

TARMAC TOPICS

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

FEBRUARY 2020



Featuring:

- Augusta Fly-In Wrap Up
- Meet the Team
- Flat Spots - Too Many Already
- Free Members Rottneest RPL Training Seminar
- New Spare Parts for Sale!
- Plus much, much more....



Royal Aero Club
of Western Australia (Inc.)



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2017

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This is my final Tarmac Topics article as Instructor in Charge at Murrayfield. Taking over will be Liz Garcia as Instructor in Charge, with Lou Langford running the show on Sundays.

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of Western Australia (inc)

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Front Cover: Anthony Buckley, winner of North American T28 Trojan Flight Raffle (to raise funds to help send our RACWA Wings Team to NZ), with owner/pilot Steve Robinson.
Photo courtesy Gosia Rogowska.

CEO Editorial

" Our Club is making a significant investment for the future with fleet, instructors and infrastructure upgrades taking place. " *David Currey, RACWA CEO.*

We are already in the second month of 2020 – where does the time go?

In January, we purchased a near-new Mooney, VH-MWE, which is obviously very popular with our members. Simon Saddick had the privilege of the first commercial flight in MWE and reported an air speed of 150 knots. Whilst the aircraft is available for members, we will not be allowing MWE to be used for initial endorsement training.

As previously reported, we will be taking delivery of our brand new state of the art Frasca simulator to boost our instrument training school. We will be retaining our existing simulator so that we will be able to offer both glass and analogue training.

C152 RWJ was dubbed the pariah of the C152 fleet due to its exterior appearance. Thanks to Viv Pavlich and Josie Spencer, RWJ is now the pride of the fleet after a thorough exterior clean up and repainting exercise. (See photos below). We welcome Josie as a new engineering trainee and hope she will be a LAME within four years. The shortage of LAMEs in Australia is well documented. It is alarming that many maintenance organisations are not investing in training the LAMEs of the future. The Club will continue to 'do our bit' with Henry Brink scheduled to become a LAME this year and Toni Weston to add an engine licence to her airframe licence. Mark Santos and Liam Williams are entering the second year of their traineeship.

We are finishing the interior refurbishment of UDQ, with interior panels on order for SPN which is in desperate need of an interior revamp.

Whilst the fleet is receiving much needed investment, we are also investing in the continual upgrading of our instructors. It is essential that we can meet the demands of our members in providing the very best instruction at all times. Congratulations to Tim Berryman on becoming a grade one instructor, who has also obtained flight instructor training approval, formation training approval and multi-engine training approval. Trent Donovan has received his multi-engine training approval to add to his instrument training approval. Three instructors are nearing completion of their night training approval. Our tail-wheel training capability will soon be expanded. We welcome Karl Baumgartner (G1) and Reece Bateman (G3) as casual instructors and farewell Broxen Brookfield.

Our new computer server has been successfully commissioned. A big 'thank you' to David O'Brien for his planning to ensure a seamless migration. Our new engineering package is living up to expectations and we have recently added surplus spare parts to its market facility. Where necessary, new toilets have been installed throughout the building and additional security cameras have been installed. We will soon be installing new weather cameras on the building for members to see the actual weather conditions at Jandakot.

Liz Garcia has replaced Michael Yates as In

structor in charge of Murrayfield Airport. Liz and Louise Langford will be looking after YMUL, which is looking very good thanks to the efforts of our volunteers led by John Ridgway. They are currently refurbishing the windsock next to the threshold of runway 23. We have recently moved the threshold lighting on runways 05 and 23 to comply with the CASA Manual of Standards for Registered Airfields. Mike Yates will remain an instructor with the club on a casual basis at Jandakot.

A successful Christmas advertising campaign has seen a doubling of sales of flight experience vouchers and lesson packs in December and January. We are looking at other initiatives to encourage the public to use our website when purchasing these products, as other websites charge a commission on such sales.

The Formation Fridays are gaining in popularity. Hopefully, additional instructors with formation training approval will help to service the growing demand for this activity.

We wish our Formation Team of Mick Harcourt, Jim di Menna and Mike Stenson good luck in the upcoming Wings Competition in New Zealand. Always a hotly contested competition, it is an honour that the Club's Formation Team has been chosen to represent Australia.

We welcomed a new WAAC intake in January and a new TAFE intake will shortly be commencing flying training. Please make sure that you book an aircraft in advance to avoid any disappointment.



