

TARMAC TOPICS

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

DECEMBER 2019

Featuring:

- **Top 19 Aviation Safety Tips**
- **Greg Hill Memorial Trophy Results**
- **Vale Mollie Dinham OAM**
- **State Aerobatics Club Murrayfield
Fly In Wrap Up**
- **Achievers & much, much more...**



Royal Aero Club
of Western Australia (inc)



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Welcome New Club Members!



Ramzie Artie
Ben Astill
Daniel Bourke
Olivia Bramley
Allan Deacon
Jessica Dexanakis
Boris Divis
Barrie Douglas
Roslyn Frawley
Phil Frawley
Izmir Husein
Darren Johnson
Yam Song Lai
Ian Lastrilla
Beau Outridge
Harvey Rae
Peter Scullion
David Sutherland
Cooper Taylor
Steven Womack

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

Hangars for Lease



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of Jandakot**
Call 0419 172 986

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The AGM approved subscription to be kept at 2019 levels, or reduced in the case of Retired Members. A new class of Ordinary Member - Senior has been introduced to recognise long serving members.

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12 Vale Mollie Dinham OAM

Mollie lived a full, adventurous, intellectual and cultural life on her own terms. She was a truly remarkable woman who touched many lives and left an extraordinary legacy.

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Qantas staff are supported by good leadership, trust & respect.

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The summer season is upon us and that means strong easterly winds on occasion.



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Front Cover: Carl Ende with smoke on
during take-off at State Aerobics Club

Murrayfield Fly In.

Photo courtesy of Adam Gibbs.

The festive season is almost upon us!

"Where did 2019 go?" *David Currey, RACWA CEO.*

For many of our students, 2019 has been a year of triumph as they applied themselves to achieving their dream of gaining a licence. The recent Wings Dinner recognised the hard work and dedication of our students and instructors.

Committee has introduced an initiative to encourage senior members to extend their membership. A new "Ordinary" class of membership to be known as Senior Member has been introduced for members with more than 30 years accumulated membership, or who are 60 years or older. In addition, all membership subscriptions remain unchanged or have been reduced. Membership subscriptions will be posted or emailed to members early in December.

Congratulations to the experienced members team who emerged as the winners of the Greg Hill Memorial Trophy. Mick Harcourt, Russell Philip and Hayden Vernon achieved a score of 586 points, followed by the instructor team who narrowly beat the WAAC and TAFE teams.

I am pleased to report that a new state-of-the-art simulator has been purchased to assist in our growing instrument training school. The Frasca boasts the latest Garmin 1000 suite and will be configured for the Piper Seminole, although members can utilise the simulator in a single engine configuration. This will be the ideal platform to introduce members wanting to familiarise themselves with the Garmin 1000.

The festive season is always an ideal opportunity to show Perth from the air to visiting friends and family. If you want some assistance to undertake a City and Beaches or Rottne flight, please speak to one of our in-

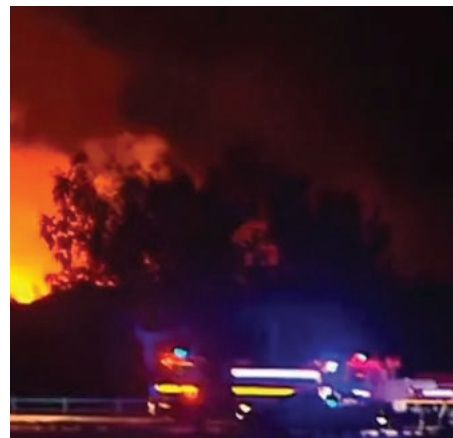
structors. Our voucher flights have proven to be excellent Christmas gifts that create long-lasting memories. These can be purchased on line, or by contacting our cashier. For members with an RPL, consider the new Rottne Island familiarisation package that the club has recently introduced.

We say farewell and thanks to Layla Harrison who has taken the next step in her aviation career, and welcome casual instructors Daniel Gardner, Joseph Rayner, and James Quick, with Louise Langford and Broxon Brookfield appointed to the full-time instructing team. Paul Drayton returns to the club as engineering foreman.

I have recently spent some time interstate helping the development of a Safety Risk Profile for the Flight Training Organisations Sector. It was heartening to appreciate the commonality of challenges facing flight training schools. Unfortunately, amending regulations is a very long process, compounded by CASA appearing to be more focused on continuing with the implementation of new regulatory reform (airports and maintenance are the current focus) than fixing existing regulations. Fortunately Parts 61, 141 and 142 are soon to be part of a formal review process, which will give the training sector an opportunity to highlight inappropriate regulations.

The Murrayfield Development Plan is progressing well. The consultant recently presented scenarios to the stakeholders. It is encouraging to note the realisation by local and state government of the value of having an airfield in the Peel District.

Murrayfield Airport recently became the staging post for the emergency services to fight a fire in the Nambeelup area. Imagine 60 vehicles at night all with flashing lights. It is very reassuring to appreciate the scale of the emergency response network, and the commitment of the staff. (Pictured below, with the car suspected of starting the blaze) Fortunately, the fire was extinguished without property damage, despite strong winds.



