

TARMAC TOPICS

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

NOVEMBER 2019



Featuring:

- Sport Aircraft Builders Club of WA Open Day
- Murrayfield Airport Emergency Exercise Drill
- Speed over recognised distance record
- Women in Aviation Day 5th October 2019
- A De Havilland Perspective
- Achievers & much, much more...



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of Western Australia (inc)



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2017

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Featured

9 AGM News

The 90th Annual General Meeting of the Royal Aero Club of Western Australia (inc) was held on Wednesday, 25th September.

Speed over recognised distance record

RACWA recently assisted two ex-Qantas pilots to achieve four separate 'speed over recognised distance' records.

10 Sport Aircraft Builders Club WA Open Day

A De Havilland Perspective

11 Murrayfield Airport Emergency Exercise Drill "Aircraft Incident"

The following article describes a simulated aviation incident and the valuable training opportunity that followed.

12 An all-female Delta team flew 120 girls to NASA to get them excited about aviation careers

The girls, who came from area STEM schools (Science Technology Engineering Math), got to see women run all aspects of their flight. The plane had an all-female pilot and flight crew, ramp agents and gate agents on the ground, and women in the control tower giving pilots instructions.

Regulars

4 Onwards & Upwards

In the Annual Report, CEO David Currey reported a record surplus for the financial year, and that the Club had cleared its debts.

5 Club Captain Report

Well after a few showers here and there, flying should be full on by now!

6 Congratulations to our Achievers**13 Safety: Treating Cockpit Items with Care****Safety: Starting of Engines****Young Eagles 2019****14 RAAF Industry Presentation**

"I can do it" was what RAAF Squadron Leader Sarah-Jane Leech said to herself whenever she had a setback.

Old Fliers Group October Meeting**15 Murrayfield Matters**

They say that a picture paints a thousand words so I'm going to pepper this article with lots of them to keep it short.



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of Western Australia (inc)

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Onwards & Upwards

"In the Annual Report, CEO David Currey reported a record surplus for the financial year, and that the Club had cleared its debts." *Andrew Eldridge, RACWA Club President.*

It has been a busy and exciting period since my last report. In September, the Annual General Meeting was held at the Club. In the Annual Report, CEO David Currey reported a record surplus for the financial year, and that the Club had cleared its debts. This result represents a great deal of hard work by our extraordinary staff. I congratulate our staff on this result, and thank them for their ongoing efforts. Thanks also to you, our members, for continuing to support the Club by turning props.

Annual subscriptions were determined at the AGM, and mindful of the increasing cost of living, we agreed not to increase the membership rates. In fact, certain classes of associate membership were reduced, benefitting social and retired members. It is now possible to retain your continuity of membership very cheaply by taking up associate membership, if for any reason you spend an extended period away from the Club. We also introduced a brand new class of membership for senior members who are still flying and wish to retain the voting privileges and aircraft hire rates provided by ordinary membership. To be eligible, a member must have accrued 30 years membership at the Club, or be 60 years of age. The annual subscription for the new Senior Member class is only \$168.

At the AGM we welcomed Stephen Pearce to the Committee. Steve has worked in the media and electronics industry, and for the last 15 years ran his own business. He can often be seen flying the Sling. Steve took over the position vacated by Sylvia Byers, who joined the Committee in 2017. My thanks to Sylvia for her service on Committee and her loyalty to the Club.

In early October, the Wings Dinner was another roaring success. The theme of this year's dinner was "Diamonds Are Forever" and quite a few Bond characters made an appearance. Congratulations to all those who received certificates and awards at the dinner. My thanks to Coril Bere for organising another very successful Wings Dinner.

Hours were below budget in August due to poor weather, but we more than made up for this in September and October. Year-to-date hours are now back on budget. With more blue skies to come, we are hoping for a bumper summer season. Christmas is just around the corner, so please consider purchasing flight vouchers for your loved ones for Christmas. If you haven't flown for a little while, spring weather is mild and perfect for a refresher.

Transition to the new taxiway names has gone very well. The Club recently held a free members' seminar to cover the topic of the new

taxiways and the extension to runway 12/30. Thanks to instructor David Schneiker for his great presentation. Pilot education is one of the many benefits of membership of RACWA. There are many opportunities to be involved at the Club, and we have a busy social and flying calendar for the coming months.