Pariah to Pride - RWJ!

Club Captain Report

"RPL Pilots can now join in!" *Mick Harcourt, RACWA Club Captain.*

Where, you might ask? The Rottne Island Bun Run will be upon us in early April and now that it is quite 'legal' (for those qualified of course) for RPL pilots to join in, we can expect a great rush on aircraft for Friday 10th April. The format will be a briefing in the morning, which is more like a get together than anything else, to make sure we're all on the same page as to approaches, parachute Ops at Rotto, etc. So we then fly over the ocean - well a small part of it - land and make our way to the Bakery to purchase Hot Cross Buns. Perhaps stay for a coffee, do a few selfies with a Quokka or three, or just enjoy the pleasure of Rottne, before returning to Jandakot and distributing your Buns to friends and relatives (or maybe eat them yourselves!).

It may sound a bit silly to those not in the know, but this tradition has been going on for more than 40 years and it now features a "waiving" of landing fees....which will be collected as a cash donation and presented to the Royal Flying Doctor Service – so please, bring \$50 per aircraft in cash and we will collect this from you on the day. Sounds like a great thing to do? It is! And you get to mix with like minded people that you may not have met before. Watch this space for an advert of times etc., coming up at the beginning of March.

I got a bit ahead of myself – The Murrayfield Competition for April has been brought forward to Sunday 5th, rather than tie everyone

up over Easter. It will be a Right Hand Seat Comp - an interesting one which shows that your piloting skills don't always come to hand so readily when sitting in the passenger seat. It's also a good practice if you ever have to take over whilst flying with a friend.

I believe by the time this copy reaches you, the WA contingent of the Australian Team to compete in the New Zealand WINGS Competition will be well on our way. The event is being held in Tauranga, North Island and we're looking forward to flying in a new location, as well as competing on behalf of our country. The rest of the Team is made up of a couple of Tasmanians and a Victorian, so we are spread out quite well.

You will have been aware of the Raffle Tickets that we sold to raise funds for this event and the subsequent winners, one of whom was

Anthony Buckley, who scored a ride in a North American T28 Trojan, kindly donated by Steve Robinson. Anthony, a Club Member, went for a ride a few days ago and thoroughly enjoyed the experience, hence the photos. I think it's worth thanking everyone again, for their support and help with this event. Happy Flying everyone, see you at the Club.



Guess who I ran into on my Virgin Flight to Melbourne before the 2020 NZ Wings Competition?

Pictured below, fellow passenger, alumni Dean Di Silva, while flying the aircraft, pictured left, was alumni Brent Leuke. Talk about a small world!!!



Achievers



ISRAEL TAN

- Round of applause on your First Solo.



SAM POWELL

- Kudos on your First Solo.



TIM SARGENT

- Well done on your First Solo.



DAVID GOLAB

- You worked hard for your RPL.



JACOB MCGRATH

- Good for you on your PPL.



RICHARD WEKINA

- You deserve your PPL.

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*Asia Pacific Pilot Outlook: 2018 - 2037

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Augusta Fly-In Wrap Up

Mick Harcourt, RACWA Club Captain.

On the notice board, there were 22 aircraft with around 40 plus people due to make the sojourn down south into what was looking like fine flying weather for the whole weekend.

On Friday 17th January, I spoke with a few people at the Club who were going on the Augusta Fly-in, the following day. This was the culmination of several months' work of organisation by Flying Committee Member Vaughan Emery and yours truly. So, it was reasonably early to bed and set for the day to come.

I was lucky that a friend had offered to take me there in his Robinson R22, which I jumped at! The rest were using a variety of aircraft including C172, Mooney, Cirrus, PA28, RVs and a mix of RAA aircraft.

We held an informal briefing for those departing YPJT at 8am and afterwards got going at our own pace and in our own time.

After fuelling up, we jumped aboard the R22 and departed to the south off RWY12 and after a while, settled into a ground speed of 80knots with a turbulent headwind that would see us having to re-fuel at YBUN, en route.

So, we landed at YBUN, re-fuelled and were on our way for the second and final leg to YAUG remaining fairly much inland and from



Whilst on the Perth Centre frequency of 135.25, we heard various calls from aircraft heading to YAUG, the most memorable being a banter between one pilot & ATC trying to establish & organise a SARTIME!

