have the best chance for flying at your preferred time.



Pictured above: Please be advised that the Royal Aero Club of WA has landed at Perth Domestic Airport! Our Fathers Day Campaign this year is from August 5th to September 1st, with Flight Experience advertising appearing: On a Stirling Hwy Billboard in Cottesloe, as 4 different videos appearing at Perth Domestic Airport Arrivals Luggage Conveyor Belt (<https://youtu.be/6esFoBgWA9k>, <https://youtu.be/Sz1rKC76704>, <https://youtu.be/TkVDOKyr6Js>, <https://youtu.be/ftsHw6hS2K4> and as a Full Back on a Perth Bus.

Club Captain Report

"Stampe v Tiger" Mick Harcourt, RACWA Club Captain

So, a lot of you may know that I have this "penchant" for flying Tiger Moths (and have done for 30 years!) and after many conversations with Member Simon Carrell about the joys of flying old machines, he has continually castigated me for my unwillingness to change to an aircraft perhaps a bit more manoeuvrable.... So, to put his money where his mouth is, so to speak, he advised me that if I were ever in the UK, that I should take a trip to White Waltham and he would tee up a flight in his Stampe that he has hangared there.

So here I am writing this "report" "in the backyard of a friend on Northampton, England, after experiencing a flight in Stampe SV4C, G-AYWT a couple of days ago.

Denise and I got to the aerodrome on quite a wet and miserable day, however, this is NOT a day that English flyers seem to regard as non-flying.....I had made prior contact with Robin Russell, a long-time friend of Simon's and advised him of the purpose of my visit..... he was quite amenable to us meeting up and getting past what the weather gods could produce, so we continued.....

Robin is a remarkable man, an ex RAF type having flown multi engine as well as fast jets and finished on commercial airlines before semi-retiring to the idyllic and historic location of White Waltham.

Robin owns a Tiger Moth so as far as brownie points go, he is up there with the rest of them (remember my favourite aeroplane). Anyhow we met up in the West London Aero Club lounge and discussed the possibility of a flight - to my surprise it was on! I think Robin took into consideration, my 400hrs plus on Tigers and a few hundred more on other taildraggers, so he wasn't too miffed about giving it a go in what in Australia may have been called "marginal".



Something I wasn't used to was the "ground crew"...employees of the WLAC, getting the aircraft out of the hangar and ready, or at least positioned, for pre-flight.

We did a thorough pre-flight then I briefed Denise on how to remove the chocks safely and we started up and taxied out to RWY 21.



The cockpit of the Stampe was a lot "busier" than the Tiger - noted were the mag switches INSIDE the cockpit as well as the Carby Heat control, not normally seen on the Tiger. An advantage for someone of my stature had to be the adjustable seat control. Anyhow, we got comfortable, Robin did the start, climbed aboard and when all was ok, Denise removed the chocks (safely) and we taxied across the field for departure after a couple of run ups. Not being familiar with WW procedures, Robin did all the radio calls. We took off and in not a very long time were throttling back to remain in VMC. Robin suggested that I should try a turn to the left and as I rolled in, was aware of an accelerated roll rate from what I was used to with the Tiger.....I had expected it of

to get to the fun stage.....we jinked around the sky for a while, Robin showing me the sights, for example Henley, where the Oxford/

Cambridge boat races take part annually, amongst other things.

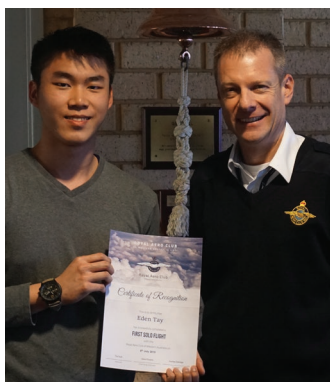
We re-joined the circuit at 800ft, which was just as well, given the conditions and Robin talked me through the circuit and landing. White Waltham has a history of peacetime and wartime and many experienced pilots staging through, so I was averse to attempting wheeler landings for fear of being labelled as a "Pussy", instead I used all my energy to three point the aircraft for each touch and go, as well as my full stop.