On behalf of the President, committee and staff, I wish all members a Blessed Christmas and a Happy New Year. I hope to see you next year. David Currey, CEO.



2020 Membership Subscriptions

The AGM approved subscription to be kept at 2019 levels, or reduced in the case of Retired Members. A new class of Ordinary Member - Senior has been introduced to recognise long serving members. This new membership class requires members to be 60 years of age or have a combined membership of 30 years or more. Senior members retain voting rights and discounted hire rates on club aircraft.

2020 Ordinary memberships:

- ✈ Ordinary member: \$299
- ✈ Country member: \$209
- ✈ Senior member: \$168
- ✈ Junior member: \$168

2020 Associate memberships:

- ✈ Associate member: \$75
- ✈ Retired member: \$50
- ✈ Corporate member: \$1,678

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



Club Captain Report

"How's the Christmas shopping going? Got those Trial Instruction Flights sorted for the more adventurous family members? Or will it be Socks and Ties again!" *Mick Harcourt, RACWA Club Captain.*

Hello everyone. The weather has been unusually hot and clear for November and everyone is happy to be out and about. This is especially good for flying, of course. We have had very few turbulent easterlies that can sometimes make flying a bit more of an effort than is necessary!

Those of you who went to Serpentine at the end of last month witnessed a well organised and safely conducted Fly-in, second to none. Both pilots and invited friends were awed at the spectacle of so many aircraft that flew in there and were parked with a minimum of fuss. Congratulations to Neville Whitty and his Team.

The big thing coming up is a new Fly-in to Augusta on 18th/19th January next year, which is only just 6 weeks away. This will be a return to the old days of fly-aways with fabulous scenery, a test to navigation and piloting skills, as well as the camaraderie of your fellow pilots and guests.

Briefly, the format will be to book your aircraft, and book your accommodation. We are recommending the Augusta Hotel for the convenience of us all being together. Please let us know how many for catering purposes, on the sign-up sheet on the events board. Briefing is at 8am on the Saturday, followed by departure when ready. You can pop in to Bunbury or

Busselton on the way there or just take a flight along the coast.

We are planning a basic and limited transfer to and from the Airstrip for those arriving and departing Augusta, so "close" arrival times will help, but we don't want a Chicago O'Hare airport situation with loads of aircraft milling around waiting to land – we'll sort this out at the briefing. We're also looking at a winery tour if we get enough numbers – we'll try and keep costs down wherever possible, so watch for your weekly TT posts for any updates. The Leeuwin Lighthouse also have tours.

Important to note - there will be NO FUEL available, so when flight planning take this into account and secure alternatives.....easiest is YBUN of course, but you don't need me to tell you how to fly!

When booking aircraft, be aware that these may be needed for a Navex back at Jandakot and returning the aircraft in time so that it may be used for an afternoon teaching session is all part of the Pilot/Member accord that we should all be promoting. I am always available for any extra information that may be required.

November's Jandakot Comp – HMAS Jandakot, had a turn out of 17 competitors, all of whom had a great time with this challenging Performance Take Off and Short Field Landing circuit! The Winners were:

1. Michael Stenson and James Mecca.
2. Rob Van Hammersveld.
3. Brendan Cox.

Every year the Club has been kind enough to grant its members a Christmas present in the form of a "Two for the Price of One" competition at Jandakot and this year is no different.....So, on Sunday 15th December we will be holding a TWO Circuit Comp that will feature a Glide Approach and then a Low Level Circuit, all for the low, low price of \$70! You'd be mad not to take advantage of that!

Because this is usually a well patronised comp, we may start registration from around 1:30pmso get in early!

The Australian Aerobatic Club WA Chapter held their annual comp that is not a comp (crazy people they are!) on Saturday 30 November at Murrayfield – Members are encouraged to come along to these events and chat with the organisers in the hope that maybe someday you might wish to take up this exciting and exhilarating side of the sport of flying. If you want more information, please contact Lewis Newman, the WA President on 0402 437 459.

All in all I hope 2019 has been a great year for you and let me wish all the best for the up and coming 2020. We have lots of plans for flying next year, so keep an eye on this page for info or contact me anytime you like. Oh, and MERRY

Greg Hill Memorial Trophy Results

The students were eclipsed by the Instructor and Member teams at the annual Greg Hill Memorial Trophy held at Murrayfield November 16.

The member team of Mick Harcourt, Russell Philip and Haydn Vernon proved that regular participation in club competitions will enhance flying skills, recording a winning 586 points.

Haydn Vernon achieved the highest score in the Practise Forced Landing, with WAAC student Dean Innes recording the highest score in both Spot Landing and Flour Bombing sorties.



Back Row, L to R: David Currey, Michael Sonneman, Haydn Vernon, Russell Philip, Mitchell Walker, Dean Innes, Miranda McCurry, Warren Wieske, David Sneiker, Harry O'Brien, Mike Yeates. Front Row, L to R: Mick Harcourt, Thomas Russie, Herman Tsang, Jerry Wong

Achievers



GRANT NICHOLLS

- Round of applause on your First Solo.



CENTRINE HUTTON

- Kudos on your First Solo.



KAYLA WEEKES

- Well done on your First Solo.