10 miles out could hear those arriving on the CTAF of 126.7. Figuring we would be the last to arrive, we manoeuvred along RWY17 to get some photos of the aircraft already parked and then on to our landing area – this we did and were rewarded with some fabulous views of the surrounding area.

Most, if not all, were milling around the town and anticipating a “Meet and Greet” at the pub around 12 o'clock.

So, we gathered in what eventually became our dining hall that evening for a bit of a get together and sort out who was doing what for lunch! Most elected to do the Leeuwin Lighthouse tour and got themselves sorted for transport to and from there. The rest took advantage of the very generous offer from local Augusta Aero Club members to give them a lift to Hamelin Bay Winery for a luncheon, which, in



Augusta Hotel - our accommodation!



itself was a great idea, however, the winery could only handle limited numbers and as a result a small group of us were 'turned away' and so we tootled off to the Karridale Pub, down the road for a feed. This done, the rest of the afternoon was left free to do as we pleased.

Those not staying overnight were taken back to the airstrip and departed for their various destinations, all arriving home safely, I'm assured!

The late afternoon started with a gathering of Club Members in the Hotel Lounge (some would call it a 'take-over', eventually!), which, as it grew larger, progressed to the upstairs conference room, that had been allotted for us for our evening get together. Gradually, those newer to a Fly-away, came up and were welcomed into the 'gang' that was getting larger all the time.

that!

The kitchen entrance was only a few metres away from where we were seated, so it didn't take long for the food to come out, and even less for it to travel before being consumed!

So with a stunning view out of the windows of the dining room, across the Blackwood River estuary, the sunlight casting a myriad of colours as it sank further in the west and a great bunch of people with such diverse topics of conversation, we dined in noisy but happy pleasure.

There was a Quiz, that I had set for those wanting to participate and of the five or six entries, Anthony Buckley and partner Gosia, had the most correct answers and received a prize, while others received 'booby' prizes for funny

One final thing – as we were about to leave, we noticed a bloke trying to get in his car.... on closer inspection, it turns out, that he left his keys on the seat, with his "Best Friend" in the back seat.....Rover..... who it turns out, jumped around inside the car and had apparently stomped on the car lock! So there was this 30 something bloke saying "Come on Rover, come over to the door and put your paw on the lock...." (the window was down slightly for air for the dog), much to the amusement of those observing.

All in all a great weekend and enjoyed by all that attended and thanks go to Vaughan, The Augusta Aero Club, their President, Kevin Nash and Members that helped us immensely with inbound guidance as well as parking and transport throughout.



Pictured above: 1st table from the left, left side closest to the window is Mitchell Wells sitting opposite his wife Sarah. On the right side of the same table, Robert Edwards and Graham Hartree. Middle table, left side, 3rd from the window is Pat and Martin Jones with Haydn Vernon, then on the right side from the window is Steve Wilson, JD and Libby, Adrian Thomas, Mon and Steph. Right table left side 2nd from the window Viv Harris then Bill Dearle at the window... on the right side Sarah and James Murphy 3rd and 4th from the window. Sorry if we missed any names out....

So, close to 35 people were laughing, joking and telling stories of how great their piloting was en-route to YAUG that morning and with the rising volume of talk, couples or families would break away and go and order food from the bar downstairs – luckily only a few steps that needed negotiating- some might have had trouble by then, with anything more than

or clever answers!

The night ended quite early, but that's not a bad thing with the anticipation of the return flight the following morning after a hearty breakfast at one of the many cafés that Augusta boasts along its main street.

The Augusta Hotel needs a mention too..... Their staff were so helpful and accommodating and Mark in the kitchen pulled out all the stops to make the transition from ordering food to having delivered at our table.

See you at the next Fly In!



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Meet the Team!



MELINDA LAWRENCE STORES SUPERVISOR



1. Where have you worked previously to RACWA?
Worked with stroke patients for 8 years
and also went into private enterprise
(Optical Wholesale) ten years.

2. How long have you been at RACWA? 27 yrs.

3. What is your current & any previous roles
at RACWA? Hangar Administration.

4. What do you like most about working at
RACWA? The friendships past and present
- being part of the apprentices' lives and
watching them progress and keeping their
friendship over the years.