Taxiing back, we shut down and re-fuelled, again, with the help from WLAC Staff and after cleaning and putting the aircraft away, repaired to the bar for a pint and a discussion among other things about Robin's flying experience. We were then joined by Nigel Lemon, an avid Vintage flyer, who owns and flies a DH60 Moth Major, hangared at White Waltham, with some fantastic types not normally seen in Australia.

Altogether a fun time with these guys. The biggest surprise was that as we were talking, more and more members turned up, for either a drink or meal and by the time we left the place was buzzing.....something I would love to see happening at RACWA.

Thanks Simon, I agree, the Stampe seems far superior in the roll and lightness of handling, however, unless someone in West Australia wants to hire me their aircraft.....then the Tiger Moth wins!

Achievers



EDEN TAY

- Round of applause on your First Solo.



BRAYDEN O'CONNELL

- Kudos on your First Solo.



JIA CHENG (JACKSON) LIU

- Good work on your First Solo.



ROHAN BADGE

- Congrats on your First Solo.



MICHAEL HAWKE

- Well done on your First Solo.



CAMERON STOWELL

- Good job on your First Solo.



MATTHEW GIUTTARI

- Let's hear it on your First Solo.



ADRIAN DENNY

- Singing your praises on your First Solo.



MITCHELL WALKER

- Congrats on your RPL.



MATTHEW LANGLEY

- Let's hear it on your RPL.



MATTHEW BERRY

- Let's hear it on your PPL.



JESS CARTWRIGHT

- Well done on your CPL.



MATTHEW BOERE

- Round of applause on your CPL.



HENRY WANG

- You worked hard for your Instrument Ratings.



90th Anniversary Celebration Activities

"Did you know that Thursday August 22 is the actual date of the Royal Aero Club of WA's 90 Year Anniversary?" *Jodie Atkinson, Marketing Manager*

To mark the occasion, promptly at 1630, 16 pilots & aircraft (Cessna 152 and 172) will be taking to the skies to form a Formation Flight of the figure ninety ie. a number 9 and number 0, directly over the Club House. The best place to view this awesome Formation will be on our Club Roof, in our Sky Lounge. All welcome! See some sneak peek practice snaps on facebook. Then, from 1700, also on Thursday, in the Members Lounge, we welcome all Club Members | Ex & Existing Members | Committee & Staff to join as for a casual Sundowner get together after the Formation Flight.

Our "Official Celebrations" will be held on Saturday August 24, so as many of you can make it, without work commitments interfering.

During the day on Saturday we're aiming to get 90+ Past OR Present Club Members to take flight as a "Diamond Flyer"! Each "Diamond Flyer" will receive an Official Diamond Flight Number, Numbered Memorial Pin & Participation Certificate with Photo. This is your chance to become a permanent part of our Club History!

How can you be a "Diamond Flyer"? There's 3 types of flying on the day that will make you eligible:

Type 1. Make a Single Commemorative Circuit in a 152 only for just \$70. This includes Free Landing plus a Free Instructor if you're not current. The Perfect Flight for ALL Club Members, past & present that are looking for a trip down memory lane.

Type 2. Make a nostalgic 30 Min Cottesloe Beach Flight as a Passenger in a 172 only for just \$70 OR, if you wish to Pilot for a 30 minute flight, but aren't current, you can book any normal aircraft hire, along with an instructor (at normal hire rates), but we'll throw in Free Landing!

Type 3. Make any Club Member Flight in Any Aircraft @ Normal Aircraft Hire + Landing Fees Apply. But make sure you register your flight to get your beautiful memorial pin & participation certificate with photo!! See e.g. of certificate below.



Formal Birthday Festivities will commence 1800 in the Member's Lounge. This un-ticketed

event will include beautiful grazing tables with Canapes, Cake, Shared Memories, Speeches plus the Bar will be open. You'll also be able to pick up your Participation Certificate here from earlier in the day.

Please register the type of flight & preferred time you'd like to participate on the sign-up sheet on the Club Notice Board or to our friendly Ops Team on 9417 0000 or email info@royalaeroclubwa.com.au

NB. The Formal Birthday Festivities are replacing our traditional Patron's Dinner as the Governor was unfortunately unable to make it for our celebrations.

Looking forward to seeing you all there on both Thursday and Saturday!!!



Pictured above: Diamond Flyer Official Pin, each one individually numbered on the back to match your certificate.