Our current Frasca simulator was in service when I joined in the late 1980s. It has served us very well. Unfortunately it has started to fail in ways that are becoming too expensive to repair, and it has been decided that we will purchase a new simulator. It too will be a Frasca. It will be a state-of-the-art simulator based on a G1000 Piper Seminole. It can be used as a single-engine simulator if required. Thankfully, we are now in a financial position to make the investment, and modelling suggests that it will pay for itself in a matter of years. The new simulator will of course benefit multi-engine IFR training, but a simulator such as this may also be used in certain phases of CPL and NVFR training. This enables us to offer these qualifications at a reduced cost to the student, to eliminate fuel burn, and minimise wear and tear on aircraft. We anticipate the new sim will become operational late in the first quarter of 2020. (See Frasca Piper Seminole Simulator photo below)

November. In the past we have had 3 teams, namely instructors, members and WAAC students. This year we have a 4th team representing the TAFE students. The competitors perform flour bombing and a precision circuit. Team members are assigned but spectators are welcome to attend, and I'm sure the competitors would appreciate your support.

One of the great programs that RACWA offers is Young Eagles. It is a very popular program for young people aged 10 to 16 years. There is a program underway at the present time, running for 6 consecutive Saturdays. The Young Eagles enjoy a number of exclusive aviation experiences, and we thank our supporting organisations, QANTAS, RFDS, CasAir, Jandakot Airport, Jandakot Instruments, CHC Helicopters, WA Radio Modelers and AirServices Australia, for their generous assistance.

It is inevitable that we lose instructors from time to time as they move to further their careers. We farewell Taylor Sibbritt-Pettit, Josh Del Prete, Chris Evans and Layla Harrison and thank them for their hard work at the Club. The contingent of instructors is continuously replenished with graduates of our instructor training course, and we are currently interviewing to fill



Each year there is a fierce contest to win the Greg Hill Memorial Trophy. Greg was a much-loved past Club Captain who was taken from us far too young. The competition is held annually in his honour at Murrayfield, and this year the event will be held on Saturday 16th

the gaps. I would like to thank Ashley Lee who is vacating the position of Compliance and Administration Officer for WAAC, and welcome Loretta Britton who is taking on the role.

Happy flying!

Club Captain Report

"Well after a few showers here and there, flying should be full on by now!" *Mick Harcourt, RACWA Club Captain.*

The start of the flying season, if you want to call it that, will have been the Jurien Bay fly-in for the Indian Ocean Festival and Blessing of the Fleet on 9th November. Hopefully there will have been a great turn out with aircraft from RACWA, Northam Aero Club (NAC), Pearce Flying Club (PFC) and possibly even Bunbury Aero Club.

The idyllic location of Jurien makes it a fantastic place to visit with many activities, or just relax and watch the world go by!

So given that we are all geared up for some aviating, Flying Committee member, Vaughan Emery is in the process of organising a Fly-in to Augusta in January of next year and is working closely with the Augusta Aero Club to arrange accommodation and activities to make this a memorable occasion for all attending. The date has not been fixed as yet, but should be published in the next TT.

Jim Campbell is trying to secure a date for the Leeuwin Winery Luncheon and again, more information including date, time etc. will be forthcoming.

Northam Aero Club has traditionally been a venue for RACWA to pop in and have a breakfast now and again, however, this hasn't happened for some time.....your Flying Committee is about to remedy this with a planned fly-in (not a dawn patrol!) to this wonderful regional centre in March of 2020. Former Instructor, President and Life Member, Jim Jenkins has had an association with NAC going way back when he served there for ten years, so he is the most likely candidate to promote and organise this fly-in. NAC President, Errol Croft is full of support for this activity so it should turn out to be a fine event....and if I know Errol, there will be lots of yummy food on the "smorgasbord"!

Up and coming events:

Saturday 16th November will be the Greg Hill Memorial Trophy, held at Murrayfield, this is a 'closed' competition between Instructors, Students and Members, each with a team of three, battling for the prestigious Trophy. But first – Greg Hill was a former stalwart of the modern Royal Aero Club, he was an avid member of the Police Aero Club and served as Club Captain of RACWA, as well as supporting many flying events throughout the years of his membership. Greg lost his battle with ill health and passed away only a few short years ago, at too young an age, however, his memory lives on with this challenge between what can only be described as an eclectic bunch of flyers.

Starting around 12pm, this promises to be a

fun afternoon, so even if you're not flying, come down and help support your "Team".

Coming up on **7th December** will be a Commemoration Flight for the Catalina aircraft – these aircraft operated from the Swan River in the 1940s and deserve being noted in our rich aviation history. So we will have a briefing at the Club (at 2pm) and take a flight around the back of Garden Island – maybe brush up on your "flight over water" rules and regulations for this one.