5. What significant changes have you seen
during you're time at RACWA?

a. At the Club itself: Simplicity to complexity
b. In society in general: Use of technology
c. In the aviation Industry; Tightening reins.

6. What are the top three things you want to
accomplish before you retire? How close are
you to accomplishing them? Smooth tran-
sition - leaving with good memories -
starting my own business part time.

7. What are four interesting facts about you?
Married by a Chimbu Priest in Papua New
Guinea - Dined with Prime Ministers -
won the Junior surfing championship in
Victoria and loved my motor bikes.

8. What's the best and worst thing about get-
ting older? Getting there to start with - be-
ing able to preach what you practised to
siblings - (few exclusions x-rated). Worst
- not being able to hold a grandchild - vi-
siting the chemist more often.

9. What's someone said that changed how you
view the world? My mother always told me
it is better to give in life than receive.

LAUGHLAN DWYER STORES ASSISTANT



1. Where have you worked previously to RACWA?
Knight Industrial Clutch and Brake Co.

2. What do you like most about working at
RACWA? People I work with, plus money,
Mel's music day.

3. What are three interesting facts about you?
Two teeth in my mouth have swapped
places, I was born in Melbourne Vic but I ac-
quired my mother's Irish accent, I don't like
bananas.

4. Which of your scars has the best story be-
hind it? I have a few faded scars from do-
ing metal work at school, trying to help a
mate drill a piece of metal with vice grips.

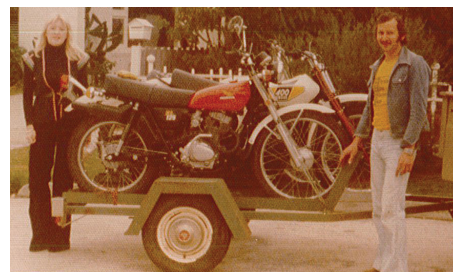
5. What's the title of the current chapter
of your life? Eat, Work, Sleep, Repeat.

6. What's the most important lesson you've
learned? If you want something you have
to go get it yourself and work for it.

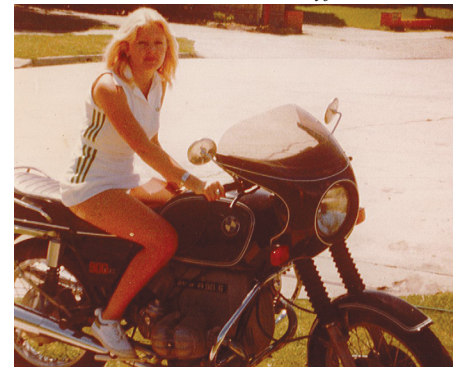
7. What mistake do you keep making again &
again? Taking the wrong turn at Albuquerque.

8. What do people think is weird about you?
I have an Irish accent but wasn't born there.

9. When people look at you, what do you think
they see? 35 yr old hairy Irishman/Viking.



1st motorbike with 7th boyfriend



BMW picked up in Munich



Off to PNG highlands for honeymoon



When the pilots landed they got on
their pushbikes & pedalled home



Last photo with my best friend...my mum...



PPL Night Theory Course

February 4th to April 2nd, 1800 - 2100, WAAC Lecture Room 1

SAFETY

Flat Spots -Too Many Already! *David Cochrane, RACWA*

Flight Instructor/Examiner

I have just heard a very surprising statistic....only 20% of the aircraft tyres purchased by the Aero Club last their full life! In other words, four out every five tyres we buy are discarded early. In one case a new tyre only lasted one week. Can you imagine the expense of having to replace your car's tyres at that rate? Replacing all these tyres is costly and adds a lot of unscheduled work in the hangar. The only person smiling about this is the tyre salesman!

What is causing this high turnover rate? The dreaded flat spot. Look at figure one below



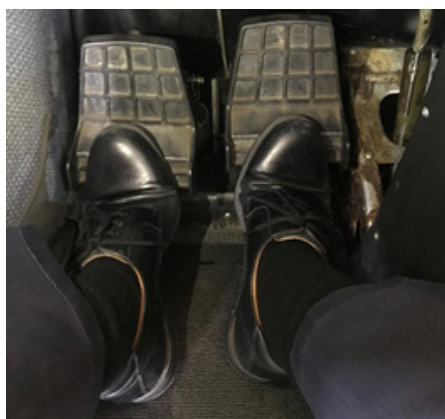
where the rubber has been worn away to the canvas. This pilot was seconds away from a blown tyre and perhaps damaging the aircraft; not to mention the embarrassment of having to be towed off the runway. We seem to be experiencing an unusually high number of flat spot incidents lately. The problem seems to be across the entire fleet but the C172's, 172/182 RG and the Mooneys are particularly impacted. It's worth taking a look at what we can all do to improve the situation.