DAVID ELZIG

- Good work on your First Solo.



THOMAS RUSSELL

- You worked hard for your PPL.



KAYNE LEESON

- Good for you on your PPL.



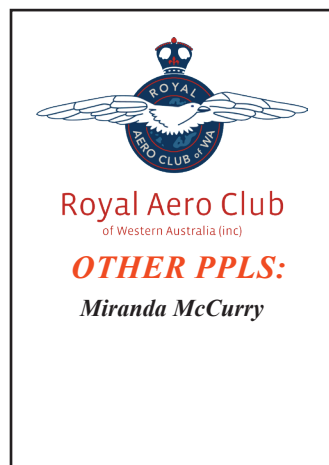
CALEB GILL

- You deserve your PPL.



KARNESH JAYABALAN

- Good news about your PPL.



IVAN PUA

- Round of applause on your CPL.



NEHRU RAI

- Let's hear it for your CPL.



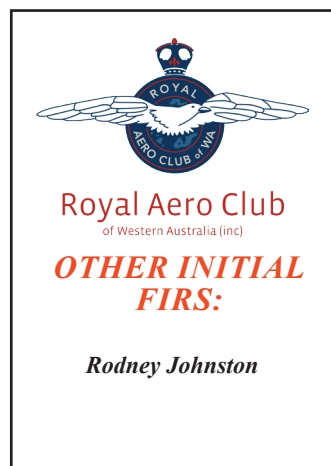
LUKAS BLOT

- You worked hard for your CPL.



KADIN FROST

- Outstanding effort on your Initial FIR.



Achievers



Royal Aero Club
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INSTRUMENT RATING:

Jordan Grover
Casey Dwyer



JORDAN GROVER

- Round of applause on
your ME Class Rating.



CASEY DWYER

- Kudos on your ME Class
Rating.



Royal Aero Club
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OTHER ME CLASS RATING:

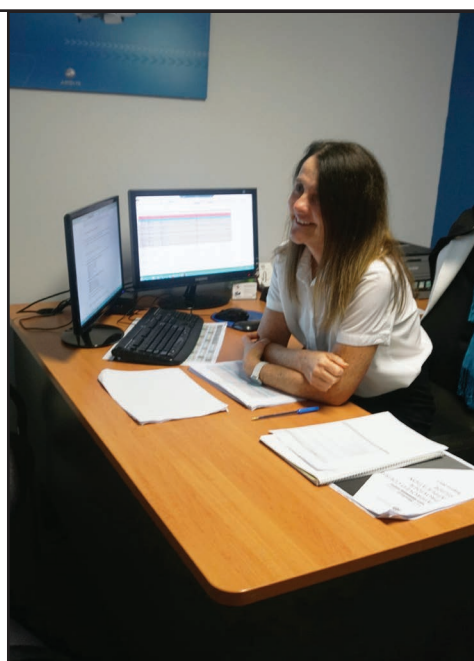
Ajay Nair
Dean Innes
Mitchell Walker



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Aviation College

For information on any of the courses or ratings
& endorsements that we offer please contact our
Manager Client Services - Merrilee Greenaway
Email: mgreenaway@waaviationcollege.com.au
or Ph: 9417 0013

Limited places still available in our Januray 2020
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Boeing pilot demand forecast* is 261,000
One of them could be you!