Give Dad

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Royal Aero Club
of Western Australia (inc)

90 Year Anniversary Diamond Formation Flight

Wheels Up 1630
**Thursday
August 22**

Best View Club Roof
Flying directly
overhead Club



Sundowner

Members Lounge
from 1700

Life Members|Ex & Existing Members|Committee|Staff

Contact jatkinson@royalaeroclubwa.com.au to learn more



DIAMOND ANNIVERSARY

Celebrate 90 years with us on August 24 by being one of 90+ Past OR Present Club Members to take flight! Each "Diamond Flyer" will receive an Official Diamond Flight Number, Numbered Memorial Pin & Participation Certificate with Photo. **This is your chance to become a permanent part of Club History!**



1. Single Commemorative Circuit just \$70 (152 only)

Includes Free Landing + Free Instructor if not current. Perfect Offer for ALL Club Members, past & present.

2. Nostalgic 30 Min Cottesloe Beach Flight

Available as a Passenger Flight in a 172 only \$70 OR, if Piloting: Any Normal Aircraft Hire + Instructor cost if not current. **BONUS Free Landing.**

3. Any Club Member Flight in Any Aircraft

Normal Aircraft Hire + Landing Fees Apply.

NB. Current & Ex Member Passengers are eligible to Register for Official Commemorative Number Participation.

FORMAL FESTIVITIES COMMENCE 1800 IN MEMBERS LOUNGE
Canapes | Cake | Shared Memories | Speeches | Bar Open
Pick up your Participation Certificate

Please register the type of flight & preferred time you'd like to participate on the sign up sheet on the Club Notice Board or to our friendly Ops Team on 9417 0000 or email info@royalaeroclubwa.com.au



RPL Theory Course

**Full Time Weekdays September 2nd -19th OR
3 successive weekends from October 5th
5th & 6th, 12th & 13th, 19th & 20th**

**Contact
Merrilee Greenaway
Manager Client Services
9417 7733 or mgreenaway
@waaviationcollege.com.au**



LOCAL AVIATION

Industry Presentation - Cameron Marchant: Director of Flight Standards Aviation & Flight Training and Co-Owner Kakadu Air NT

Jerry Wong, WAAC Ground Instructor

“DISCIPLINE is the most important requirement for a pilot”, stressed Cameron. This was the main takeaway for all participants at the July industry presentation. “Once you have experience in the industry, judgement will come. But for the time being, your discipline is what helps you operate safely and efficiently.”

Cameron Marchant is the Director of Flight Standards Aviation and Flight Training and the Co-Owner of Kakadu Air, based in the Northern Territory. Flight Standards Aviation and Flight Training offers preparation courses to equip aspiring commercial pilots with the skills required to fly and operate for a GA company in the bush areas of Australia. Kakadu Air offers scenic flights and charters throughout the year regardless of season.

At the start of the presentation Cameron gave a

brief introduction about himself and his experience in the industry to date, specifically about his time in the Northern Territory. He then listed the main GA companies in the Territory and detailed the services these companies provided.

Throughout the presentation he gave out very useful advice to the audience on topics such as things to note as pilots that are new to the industry, the lack of crosswind technique (again the topic of discipline was brought up, even for more experienced pilots), and how pilots should know what their aircraft limits are (along with a very sobering example of a recent accident).

Progression of positions in a company was also mentioned in terms of merit (how well you do your job) or seniority (how long you have kept the position) based promotion, with a good mix of the two being the preferred method for advancement. “The person that is the longest serv-

ing Cessna 210 pilot in my company should ask themselves why they are still in that position” was the highlight of the topic.

“If you are going in for an interview, make sure you are dressed for the position you are applying for. I have had pilots applying for jobs dressed as if they were on the way to the shops”, Cameron said. This was a very useful piece of advice for all pilots out there that are looking for jobs, with the mention of “Male pilots shouldn’t have face jewelry or long hair if they want a flying job”.

One quote that I would definitely take away from the presentation from Cameron is: “You have a bag of luck and an empty bag of experience when you start working in the industry. Make sure you are able to fill the bag of experience before your luck bag goes empty.”

Welcome New Club Members!