24th November will be a Jandakot Comp...we are going to try a (modified) HMAS Jandakot, Performance Take Off and Short Field Landing. Great practice for those times when you may need it! Registration and briefing times as normal for the YPJT Comps, so see you there!

Speaking of Comps – the last Murrayfield comp on 20th October, a Flapless cct was taken out by Former Club Captain, Russell Philip, with a close second and third from Jeff Stein and Rod Garnaut, respectively (pictured below).

Sadly, Busselton Aero Fest, scheduled for Sunday 1st March, has been postponed. However, their committee has hinted that there may be a fly-in to this regional centre in place of the Air Show. Watch this space for more information.

Earlier this year, RACWA hosted the RFACA Conference and with the SABC, produced the ALACs and WINGS International Competitions. Next year, WINGS will be held in February at Tuaranga, New Zealand and several RACWA Members have been invited to take part – this we will gladly do, however, these things take an inordinate amount of funds to make happen.....so if your Barman (er, me!) hassles you to buy raffle tickets for a ride in a helicopter or some such prize, you can be assured that the proceeds will go to helping the TEAM in both New Zealand, and perhaps later in the year (May) at the ALACs in Taree, NSW. Supporting these events is the only way we keep ourselves on the map and hone our skills to national and international standards. ...and remember....we are ALL envoys of RACWA, no matter our reasons for joining!



For many weeks we have been hosting a "Chase the Tiger" and patience was awarded to Lew Peak from the engine repair department of our Maintenance Team, when last Friday he took out the jackpot with a good guess! He was kind enough to shout the Bar with part of his winnings and left with not only a tidy sum, but a large smile on his face. So we start again with a much lesser sum and lets see how far we can build it up. (Lew pictured with Tina Li & me)

Achievers



RAMON CANLAPAN

- Round of applause on your First Solo.



MATTHEW HOEY

- Kudos on your First Solo.



HANG TAI (KOEN) LEUNG

- Well done on your First Solo.



PHILIP SIMPSON

- Good work on your RPL.



RICHARD SMITH

- You worked hard for your RPL.



LEONARD CHUA

- Good for you on your RPL.



HAYDEN ROGERS

- You deserve your RPL.



MATTHEW BEVEN

- Good news about your RPL.



JIACHENG LIU

- Congratulations on your RPL.



THOMAS EMMANS

- Round of applause on your PPL.



MITCHELL WALKER

- Let's hear it for your PPL.



STUART CUNNINGHAM MATTHEW LANGLEY

- You worked hard for your PPL.



- Kudos on your PPL.



CONNOR JARDINE

- Outstanding effort on your CPL.



THOMAS BELLAMY

- Well done on your CPL.

Achievers



DANE GAVRANICH

- Round of applause on your CPL.



DAVID PRANDI

- Kudos on your CPL.



TONY KOH

- Well done on your CPL.



ABIGAIL LOGAN

- Good job on your CPL.



Royal Aero Club
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OTHER CPLS:

Mitchell Wells
Reece Bateson
Dillon Lalor



ALEXIS LOUIZOS

- Good work on your Initial FIR.



KADE EBELING

- Round of applause for your Initial FIR.



LAYLA HARRISON

- You worked hard for your Instrument Rating.



Royal Aero Club
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OTHER INSTRUMENT RATING:

Hugh Sterle
Katie Miller
Ajay Nair



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ME CLASS RATING:

Michael Sonneman



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Module 1

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- Meteorology
- Navigation

Module 2

- Performance and Loading
- Human Factors and Limitations
- Air Law



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AGM News

The 90th Annual General Meeting of the Royal Aero Club of Western Australia (inc) was held on Wednesday, 25th September by David Currey, RACWA CEO.

A 18.6% growth in flying hours saw consolidated income increase to \$512,697 (2018: \$100,168). The Club has paid the mortgage bond and aircraft loan accounts and is now debt free. However, there are significant capital commitments in the form of engines required in the current financial year, and a draw down on the mortgage bond might be required.

The budget for the 2019/20 financial year forecasts a consolidated surplus of \$530,160 and was approved.

Bruce Rathbone (Vice President), Mick Har-

court (Club Captain), Jim Di Menna and Russell Philip (Committee Members) were re-elected. Stephen Pearce was elected to replace Sylvia Byers who has stepped down as a committee member.