*Asia Pacific Pilot Outlook: 2018 - 2037



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AUGUSTA FLY-IN

Saturday 18th & Sunday 19th January 2020

Briefing 0800 Saturday 18th Jan

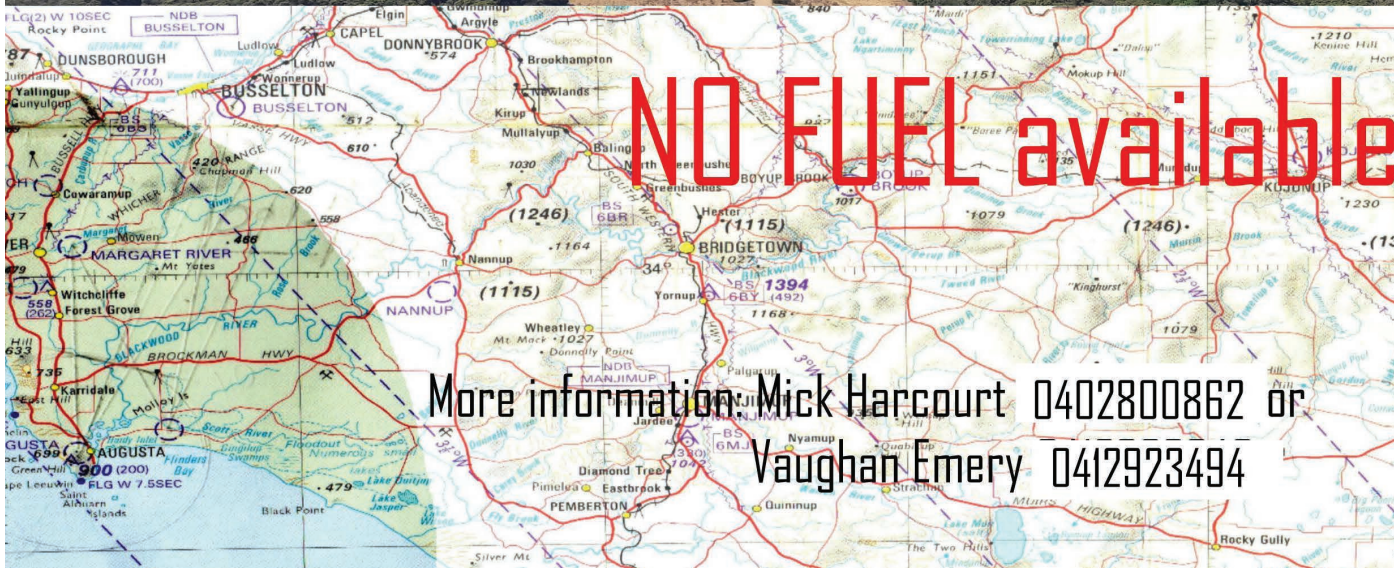


Book Aircraft from 0830 Sat 18th till 1130 hrs Sun 19th

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Augusta Hotel: 97581944

info@augustahotel.com.au



More information: Mick Harcourt 0402800862 or
Vaughan Emery 0412923494

LOCAL AVIATION

State Aerobatics Club Murrayfield Fly In Wrap Up

"It is great to see such a strong community spirit in aviation where people are willing to get involved at short notice and see what's involved in aerobatics and competitions". RACWA Club Member & President of the WA Chapter Australian Aerobatics Club Lewis Newman.

First and foremost, I'd like to thank the Royal Aero Club for hosting us. I would like to extend a special thanks to Mike Yates who ensured those departing Murrayfield were aware of our random manoeuvring and knew how to operate safely and harmoniously with us. My thanks to all the judges for their time and efforts, especially for putting up with our flying. Thanks to the pencillers who put up with the judges and let them keep their eyes on the skies. And thanks to our radio operators who kept contestants up to date with traffic as well as pilots informed of ongoing operations.

This was the first year the State Aerobatics club has held a "not a competition" at Murrayfield. We have previously held state competitions but found the weather didn't agree with us on the day. Due to its roaring success we will be holding another "not a competition" next year! Date to be announced soon.

There are 5 different categories to compete in. They start at the "Entry" for first timers. Step up to "Graduate" once you have a rough idea of what to do. Move through to "Sportsman" after you've gotten the hang of things. On to "Intermediate" where the concept of 'up' is somewhat subjective. And finally "Advanced" for people that are enjoying aerobatics so much that a loop and a roll being flown at the same time by the same aircraft seems like a good idea (it is quite a mental exercise to think about the control inputs required throughout such a feat).

Only 4 of the categories got contested this year with the results as follows:

Entry:

1st Liam Kneebone 65.54%

Sportsman:

1st Scott Adamson 70.44%

2nd Lewis Newman 63.94%

3rd Gary Evans 57.21%

Intermediate:

1st Adam Gibbs 61.56%

2nd Carl Ende 56.88%

Advanced:

1st Bill Waterton 30.17%

Scott Adamson is pictured right receiving his 1st place certificate and bragging rights!

A number of people came down throughout the day to have a look at what was going on and were all happy to help out on the judging line. It is great to see such a strong community spirit in aviation where people are willing to get involved at short notice and see what's involved in aerobatics and competitions.

If you would like to get more involved with aerobatics in WA please contact myself on 0402 437 459.



The Pitts and Extra in the Murrayfield hangar with pilots in the background. Photos courtesy Adam Agibbs.

Top 19 Aviation Safety Tips for Pilots

Information borrowed from AviatorTips.com Be a Better Pilot, website. A very worthwhile website to visit.

Aviation safety is a long, complicated subject. The complexity of operating aircraft is so high that it's impossible to foresee every possible situation. With that said, there are a number of aviation safety tips for pilots that can dramatically reduce the possibility of an "unplanned event".

1) Use Your Checklists

Checklists exist for a reason. Not the least of which is because there's no way that we could possibly remember everything we need to in order to fly safely. Use your checklists. Don't skip them because you're in cruise flight and it's only a couple of items.

2) Conduct Thorough Inspections

You should conduct thorough Pre-flight AND Post-flight inspections.

Pre-Flight Inspections: Again, checklists exist for a reason. Most pilots are good about conducting their pre-flight inspections. These are critical to making sure that the aircraft is safe to operate and should never be skipped or completed hastily. Be thorough and detailed. If something is questionable, make sure it's addressed, even if that means postponing your flight.

Post-Flight Inspections: Do you conduct a post-flight inspection as well? If not, you should. You may find things that happened during your flight that need to be addressed. This gives you time to deal with anything now as opposed to before you're on the ramp ready to depart, which may tempt you to overlook minor issues in favour of "getting in the air".

3) Check Your Gear Multiple Times

They say that there are two types of pilots. Those that have had a gear-up landing and those that will. Well, maybe they don't actually say that but they should (who is "they", anyway?).

If you fly an aircraft with retractable gear, check your gear multiple times before final approach and at least once more on final approach. Aviation insurance agents will tell you that one of the most common claims for small airplane is the dreaded gear-up landing. Don't be a statistic. Check your gear two or three times, just to be safe.