MEMBERSHIP GUIDE

2017

**"IT'S YOUR CLUB
GET INVOLVED!"**



CLUB SERVICES
Club Competitions, Club Fly-Ins, Special Events, Aviation Workshop, Evening
Aviation Seminars, Engineering, Charter Services, Gift Certificates, Scenic Flights,
Tiger Moth Flights, After-Hours Lock Box, Murrayfield Airport, Bar & Café,
Conference Facilities & Venue Hire.

**Stephen Cooper
Adrian Denny
Liam Eldon
Jacob Fisher
David Forrest
Jordan Francis
Syahfuan Hadi
David Hart
Gregory Healey
Matthew Jose
Brendon Kiesey
Mun Lim**

**Ian Lucas
Jeffrey Maguire
Troy Marinich
Edwine Mbande
Ryan Meyerink
Federico Salvadori
Russell Steicke
Matthew Stoer
Jason Taylor
Joshua Vlahs
Olivia Wales**

Download our Membership Guide: www.royalaeroclubwa.com.au/content/page/join-racwa.html

SAFETY

Accuracy and Attention to Detail

Tim Berryman - RACWA Flight Instructor

University law students are taught the importance of accuracy and attention to detail by the million dollar comma – a Canadian case worth over a million dollars, lost because a document was drafted with a second comma which changed the legal effect of one crucial clause.

For different reasons accuracy and attention to detail is important when flying. Aviation is bursting with abbreviations, acronyms and phraseology, which if not used properly can lead to consequences ranging from mild embarrassment to search and rescue looking in the wrong location in the event of an emergency.

Consider for example aerodrome codes. YBUN for Bunbury is intuitive, but if you're planning on going to Busselton and enter YBSN instead of YBLN on the flight notification, you've actually nominated a dirt strip 1,503nm away

in the Northern Territory at Bessie Springs. It is therefore important to refer to the ERSA for recognised codes for aerodromes and/or waypoints. Be careful and accurate though as there can be more than one place with the same name, as an example Beverley 50nm east of Perth (YBEV) and Beverley in South Australia (YBEE).

It is a similar story for waypoints. Departure from Jandakot to the east via Armadale is indicated on the flight notification as ARE. Lodge a notification in NAIPS using ARM instead & there is a possibility someone from the briefing office may ring for an embarrassing conversation that while Armidale is east of Jandakot, it is really, really east, over 1800nm east in NSW.

What about locations without an approved codes? AIP ENR 1.10 has the format for nominating latitude and longitude or a bearing and distance

from a location with a recognised code. A location of 31° 41' S 115° 46' E is 15nm from the Perth VOR at a bearing of 320° from the navaid. On a flight notification this position can be specified as either 3141S11546E or PH320015 – they are the same location (Joondalup Bunnings if you really need to know). But you must be accurate when specifying a location – a simple mistake like using the WAC side of the ruler on a VTC would give you the wrong distance and result in you nominating a position 60nm away in the middle of the ocean.

So accuracy and attention to detail is important and a failure to do so may pose a very real threat to safety. As the scholars of grammar say, it's the difference between helping your Uncle Jack off a horse and... (the use of capital letters is also important!)

BATTLE OF BRITAIN DAWN PATROL COMMEMORATIVE FLIGHT SATURDAY 14TH SEPTEMBER 2019 ROYAL AERO CLUB OF WA - JANDAKOT AIRPORT



Royal Aero Club

COMMEMORATING THE 79TH ANNIVERSARY WITH A DAWN PATROL
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0600. BREAKFAST 0730.** OPEN TO FORMATION AND NON-FORMATION
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SAFETY

Brake Life & Taxi Speed

Glen Caple, RACWA Chief Engineer

The maintenance department has noted a decrease in the life of the brake components of our C172 fleet. It is obvious from the condition of the discs and linings that they have been subjected to excessive heat.

The main cause of this condition is excessive

engine power used when taxiing. Pilots should use the correct amount of power to achieve the taxi speed required. In most conditions this will be around 800 RPM and may be a little more into a headwind and less when taxiing downwind.

Continuous use of the brakes or 'riding the

brakes' will cause overheating of the components and a drastic decrease in their life.

As an extra benefit the lower power setting will reduce the possibility of prop tip erosion or damage and reduce the stopping distance if something unexpected appears in front of you.