Membership subscriptions were kept unchanged, with the exception of Retired Member subscriptions which decreased. In accordance with the Notice of Motion, a new membership class was created, that of Ordinary Member – Senior. This membership class retains voting privileges and the right to hire aircraft at member rates, but at a substantially decreased subscription. To qualify for this

membership class, a member needs to have 30 years cumulative membership of the club, or have reached the age of 60 years.

Membership subscriptions for 2020 are:

Ordinary memberships

Ordinary \$299
Country \$209
Senior \$168
Junior \$168
Member for life \$2,990

Associate memberships

Associate \$75
Retired \$50

Corporate \$1,678

Speed over recognised distance record

RACWA recently assisted two ex-Qantas pilots to achieve four separate 'speed over recognised distance' records. The flights were in LKG, a Lancair IV with a Continental 550 that can maintain full power to 24,000 feet. The aircraft was built by Gary Burns, who flew around the world in 1998 with Alex Schenk, setting 11 point to point speed records in the process.

Equipped with high altitude oxygen masks and a raft, Gary Burns and Gary Weeks (brother of ex-Racwa CFI Roger Weeks) started their attempt in Adelaide in late October. The leg from Adelaide to Perth was marred by worse than forecast strong head winds, which result-

ed in their ground speed dropping as low as 180 knots at times. Hunting for the best altitude, they found the optimum speed at 6,000 feet, but had to endure increased turbulence. This leg was completed in just under 6 hours. John Douglas was there to receive them and verify their weight and balance – all part of the stringent processes required when attempting record breaking flights.

"At Jandakot, we were met by friends and support crew from the RACWA, where the bar was opened after our arrival. It had been a long sector, so a couple of beverages were enjoyed" declared Gary Weeks.

The four records, still to be ratified are: Perth

– Adelaide: 355.11 km/h, Perth - Adelaide: 568.89 km/h, Perth – Sydney: 578.87 km/h and Adelaide – Sydney: 697.45 km/h.

The Lancair IV is a very fast aircraft. "At FL250, we were looking at better than 370 knots groundspeed for a small part of our journey, and burning about 60 litres an hour. There is no production aircraft out there to match this performance", says a proud Gary Burns.

Both Garys were born in the same hospital two months apart, and trained at the Royal Newcastle Aero Club. They have had very similar careers and both own a Lancair. Pictured below: Gary (blue shirt) Burns and Gary (black shirt) Weeks.



Sport Aircraft Builders Club of WA Open Day A De Havilland Perspective

by Paul Falconer-West. SABC Member; RACWA Member 1991-2008.

The Sport Aircraft Builders Club of WA held its annual open day on Sunday 28th October 2019 at the Serpentine Airfield, 28 nautical miles south of Perth. There were memorabilia, coffee, tea, soft drinks and food vans on site for the public.

A sealed strip RWY 05/23 and a grass strip RWY 09/27 was the choice for arrivals and departures. Weather was CAVOK with morning winds from north east and up to 15kts. The winds swung around to the southwest after lunch up to 15kts so that the duty runway was RWY23 and still CAVOK.

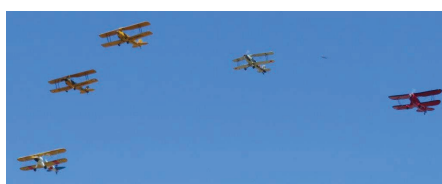
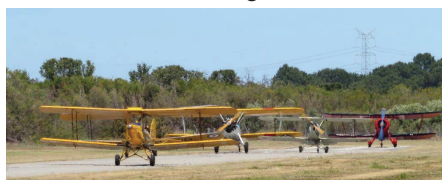


The Sport Aircraft Builders Club was formed in 1973 by a group of people interested in aviation and aircraft building. Through the efforts of all their members through the years there is now a facility second to none at Serpentine Airfield. Members can build their aircraft, hangar their aircraft, fly their aircraft, and join in the many social events (flying and non-flying) that help to make a club.

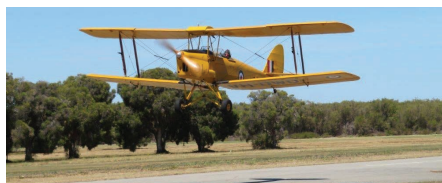
The RAAFA Western Australia (RAAFA WA) Aviation Heritage Museum had a table in one of the hangars under the leadership of Manager-Museum Trevor Fettis. The RAAFA WA Australia Australian Air Force Cadets Branch were represented by Sean Kinsella and myself on this day too. Many of the hangars were opened for viewing the myriad of vintage, warbird and home-built aircraft. I had a number of queries about the Tiger Moth history which I satisfied quite readily and asked the questioners to come to the Aviation Heritage Museum in Bullcreek for further history.