4) Keep Up Your Proficiency

Notice that I'm referring to proficiency, not currency. Just because you're current doesn't mean that you're proficient. Practise as often as possible. If you can afford to bring an instructor along with you for an hour every month or two, do it.

It's easy to get complacent when we've been



doing something a while. Don't allow yourself to think that you don't need to keep your skills sharp.

The best pilots are always learning.

5) Practise Emergency Procedures

Some of the most important things to practise are your emergency procedures. In addition to your memory items, be sure to practise slow flight and power-off manoeuvres. When you have a major event like an engine failure, you need to be ready. This means being able to safely fly the plane while going through your memory checklist. Many pilots have spun in because they weren't able to do these two things at the same time.

Don't forget all the little things as well. These are more likely to happen than the big things. Don't forget to practise what to do when you have an ill passenger or when you have a partial panel failure. There are myriad possibilities and you need to be prepared for all of them.

6) Leave Nothing to Chance

Again, you need to be prepared for the worst. It's not possible to practise every possible scenario but you can certainly prepare for "types" of scenarios. Think of everything you can that can possibly go wrong, then group them together by how you would respond. Your response will be similar for emergencies, allowing you to minimise the number of responses you need to practise. Have you recently considered what you would do in the event of a fire?

While it's not always practical to read it, make sure that you have your Pilot's Operating Handbook (POH) within reach and that you have the emergency procedures section marked for easy reference. Make this part

of your pre-flight briefing so your front seat passenger can assist in the event of an emergency. You may be busy flying the plane but if your passenger can read, he/she can find and read off the procedures to you.

7) Don't Rely Solely On One Navigation Method

With modern avionics, it's easy to plug your flight plan into the GPS, hit the autopilot, and go. While there's nothing wrong with that, make sure you're also following along using another method, even if it's just visually tracking your location.

When the GPS fails, you don't want to be scratching your head wondering where you are. You should be able to complete the flight as planned, even if it means transitioning to a paper chart. This might be as simple as printing a paper copy of your flight log and writing down your departure and waypoint crossing times so you can switch to manual time and distance calculations.

8) Don't Rely Too Much On Technology

Again, technology is a great thing. But technology can fail. That super-duper flight tracking app on your tablet goes away when the tablet overheats (yes, that's a thing). If you're dependent on seeing the little picture of your airplane overlaid on a map, you're going to be in trouble when the app shuts down.

This applies to onboard technology as well. Autopilots are fantastic tools that add a tremendous amount of safety to the flight environment. However, make sure you also hand-fly the plane regularly.

Don't let your stick and rudder skills atrophy because you spend all your flight time pushing buttons and twisting knobs.

9) Fly The Aeroplane

There are times when the pilot workload can get overwhelming. Remember that first and foremost, your job is to fly the aeroplane. Don't let yourself get so task saturated that your attention is diverted from what's important.

Aviate, Navigate, Communicate.
Notice that "Aviate" comes first.

This can happen to anyone. It's what happened to Air France flight 447 in 2009. The Airbus A330 crashed into the Atlantic Ocean after the pilots got so focussed on an airspeed discrepancy that they failed to notice that the aircraft was in a deep stall.

10) Communicate With ATC

When you're flying in controlled airspace, you're required to be in contact with Air Traffic Control. However, don't be afraid to contact them and let them know what you're up to when flying close to controlled airspace.

No, it's not required but it makes their job easier. By knowing what you plan to do, they know where they can vector the traffic under their control. They may also be able to keep traffic out of your way or give you traffic warnings.

11) Ask For Help

If you find yourself in a sticky situation, ask for help. Accidents are the result of compounding issues. If you don't keep your head straight and recognise when you need some help you're asking for trouble. If you inadvertently fly into IMC and are unable to immediately reverse course back into VMC, call ATC. Tell them you need assistance so you don't fly into the side of a mountain.

into IMC and are unable to immediately reverse course back into VMC, call ATC. Tell them you need assistance so you don't fly into the side of a mountain. It's better to be embarrassed than dead.

#Pro-Tip

If you need to declare an emergency, fine. Do it. It's far better to have to answer difficult questions from CASA and the ATSB after the fact than it is to not make it to your destination.

12) Be Self Aware

Pilots need to be self-aware and perform self-assessments both before and while they're flying. They need to assess both their physical and mental conditions. If you only got two hours sleep last night, you probably shouldn't be flying a plane (or driving to the airport, for that matter). If your doctor put you on medication that makes you drowsy, that's a big no-go for flying.

Your mental state is also important. If you just had a death in the family, you may be too distracted or out of sorts to be in the cockpit.

Making a number of errors while flying, no matter how small, is also an indication that you may be better off on the ground. If you find yourself making silly mistakes while in the air, the best decision you can make is to get the plane on the ground and terminate your flight. Yes, it may be inconvenient, but it's far better than the alternative.

I'M SAFE Checklist

Use the IM SAFE checklist to make sure that you are personally prepared for your flight:

Illness: Do I have any symptoms?

Medication: Have I been taking prescription or over-the-counter medications?