Flat spots can be caused in two ways: the first is inadvertent or unintended application of brakes and the second is intentional braking utilising inappropriate technique.

Unintended or accidental application of brakes is almost always caused by poor positioning of the feet relative to the brakes. All of these

aircraft are equipped with toe braking, that is to say the upper part of the rudder pedal is the brake area. Applying pressure in this area will activate hydraulic pressure to the brakes. Unlike your car, aircraft brakes don't have sophisticated anti-lock systems. If brakes are accidentally applied while the aircraft is moving at too fast a speed, the wheels will lock up while the aircraft keeps moving. The inevitable result is a skid and a flat spot.

During taxi, take-off and landing, the heels should be on the floor with the only the toes resting on the lower part of the pedal for rudder control. Sometimes the pilot seat position can contribute to the problem. Having the seat position too far forward can result in "crowding" the pedals with an increased chance of the feet resting on the upper brake area. See figures two and three (below & below right) for the correct



position of the feet in a Cessna and Mooney respectively. Check to see how your feet are resting on the pedals to avoid accidentally applying the brakes.

The other cause of flat spots is not using correct braking technique. If the aircraft is moving too fast and the brakes are applied too rapidly or too aggressively, the wheels will lock up. Not only will you cause a flat spot but it will take you longer to stop, with the added complication that you will also lose control of steering.

Excessive application of brakes usually occurs following an approach that is too fast. High approach speeds lead to long floats with a delayed touch down. The pilot, in attempting to remedy the problem, applies aggressive braking in a misguided effort to correct the situation and get off at the first taxiway resulting in a skid and flat spot.

Flight examiners, when assessing a short field landing or performance landing, are looking for a stable approach at the correct speed and profile, with a controlled flare in the landing. There is no requirement to get off at the first taxiway; although often, with the correct approach and technique, the first taxiway can be made with little or no braking. Applying excessive braking to try to compensate and make up for too fast an approach is never assessed positively!



The correct technique to use when applying brakes includes making sure the power is fully off (we don't brake in the car with the foot still on the accelerator!), applying full aerodynamic braking by easing back on the yoke and then gently applying increasing pressure to the brakes. Figures four and five show the correct feet positions for braking in a Cessna and a Mooney. If you are unsure of your braking technique, have a chat with your friendly instructor who will be happy to help out.

Perfect for those that are too busy to attend full time day classes due to work and whose weekends are filled with family activities and sports!

Tuesdays & Thursdays

<https://www.waaviationcollege.com.au/course-dates/> for full details

Dry, Hungry & Dead-Tired!

Dehydration and fatigue can occur when you least expect them, and at any time of the year, so we must all stay vigilant. Article written by Flight Safety Australia and borrowed for RACWA Tarmac Topics. A charter pilot tells of the perils of dehydration. Name withheld by request.

I took off from a coastal airport in Western Australia at 11:45am on a Monday, in a Beech Bonanza A36. I was operating a charter flight to Newman, dropping off two passengers and was scheduled to return to my home airport that afternoon. If I departed Newman at around 1500 I would land back at my home airport about twenty minutes before last light.

The leg from base to Newman was uneventful. There were scattered showers along the route, but otherwise the weather was fine. The leg to Newman was long and I realised shortly into the leg that I had left my hat behind and I was starting to get sunburnt. I departed Newman 3:10pm and after becoming established in the cruise I checked my ETA for home, it was 17 minutes before last light. I thought this was acceptable and decided to continue. With my instrument and night ratings, landing before last light was not essential, but with thunderstorms on the forecast I wanted to land being able to see them.

Halfway back to base I encountered a thunderstorm along my track. I decided to go around by diverting twenty miles north. I also noted two small cells in close vicinity, which put my ETA back to last light. I continued past the cells and on towards base. Shortly after I noticed another line of cells along my track, with little or no separation. To go around them would have put my ETA well after last light and besides, I did not know if there were any more cells behind them. I decided to divert. It was at this time I realised I had not eaten all day and it was 4:40pm. I started to notice a slight tingling feeling in my fingertips, like

pins and needles. Knowing this can be the onset of dehydration, or hypoxia I started to drink water.