The De Havilland Tiger Moth owners Nigel Emmans, Bill Dearle, Jimmy Mitton, David O'Neil, and Bert Filippi as well as Tiger Moth pilots Mick Harcourt, Clark Rees, Werner Buhlmann and Paul Falconer-West were present. Mick and I flew into Serpentine in RACWA's Tiger Moth VH-FAS. Apologies if I have missed the pilots I had not seen. The De Havilland participation produced the greatest number of aircraft on display there, from the same designer. The DH82A Tiger Moths were VH-DWD, ZSA, CXL, NIG, BTP and WFN. The DH83 Fox Moth was Bert Filippi's VH-USJ.

At 1100hrs Werner Buhlmann lead a formation of Tiger Moths (VH-DWD and Nigel Emmans in his VH-NIG), a Kokusai Ki-86, a Stearman and a WACO for a display of varying formation types, concluding with a Line Astern Break for a landing on RWY05.



Then at 1240hrs Werner flew Bert Filippi's Tiger Moth VH-DWD for a superb aerobatic display.



Additional aerobatic displays were performed by an Extra 300 and a Pitts 12.

Bert Filippi displayed his DH83 Fox Moth at 1330hrs, using RWY23 and landing on RWY27.



Kevin Bailey and Glenn Caple arrived in their DHC-1 Chipmunks VH-ZAZ and VH-RHW. On their departure they provided a Pairs Formation flypast.



Amidst the myriad of aircraft which flew in or were taxied from their hangars were a Trojan T28, Pitts 12 Biplane, Culp Biplane, Extra

300, Nanchang CJ-6A, Yak 52 and numerous homebuilt types.



Interspersed between all this activity was the Royal Aero Club of Western Australia's Flour Bombing Challenge. A traffic cone was the aiming point for the aspiring 'Fighter Bombers' using Flour Bombs from a low pass and supervised by a flying instructor. Mick Harcourt was one of the scorers.



Winners as follows:

1. Michael Stenson
2. Ames Mecca
3. Mike Burns

At the end of the bombing programme Mick was addressing the bombing crews and thanked them for their endeavours. His parting words were, as he pointed to myself, "I must return to Jandakot in the Tiger Moth with my Engine Starter. See you back there."

We used RWY 23 for our departure in between the Cessna C152s. On the return to Jandakot's Runway 24R, Mick produced a very soft landing in a wind of 250 Degrees and 25 knots speed, and a temperature of 35 Degrees C. We appreciated Sir Geoffrey de Havilland's design which enables all Tiger Moth pilots and passengers to delight in the joys of open cockpit biplane flying in the 21st Century.

Many thanks to Mick Harcourt for another great Tiger Moth experience. **What a glorious day!**



LOCAL AVIATION

Murrayfield Airport Emergency Exercise Drill “Aircraft Incident”

The following article describes a simulated aviation incident and the valuable training opportunity that followed by Herman Prinsloo, RACWA Safety Manager / Maintenance Manager.

The scenario was that a 000 emergency call went out, for a light aircraft incident at Murrayfield airport and Emergency Services were required.

WA Police (WAPOL) were first responders, followed by Mandurah Fire & Rescue Services and St John's Ambulance Services (SJA). The rescue teams quickly determined the accident was bigger than first determined and they required additional resources to safely handle the incident.

The airport was closed down immediately by placing the white cross near the wind sock advising pilots flying overhead who may have been intending to land of a situation on the ground. Murrayfield staff monitored the radio frequency, ready to advise any pilot who missed seeing the cross that the airport was closed.



WA Police advised the St John's Ambulance Services incident commander that there were six passengers on board at the time of the accident and they could only account for the five that were still on-board. The SES with their rescue dogs were called upon to assist in finding the missing passenger who had wandered off from the accident site. After initial assessment of the passengers' health by the St John Ambulance Service commander, the RAC Rescue helicopter (Rescue 651) was called in to transport the severely injured passengers to hospital, along with additional ambulances. All arrived in a very timely manner.



The Fire & Rescue Services incident commander required additional rescue equipment,

which had to come in from another base and could only be delivered to the accident site quickly and safely by their heavy lift helicopter (Firebird 662) based out of Jandakot, this also arrived in a timely manner.