Stress: Am I under psychological pressure from the job? Am I worried about financial matters, health problems, or family discord?

Alcohol: Have I been drinking within 8 hours?

Fatigue: Am I tired and not adequately rested?

Emotion: Am I emotionally upset?

13) Avoid Distractions

Distraction in the cockpit is a major contributing factor to accidents. Observe the sterile cockpit rule, whereby there's no talking during the final phase of your flight.

Cover this in your preflight briefing with your passengers (you DO conduct a preflight briefing, don't you?). Make sure that your passengers all understand why they need to keep quiet during certain phases of flight, or any time you tell them to.

14) Maintain Your Airplane

Proper aircraft maintenance is a must. It's also expensive, which results in a tendency to "put off" minor maintenance issues. This is not a good habit to get into. Maintaining your airplane should always be a top priority.

With that said, it's understandable that sometimes money is tight and paying the mortgage will win out over pouring money into your aircraft. If you're forced to defer some maintenance, then take the extra step of grounding the plane until you can get the maintenance completed. You can always rent a plane to keep current.

When it's time for your annual inspection, there's also always the option of doing an owner-assisted annual. Many maintenance organisations will offer this service, which allows you to get the necessary maintenance done while saving some money by doing the grunt work yourself.

15) Don't Trust Your Fuel Gauges

Fuel gauges are there for reference. Don't use them for an indication of your fuel status. You should know how much fuel you have at any point during the flight simply by referring to your flight/fuel planning.

If you see a dramatic change in the level indicated by your fuel gauge, it certainly may

be an indication of a leak or some sort of mechanical issue. For this reason, you don't want to ignore them. However, your fuel gauges should be used in combination with your fuel planning for the flight.

16) Always Keep Adequate Reserves

It goes without saying that you need adequate fuel reserves. Beyond the CASA required minimums, you should also plan your reserves based on your specific flight.

Plan for enough fuel to go all the way to your destination and then divert to a reasonable alternate airport, while still maintaining CASA required minimums. If you can't make it that far, add in a fuel stop so you don't push your luck. Chances are, your bladder will need the break anyway.

17) Avoid "Get-There-Itis"

Pushing to get to a destination is a major contributing cause of accidents. **Just don't do it.** You need to go into every flight with the clear understanding that you may get delayed or have to cancel. This is just the nature of general aviation. Just because you have an instrument rating doesn't mean that you will always be able to complete your flight.

Often the smart thing to do is to park the plane and get a hotel room for the night. If you're really desperate to get somewhere, you can always rent a car.

18) Altitude Is Your Friend

Flying low and slow is one of the things that pilots love about flying. Cruising gently over the countryside can be a peaceful, enjoyable experience. However, always be sure to maintain situational awareness. When you have a mechanical issue at 700 feet AGL, you don't have many options for getting the plane safely on the ground.

Altitude equals time.

#Words That Can Save Your Life

This is why altitude can be your best friend. Not only is altitude your friend, but it can save your life. Altitude equals time. The higher you are when you have a problem, the more time you have to sort it out and/or find a safe place to land.

19) Flight Following

Use Flight Following when appropriate and ask for traffic in high risk areas such as Armadale and Canning Dam. Perth Radar will gladly assist. When ATC's providing flight following for you, they're watching out for you. They're there to keep you safe from other traffic, terrain, or any other potential danger that they can see.

While there likely many more aviation safety tips for pilots, following these will keep you out of trouble 99% of the time.

Not your everyday gran

People

That Magnificent Gran in her Flying Machine, Mollie Dinham OAM, tells how the flying bug bit her well after most would have abandoned any aeronautical ambitions.

Flying gave me 10 years of exhilaration. To begin with it was learning with a purpose, that of being able to visit my little grandchildren; but when I did an aerobatics rating my face wore a perpetual smile. The bug had bit.

Looking at my flying experience, I would say there are three things of note:

- the age at which I gained my wings — which was 58;
- completing retractable-undercarriage and constant-speed endorsements and an aerobatics rating before the age of 60;
- the flying experience — before macula degeneration took me out of the pilot-in-command seat — which was mostly cross-country flying into 'Remote' and included interstate tours to the NT, Cape York (Queensland), the Birdsville Races (South Australia);
- the hours that I notched up in the ten years — which gained me the AWP 500 hours Achievement Certificate.

So what was the trigger that took me into flying? In 1981, a staff member challenged me "as Principal of the Aeronautics school" to set an example and learn to fly. At the time I had no way of visiting my little grandchildren at the weekend as they lived on a pastoral sheep station 600km away by road — mostly single-lane bitumen and 50km of gravel — so the suggestion made sense.

Then, as a trainee pilot, I joined the Australian Women Pilots' Association (AWPA) — that wonderful association founded by Nancy Bird AO in 1950.

During the 25 years of membership I was a volunteer for all AWP courses in WA for the "fearful flyers", have been Reporter for WA, then National Committee member and *AIRNEWS* editor 1986-9 and have published a 64-page booklet, *Australian Women Pilots*, for the Association.