Taxi Speed

David Royans, RACWA Head of Flying Operations

This article should be read in conjunction with the Chief Engineer's article on taxiing.

Whilst the Chief Engineer gets the repair headaches from taxiing too fast, I get the complaints from other operators on the field.

Since April 18 this year I have received 24 complaints regarding RACWA aircraft taxiing too fast. Whilst it is not possible for anyone to tell the actual speed that an aircraft is taxiing at, it is quite easy to tell if an aircraft is taxiing too fast or not.

As the CE has mentioned, the brakes are for slowing the aircraft down, or holding it stationary if necessary. Remember, when holding the aircraft stationary on the threshold for a short-field take-off you are not adding to the wear of the brakes – the aircraft is not moving. Only if the aircraft is moving under braking are the brakes being worn down. The speed

of the aircraft on the ground is controlled by the throttle – not the brakes, just like a car on the road. We don't have our right foot on the accelerator and then control the speed by putting our left foot on the brake pedal at the same time. We release the accelerator, then apply brakes if necessary to slow down, then control the speed with the accelerator. It should be no different in an aircraft. However there are a few considerations for pilots.

Remember, when taxiing for departure on runway 24 from RACWA you will almost ALWAYS have a tail wind on the taxiway. The same goes for returning to RACWA after landing on runway 06. Runway 12/30 hold the same consideration (think about it). The aircraft is quite light and the wind will have a very real effect on your taxi speed – reduce the RPM being used. If necessary, slow down using brakes, but don't control the speed with the use of brakes.

A very real hazard of taxiing too fast in the vicinity of buildings is obvious – you need to be able to stop if necessary! Remember we have Chinese students as our neighbours. Mainland China drives on the right hand side of the road – a student may look in the wrong direction initially to cross an apron as a pedestrian. It may only be your ability to stop that averts a disaster.

So what is the correct taxi speed? A fast walking pace – We all know this but have you ever looked at the ground next to the wing tip and actually checked this? You should almost feel like you are standing still. If you think you are taxiing too slow you are taxiing at the correct speed.

The 24 complaints since April this year are only the reported incidents of speeding. There are many, many more and I would hate to see the aero club develop a reputation it doesn't deserve.



Two Scholarships of \$5,000 each are available to assist students who are Club Members and who are training with RACWA or WAAC

Applicants should write not more than 400 words describing:

- Why they wish to learn to fly or pursue a career in aviation
- Their aviation experience to date
- Future flying aspirations
- A demonstrated commitment to training with the Club
- Are required to hold a current CASA Aviation Medical

**Applications* Open August 14th
Close September 14th**

*Terms and Conditions Apply.

Royal Aero Club of Western Australia (Inc)

air bp

Annual General Meeting

Notice is hereby given:

That the 90th ANNUAL GENERAL MEETING of the ROYAL AERO CLUB OF W.A (INC) will be held in the Clubhouse, Jandakot Airport, at 7pm Wednesday 25th September 2019. The business of the meeting shall be:

- a. to receive and consider —
 - i. the Committee's annual report on the Association's activities during the preceding Financial Year; and
 - ii. the Financial Report of the Association for the preceding Financial Year presented under Part 5 of the Act;
 - iii. the auditor's report on the Financial Report;
- b. to elect the office holders of the Association and other Committee Members;
- c. to appoint an auditor of the Association in accordance with the Act;
- d. to confirm or vary the membership fees to be paid by Members.

Rule 55 (4) – Reads as Follows:

Any Member eligible to vote may give notice of any motion to be included in the business of the Annual General Meeting, by delivering such notice in writing to the Executive Secretary at least 28 days before the date fixed of the Annual General Meeting.

David Currey
SECRETARY

Annual Election of Officers: Election of Office Bearers and Committee

In accordance with Rule 37 (1) of the Rules of the ROYAL AERO CLUB OF WA (INC) nominations are hereby called for the election of officers for the Year 2019 – 2020 for the offices which shall be vacated at the Annual General Meeting on 25th September 2019 by constitutional retirement of the following Office holders.

COMMITTEE:

| | |
|-------------------|------------------|
| Mr Bruce Rathbone | Vice President |
| Mr Mick Harcourt | Club Captain |
| Ms Sylvia Byers | Committee member |
| Mr J Di Menna | Committee member |
| Mr Russell Philip | Committee member |

Nominations shall be lodged with the Secretary on the nomination form available on request not later than 5pm Wednesday 4th September 2019.