Additional Fire & Rescue Services units from Mandurah and Pinjarra Volunteer Fire & Rescue Services were called in to assist in extinguishing the bush fire caused by fuel spilling from the wings that had broken off on impact which had fortunately landed away from the fuselage. Additional personnel would also be required to assist in extracting the passengers



by ambulance service. The Emergency Exercise Drill was completed and the airport reopened.



safely from the aircraft wreck.

The missing passenger was found by the SES search dogs and treated before being dispatched off to hospital. The fuselage was cut open, all five passengers were safely extracted and provided the best medical treatment at the

This may have only been an “Emergency Exercise Drill” by the combined emergency services of WA, it has however boosted the confidence of those observers from the aviation industry, that should such an event ever occur, we will receive the best of care and assistance from a highly polished and professional team of people.

Our thanks go out to the teams from Mandurah & Pinjarra Fire & Rescue Services, the St John's Ambulance Services, WA Police, SES, Flight crews from Rescue 651 and Firebird 662, for allowing the team from the Royal Aero Club of WA to attend as observers.

scene with two being flown out by Rescue 651 and the other three being transported to hospital

WOMEN IN AVIATION

An all-female Delta team flew 120 girls to NASA to get them excited about aviation careers

Delta flies from Salt Lake City to Houston every day, but one recent trip was a little different, packed with girls getting a behind-the-scenes lesson about aviation by Allan Bradley, RACWA Member #8812



The airline took 120 girls between 12 to 18 to NASA's Johnson Space Center last week for International Girls in Aviation Day. The event was designed to encourage more women to enter the male-dominated field, Delta said in a statement.

The girls, who came from area STEM schools (Science Technology Engineering Math), got to see women run all aspects of their flight, Delta said. The plane had an all-female pilot and flight crew, ramp agents and gate agents on the ground, and women in the control tower giving pilots instructions.

The students toured NASA's Mission Control and ate lunch with astronaut and aerospace engineer Jeanette Epps.

"We know representation matters. At Delta, we believe you have to see it to be it," said Beth Poole, General Manager of Pilot Development, who started the program in 2015. "We're taking ownership to improve gender diversity by exposing girls at a young age and providing a pipeline so that 10 years from now, they will be the pilots in the Delta cockpit inspiring generations of women who follow."

Delta says that 5% of its pilots are women and that 7.4% hired over the last four years are women. Girls in Aviation Day was a world-wide effort, and organisers say that more than 20,000 people participated in the United States, Canada and Australia, as well as in countries in Africa, Asia and Europe.

<https://edition.cnn.com/travel/article/delta-women-in-aviation-flight-trnd/index>.

[html?fbclid=IwAR1KAfInEKjlmY6VPd04TKboFM7faoXT3OqGpChnbaKJx-X3RHY07Ye6sNo](https://fbclid=IwAR1KAfInEKjlmY6VPd04TKboFM7faoXT3OqGpChnbaKJx-X3RHY07Ye6sNo)

Women in Aviation Day 5th October 2019

While it's a great idea, women have been in aviation as both equals and leaders almost from the very start.

Amelia Earhart springs immediately to mind - she was the first woman to fly the Atlantic Ocean in 1928 (one year after Charles Lindbergh).

The Wright Brothers often said they would never have been able to develop and fly their way into history without the technical support of their younger sister Katherine.

Emma Todd was the first women aircraft designer - her first design flew in 1909 (6 years after the Wright Brother's first flight).

Harriet Quimby was the first US woman to be issued a Pilot's Licence in 1911.

Elizabeth (Bessie) Coleman was the first US 'woman of colour' to be issued a pilots licence in 1921 - her father was part African American, part Cherokee, her mother was a former slave.

During World War Two the Women's Auxiliary Airforce (WAAF) pilots flew all types of aircraft from the factory to airfields. Some of these women pilots actually found themselves in the middle of dogfights during the Battle of Britain.

Chuck Yeager was the first man to break the

sound barrier in level flight in 1947. Jackie Cochran was the first woman to do it in 1953.

Two years after Yuri Gagarin became the first man in space (April 1961), Valentina Tereshkova became the first woman in space in June 1963.

Focussing on Australia:

At the entrance to Jandakot Airport is a Mooney Aircraft mounted on a pedestal. The name on the aircraft is 'Sugar Bird Lady'. This was the aircraft flown by West Australian Nurse Robin Miller. In the 1960s she flew all across Western Australia administering polio vaccine to Aboriginal children in the remotest parts of the state. The vaccine was given in the form of a sugar lump that had soaked up the medicine. The children she treated gave her and her aircraft the name 'Sugar Bird Lady'.