I mentioned the Aeronautics school. In 1978 I was the Senior Deputy Principal, I/C timetabling, staffing and upper school courses at a prestigious secondary school in WA when a senior staff member won a Commonwealth Innovations grant for an upper-school aeronautics course — if he could find a school to take it on.

I was enthusiastic; flying seemed the way of the future for WA, with its vast distances and, once it was established, I expected aeronautics to have a future in the courses offered by other high schools. I worked to that end.



From left, Mollie Dinham OAM, Sylvia Byers AM (a member of the 2006 WA team at the Australian Light Aircraft Championships), Nancy Bird AO, who founded the Australian Women Pilots' Association, and Shirley Adkins OAM (past President, Royal Australian Federation of Aero Clubs and winner of international aviation awards). With Nancy Bird, therefore, are three of the four AWP members in WA who have been awarded Australian Honours.

In 1982, as Acting Principal in charge of the school's finances, I bought a two-seater aeroplane (VH WIF) for the course.

My colleagues (other principals) declared this an even braver deed than learning to fly. The title of a newspaper article read, "That Magnificent Gran in her Flying Machine".

The aircraft was available also to aeronautics students in other schools.

Then I managed to get a flying instructor on to staff, so that students were paying for fuel only. When I retired in 1984 as an "enlightened administrator", the course was operating in five high schools. It has gone from strength to strength.

Vale 05.09.1923 - 21.11.2019

Mollie Dinham OAM

It is with sorrow that we heard of the recent passing of Mollie Dinham. Mollie was a past WA Australian Women Pilots' Association branch member, who attended almost every meeting until she could no longer drive, then remained active writing letters regarding branch and association matters.

She was instrumental in bringing the Aeronautics course to Kent St High School, which has then flourished in other senior schools around WA. The above article, from the Summer 2006-07 edition of *The Order*, (republished here with courtesy of The Order of Australia Association), shows a photo of Mollie, with three prominent female WA pilots who had also received honours.

Mollie lived a full, adventurous, intellectual and cultural life on her own terms. She was a truly remarkable woman who touched many lives and left an extraordinary legacy. Devoted and beloved mother of Judith and Karen (and

Adrian Morrissey); grandmother to Quentin (and Claire), Adeline (and Luke), George (and Petra), Theda (and Ash); and great grandmother to Alex, Josh, Toby, and Madeline.

Our condolences go out to Mollie's family and friends.



SAFETY

Flat spotted tyres

Glen Caple, RACWA Chief Engineer

I have noted an increase in the number of flat spotted tyres recently. In all cases the damage occurred at touchdown or on the landing roll and not during taxiing.

This damage can be caused by;

* Not keeping heels on floor until after touchdown.

* Applying brake pressure before the full weight of the aircraft is on the wheels.

* Applying too much brake pedal pressure.

The last item is self-explanatory but the first and second causes require a little more information.

When landing we should remember to keep our heels on the floor and not to have feet on the brake pedal, as pushing on the rudder pedals during the landing phase may also apply the brakes before the tyre touches down or before the full weight of the aircraft is on the tyres.

If the full weight of the aircraft is not on the tyres the contact patch of the tyre to the run-

way will be small and the friction between the tyre and the runway will be low.

Full contact is not achieved until the aircraft is at a very low speed as the aircraft may be generating considerable lift especially into wind with the flaps down.

Taking into account all of the above will be to no avail if the throttle is not FULLY closed before you apply the brake.

Flight Authorisation

David Royans, RACWA Head of Flying Operations.

RACWA has recently experienced a spate of flights being conducted without the pilot having the Authorisation section of the Flight docket signed by an instructor.

On each of these occasions the pilot was private hiring the aircraft and was actually unaware they had to have the docket signed by an instructor. Some were new members, and others were newly qualified RPL or PPL holders mistakenly believing it was no longer a requirement. It is incumbent upon me to dispel this mistaken belief, and explain why.

When a trainee undertakes a solo training flight, that flight must be authorised by an instructor. This is done by a signature on the flight docket. This authorises the trainee to undertake the flight. It must be mentioned that

a trainee is defined as any person undertaking a training flight, dual or solo – whether that person holds a pilot licence or not – for example, a PPL holder conducting a solo consolidation flight toward CPL is defined as a trainee for that flight, and as such the flight needs to be authorised, as it is conducted under RACWA's CASR Part 141 or 142 approval.

However, if a licensed pilot (RPL, PPL, CPL, ATPL) private hires an aircraft from RACWA, the hire of the aircraft needs to be authorised. This is done by an instructor signing the authorisation section on the flight docket. At this time, a check of the hirer's relevant qualifications must be made to ensure RACWA is legally hiring the aircraft out (a car rental company won't let you hire a car without checking your licence!). The flight is your responsibility, although the instructor will always be prepared

to assist with any questions you may have.

The Terms and Conditions for the hire of the aircraft are on the back of the Flight Docket. The Terms and Conditions exist, whether you read them or not. It would be advisable for you to familiarise yourself with these.

Notwithstanding any insurance excess, RACWA's insurance covers any damages incurred during normal operation of the aeroplane during your hire. However, please remember, if you private hire an aeroplane from RACWA and you don't get the hire correctly authorised you may place any liability that the insurance company would normally accept, in jeopardy. Also, if the hire is not authorised, RACWA won't accept liability either. That only leaves liability for any damages with you, and no one would like to see this happen.