David Currey
SECRETARY

Contact details for the Secretary are as follows:

Royal Aero Club of WA (inc)
41 Eagle Drive, Jandakot, WA, 6164
Attn: The Secretary

Email: dcurrey@royalaeroclubwa.com.au
Fax: (08) 9417.0040
Phone: (08) 9417.0000



Young Eagles Programme Oct 19 - Nov 23
RACWA Club Member Volunteers Sought!
 If you have a passion for aviation and the next generation, like talking to young people aged 10 - 16, this exciting initiative enables youth participation in aviation, with the programme including awesome flight experiences! To be involved you need to be available Saturdays from 1300-1600 & have a Current Working with Children Clearance.
 For enquiries and registration Ph: 9417 0000 or email info@royalaeroclubwa.com.au


 Royal Aero Club
 of Western Australia (Inc)

LOCAL AVIATION

Murrayfield Matters

*Mike Yeates - Instructor in Charge**- Murrayfield Aerodrome*

It's been a little while since I've been able to share a new first solo with you all. With the recent school holidays, a lot of my high school aged students made the most of their time away from school to get a few flying lessons done. Congratulations to Jack Bradshaw for achieving his first solo in JBX on 28th of July. Jack started flying 11 months ago so it is a great achievement for him to be able to go first solo with only one refresher flight, considering the many long breaks between lessons. Thanks to Josh for conducting the lesson.



Speaking of our resident Grade 2 Instructor, if anyone has an AFR coming up, consider conducting the flight from Murrayfield, and saving yourself some money in the process. Josh is available each Sunday.

We are currently seeing a jump in enquiries for part time RPL and PPL training at Murrayfield. I guess people are seeing the end of winter in sight and looking forward to the spring weather. Not that the flying conditions have been bad, they have been brilliant!

You may recall last months article where I shared some photos of the repainting of the kitchen. Well, we have now made a start on re-flooring Glenda's Instructor Training classroom. Although the brown lino and the lovely African inspired rug matched a treat, I think it was time for something new. The job isn't finished at the time of writing, but I'll be sure to add a snap of the end result next article.

BTW, if anyone wants a genuine vintage African rug to brighten up their home, I've got one going cheap! Pictured right.



September Club Diary | College Diary

2 Formation Fridays - Jandakot

14 Battle of Britain Dawn Patrol

15 Murrayfield Right Hand Seat Circuit Competition

25 Annual General Meeting

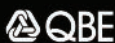
29 Jandakot Fastest Circuit Competition

27 Old Fliers Group Luncheon & Talk

11 IREX Course

30 Industry Presentation

**Western Australian
Aviation College**



THE ROYAL AERO CLUB OF WA & WA AVIATION COLLEGE Present

DIAMONDS ARE FOREVER

007™

WINGS PRESENTATION
& 90TH ANNIVERSARY



Astral Ballroom Crown Perth

Saturday October 12th 2019, 7PM-12AM. Dress: Diamonds/Bling & Black Tie.



First 100 Members & Friends to purchase tickets
GO INTO ACCOMMODATION PACKAGE PRIZE DRAW:
One Night Deluxe Room Crown Towers Perth with
Breakfast for 2 at Epicurean Restaurant RRP \$600.

Terms & Conditions Apply*

This "Diamonds Are Forever" themed event includes a sumptuous buffet with hot & cold main course selections with salads, desserts, drinks package (includes sparkling, white, red, beer, tea & coffee) PLUS high class entertainment, professional photographer & special gift all for just \$149 per person! Be part of this fabulous gala evening, where we will celebrate our 90 years in aviation as well as recognising your personal aviation achievement over the last year, with your support crew (parents, family and friends).

Tickets go on Sale August 5th. RSVP & Dietary Requirements to Coril on 9417 0000 or cbere@royalaeroclubwa.com.au before September 27th to avoid disappointment!

*Valid seven days a week, subject to availability and may not be used on public holidays or during special events in Perth. The voucher is valid for one year and will be announced and presented at this year's Wings Dinner.

Royal Aero Club of WA & Western Australian Aviation College
Staff are not eligible to enter Prize Draw.