Another Great Australian Woman Aviator was Nancy Bird Walton. She first flew at age 18 in 1928 and flew passengers around the outback of the eastern states before becoming an Air Ambulance pilot. She fought for the right for women in Australian Aviation and was the founding President of the Australian Women's Pilots Association.

Meet Em: She's an FA18 pilot in the RAAF <https://www.youtube.com/watch?v=LhEHTR0WJ9Q>

Debra Lawrie rocked Australian aviation when she was rejected as a pilot with Ansett Airlines because she was a woman. That was in 1978. She took them to court and eventually won the right of women to be given equal consideration during pilot selection as men in 1980.

Right from the very beginning, women have been an integral part of the aviation scene.

Women have ALWAYS been in aviation.

Perhaps this should have been called "Better Recognising The Contributions Made By Women In Aviation" Day.

Absolute admiration and respect for Delta Airlines for making the entire flight (ground crew, aircrew, ATC) an all women affair.

Proof that women are right where they deserve to be - in every part of this fantastic industry.

SAFETY

Treating Cockpit Items with Care

Glen Caple, RACWA Chief Engineer

The seats and interior panels in our aircraft are considerably lighter than their automotive equivalents. The weight of these items affects the load carrying capacity of the aircraft and the weight of the structure required to carry them around.

Because they are lightly constructed they require more care in their use. An example of this is the vertically adjustable seat mechanism. Attempting to raise the seat with the screw jack handle with your full weight on the seat may result in distortion or failure of

the mechanism. Lifting some of your weight off the seat during adjustment will ensure no damage and a long life of the mechanism. Seat fore and aft adjustment handles should be treated carefully as too much force when lifting them can cause the handles to bend resulting it being unable to lift the locking pins from the seat rail.

This is a common occurrence in C152 and M20J aircraft. The front seat back rests in C172 and M20J aircraft are often damaged by rear seat passengers using the seat backs as a

'lever' to get out of the seat. The PIC should brief passengers on this issue.

On some aircraft the instrument panel 'glareshield' is made of lightweight plastic and is not suitable for a 'hand hold' when adjusting the seats or entering and exiting the aircraft.

There are probably many more other items that I have not mentioned that require a gentle touch so it is best to treat all cockpit items with care.

Starting of Engines - Operations Manual ISD

David Royans, RACWA Head of Flying Operations.

An Instructor Standardisation Directive (ISD) was recently issued to the Instructors regarding the starting of engines in the proximity of aircraft being refuelled.

As the ISDs issued become an integral part of the Operations manual, until either incorporated or cancelled, it is important that any pilot

flying Aero club aircraft know the content.

This article is to inform all pilots flying Aero club aircraft of the club policy on starting of engines adjacent to an aircraft being refuelled.

"RACWA aircraft engines are not to be started in their parking bay if a fuel truck is parked in front of the parking bay immediately adjacent."

Similarly, RACWA aircraft are not to be taxied in to a parking bay if a fuel truck is also parked immediately adjacent to the parking bay being taxied in to. In this case the aircraft should be stood off until the fuel truck moves or, as an alternative, shut down and hand manoeuvred to the bay."

Young Eagles 2019

One of the many great programs that RACWA offers is the Young Eagles. This very popular program is for young people aged 10 to 16 years, and is held once every 12 months. There is a program underway at the present time, running for 6 consecutive Saturdays.

The Young Eagles enjoy a number of exclusive aviation experiences, and we thank our supporting organisations, QANTAS, RFDS, CasAir, Jandakot Airport, Jandakot Instruments, CHC Helicopters, WA Radio Modelers and AirServices Australia, for their generous assistance.

Spaces are always limited, so if you have a little Eagle at home pre-register them for next year, now!



RAAF Industry Presentation

"I can do it" was what RAAF Squadron Leader Sarah-Jane Leech said to herself whenever she had a setback, she told us. *Jerry Woong*

There will be a number of failures and setbacks before success, so make sure you embrace them and learn from those failures, was something Sarah mentioned to motivate everyone that attended the presentation.

Enjoying the journey to where we all are now is something very important as we can't go back to those experiences but to look back and wish we enjoyed it back then.

Sarah flew C130J Hercules aircraft in the

RAAF, serving in Afghanistan and Iraq. She then moved on to the Bombardier Challenger 604 as a Captain, taking high profile individuals to where they need to go, all around the world. She is also the first UAV (unmanned aerial vehicle) Operator for the Air Force.

We were also very lucky that the RAAF brought a Pilatus PC21 to the Aero Club for a static display, and two Qualified Flying Instructors from Pearce Air Force Base, the home of "2 FTS" (Flight Training School) to share their experiences with us as well.