Formation Fridays 1st Friday every month

**Ph Gary Evans:
0418 919 155
& get involved!**

**The 'Formicators' invite all
Formation Endorsed Pilots
to join us for a Formation Flight.
Briefing 1545 - Depart 1615.**



Qantas Pilot Waylon Parker; Industry Presentation

Qantas staff are supported by good leadership, trust & respect, Waylon informed us.

Qantas employ over 30,000 exceptional individuals, with roughly 93% based in Australia, and together they fly over 50 million customers every year across Australia and around the world. They work in a tough environment

where they're often expected to achieve the impossible, but they are supported by good leadership, trust and respect.

At the end of his presentation Waylon presented Karnesh Jayabalan with his wings.



November Old Fliers Group Meeting

We wish all our members a safe and happy festive season..... *Steve Rogers*

This was the final OFG meeting for 2019. Our next meeting will be on Friday, January 31st, 2020.

A packed audience came to enjoy our presentations and buffet lunch, followed by the traditional Christmas pudding. Our guest was Max Sylvester, who on of August 31st, piloted a Cessna C152 to a safe landing when his instructor became incapacitated. Max had less than two hours in a C172 previously and no flight simulator experience. We hope to have Max back in the New Year to talk through his experience. (Pictured below)



Our Speaker of the Day was Richard Moore. He had previously spoken to us about his family connections with Norman Brearley, the famous W.A. Aviation pioneer.

At our last meeting Richard told us about the first flight from England to Australia in 1919. The successful aircraft, a Vickers Vimy, flown by Keith and Ross Smith, with mechanics Bennett and Shiers, took 28 days with multiple stops to complete the journey. One hundred years later, a B787-9 takes about 17 hours, with no stops, to do the same.

Pictured below, the arrival of the Vickers Vimy at Darwin, 10th of December 1919. Richard told us about the men, the machines, and the tribulations (and deaths) along the way. A reward of ten thousand pounds, offered by the Australian Government, was shared

equally among the crew of four. The Vimy averaged 71kts, about the same speed as a Tiger Moth.

It was a Vimy too that in June of that year, piloted by John Alcock and Arthur Brown had made the first trans-Atlantic non-stop flight.

Our talks can be viewed at <https://www.youtube.com/user/OldFliersGroup>. Just click on videos to see them all and don't forget to hit "subscribe" if you haven't already done so.

All our previous bulletins (170 of them) can be read at <http://oldfliersgroup.org.au/?cat=14>. It is a walk down memory lane.

Next meeting Friday January 31st 2020.



LOCAL AVIATION

Murrayfield Matters

Mike Yeates, RACWA Instructor in Charge

The summer season is upon us and that means strong easterly winds on occasion. Easterlies also mean that Skydive the beach will drop overhead the aerodrome instead of Rockingham to avoid missing their target and becoming fish food. Their landing site is the cleared area beyond the taxiway NW on 05/23 but they will drift in across the runway from the east. As per normal, any aircraft already established in the circuit has priority but use caution and your Noggin'. The skydive pilots are aware that they cannot drop canopies overhead when other aircraft are in the circuit, nor can they tell other pilots to conduct full stops to get out of their way. The key is to communicate and work out the safest plan to keep everybody happy.

A huge congratulations to Shane Badhan (below) for achieving his first solo flight on his 15th Birthday on November 12 in TNO.



He is now a member of a very select group of aviators, those who have gone first solo at the youngest possible age. Coincidentally, Shane's instructor (Me) shares the same birthday and I also went first solo in TNO (I was slightly older than 15 though at the comparatively geriatric age of 36). Thanks to Shane's parents for bringing the birthday cake. Not only did Shane have the pressure of trying to achieve his first solo on his birthday but he and his family were also departing for a holiday to Canada the very next day so there was no time to try again.

Congratulations also go to Max McArthur (below)



and Jayden Sydney-Smith for achieving their RPL this month and thanks to Jarod Rowe for making the trip down to conduct the flight tests.

Max and Jayden started training at Murrayfield in October and September last year respectively. Max has already started with his PPL

training and converting onto the C172 whilst Jayden (below) will be keeping his head underground (literally) on a mine site in Kalgoorlie before returning in the new year to start PPL training.



January Club Diary

College Diary

- 3 Formation Fridays - Jandakot
- 12 Murrayfield Glide Approach & Low Level Circuit Comp
- 18 Augusta Fly-in
- 26 Jandakot No Instrument Circuit Challenge
- 31 Old Fliers Group Luncheon & Talk



- 13 RPL Theory Full Time - Systems
- 15 RPL Theory Full Time - Aerodynamics
- 17 RPL Theory Full Time - Flight Performance & Loading
- 20 CPL Theory Full Time - Systems
- 21 RPL Theory Full Time - Navigation
- 23 RPL Theory Full Time - Meteorology
- 27 RPL Theory Full Time - Human Factors
- 29 RPL Theory Full Time - Air Law
CPL Theory Full Time - Aerodynamics
- 31 Industry Presentation

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