"Performance comes from your attitude" was what Sarah mentioned and reminded us of the old but effective flight formula of "Power + Attitude = Performance".

"Surround yourself with people that are worthy of you and empower you, and get out of your comfort zone and embrace the failures" was the last thing Sarah said before ending the presentation, just before all the attendees went out to the apron to watch the beautiful PC21 takeoff into the sunset.



October Old Fliers Group Meeting

View all our talks at <https://www.youtube.com/user/OldFliersGroup> *Steve Rogers*

After a well-attended meeting I had many people come up to me and say how much they had enjoyed hearing commercial pilot retired, Robin McMillan, talk about his life flying in Western Australia and South-East Asia. Robin was endorsed on the DC3 by Colin Cook when he joined MMA in 1964. He moved up to F27s and F28s. The F28 he rated highly.

His talk encompassed difficult flying conditions. He spoke of the F27 compass variation over Marble Bar, even at 20,000', of the fog at Perth Airport, unruly passengers, smoke in Kota Kinabalu and Miri Sarawak, faulty APUs, combating jet streams and wind shear as well as conversion problems, the like of which tripped up the 'Gimli Glider'.

Robin has much more to share and we have

invited him back again. If only the wisdom of "old Pilots" could be given as a vaccination to those just starting out their careers.

Next month, November 29th, is the last OFG for this year. We will have our scrumptious Christmas pudding to be served with lunch.

This year we have had nineteen talks covering local and international aviation. There are lots more stories out there.

October 2019

With support from

Anthony Fokker
– December 1939.

A Life with Fokker

By Robin McMillan

If you or someone you know of has a story that deserves an audience, then we want to hear from you!

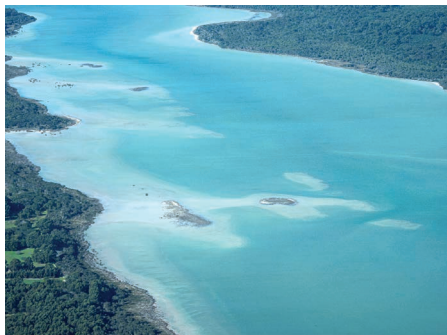
LOCAL AVIATION

Murrayfield Matters

Mike Yeates, RACWA Instructor in Charge

Lots of things have been going on at Murrayfield since the last article and as they say that a picture paints a thousand words, I'm going to pepper this article with lots of them to keep it short.

Last month it was pleasure to take Mandurah resident Julie Knight for a trial flight. Julie was celebrating her 70th birthday on the day and wanted to fly an aircraft and see some of the sites from above, particularly the Thrombolites in Lake Clifton. It was an excellent day for flying and Julie did a great job piloting the aircraft, occasionally letting me have a go when she wanted to take some photos. Julie sent me through a few photos from the day including one that she also sent into the local paper that won her a prize. (See below)



Murrayfield hosted the last AAFC training week over the recent school holidays. From what I've been told, the cadets training camps are now being centralised in Victoria. Thanks to all the RACWA instructors who came down

for the week to help the cadets achieve their first solos: Michael C, Michael S, Lou, Tom and Harrison.

Several vintage aviation style posters have been kindly donated by a member of the Royal Aero Club of NSW. I'm looking to get them framed and use them to spruce up the office and hangar.



Brooks Hire have kindly provided us with a heavy duty roller so that regular maintenance could be done on the gravel runway and sections of the apron. It's now smooth as a bil

liard table. Thanks to John Ridgeway and Tim Smale for all the extra time they've put into the task.



Congratulations to Peter Scullion for achieving his first solo in RWJ on 29th Sept and to Josh Del Prete for conducting the check flight.



Speaking of Josh, he has recently moved on to the next stage in his flying career and is therefore no longer instructing here on Sundays. I wish him all the best and thanks for looking after the place each Sunday and doing all the Grade 2 stuff for me. At this stage we don't have a replacement so I will be working some but not all Sundays to cover Murrayfield Competitions etc..

P.S. A little while ago, we had an incident when a RA-AUS aircraft had a partial engine failure in the circuit and the pilot had to conduct an emergency landing at YMUL. Fortunately, the outcome was a good one. It appears 2 cylinders had failed and there was significant oil loss. It's a reminder to us all that even though this kind of thing doesn't happen often, it can still happen, so practise a glide approach or a PFL when you have the opportunity to keep those skills sharp.

*You haven't seen Perth until
you've seen it from the air*



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