When I looked at my charts, I noticed the nearest suitable place to land and to find accommodation was Cue, 80 miles off track. Five minutes after my diversion I noticed the pins and needles in my hands had increased and I was losing fine motor action in my fingers. A check of my fingernails showed them to be blue. This I found quite disturbing. Was it hypoxia? Was it dehydration? I was only at five thousand feet, so surely it could not be hypoxia. Either way, I knew the next symptoms were light-headedness, dizziness and eventual loss of consciousness. All unacceptable when you're flying by yourself and the nearest place to land is 80 miles and 30-odd minutes away.

Now the tingling feeling in my hands started to move up my arms. I thought to myself 'How did I get in this situation, a long way from home, racing last light, exhausted and possibly hypoxic or dehydrated?' I decided it was time to tell someone, to get as much help as possible. I declared PAN at 1641 local time and advised Melbourne Centre that it was for medical reasons. En route to Cue, I was looking for any possible place to land: even a road would have been suitable, as my arms were becoming less and less responsive. I also requested help from other aircraft in the area for weather reports near Cue as I also noticed another large cell just to the left of track.

Approaching Cue, my spirits started to lift and painfully I flew a rather tight circuit and landed. To my great embarrassment, I was

greeted by the local fire, Police and ambulance services. I was taken to the local medical clinic where it was determined I was suffering dehydration and a little exhaustion.

Lying in bed that night I retraced the actions that led up to me sleeping in Cue and not next to my wife at home.

- **Mistake number one** started at 4:30am when I woke up and didn't have breakfast. This was compounded during the day as I did not have time to eat between flights.
- **Mistake number two** was not taking time for myself. I was a new employee and wanted to impress the boss. He had booked me on back-to-back flights and I literally walked out of one aircraft and across to another. I should have spoken up and said 'I am taking 30 minutes to have lunch'.
- **Mistake number three** was forgetting my hat. During the long flight to Newman I was sitting in the sun, cooking. This sped up my dehydration and added to my fatigue. Even in winter you must protect yourself.
- **Mistake number four** was departing Newman. I knew it was going to be a race against the clock and weather on the way home, but 'press-on-itis' won the day. I felt fatigued departing Newman but left anyway.

Dehydration and fatigue can occur when you least expect them, and at any time of the year, so we must all stay vigilant.

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.



Leaning of Mixture in RACWA aircraft

RACWA's engineering department have recently seen damage to aircraft engines almost certainly caused by too high power settings and/or incorrect leaning. *David Royans, RACWA Head of Flying Operations.*

The following procedure is for the leaning of RACWA aircraft engines. Members who own their own aircraft should consult their POH or engine service instructions for the correct leaning technique for their specific aircraft.

To avoid almost certain damage to the engine, standard power settings and correct leaning techniques should be adopted as per the manufacturer's guidelines. The sophistication of the aircraft's instrumentation can make a difference; however, the following is RACWA's standard leaning technique.

Use full rich mixture during take-off or climb. The mixture should generally be set to achieve 50 degrees rich of peak EGT (Exhaust Gas Temperature) in the cruise.

The correct procedure for leaning the mixture is to first set the power at the desired setting (the mixture is leaned for a given percentage of full power, generally – but not always – 65%), and ensure the aircraft is trimmed for straight and level.

For an aircraft not fitted with an EGT gauge, gently wind the mixture out until you notice the RPM drop slightly – this is peak EGT. Once peak EGT is realised, slowly wind the mixture in until the RPM increases back to where it dropped. This will be just rich of peak EGT.

For aircraft fitted with an EGT gauge, once the

power is correctly set and the aircraft trimmed, gently wind the mixture out until the gauge reaches its peak – you will need to watch this and take it slowly as there is always a lag between the position of the mixture lever and the picture you see on the gauge. This will be peak EGT. Now wind the mixture back in slowly until the gauge reads 50 degrees rich of peak (each notch on the gauge is generally 25 degrees). Due to the lag, you may need to wait after each wind of the mixture lever.

The engine is now leaned, 50 degrees rich of peak, but only if the power setting is not changed. Any power change requires leaning to be readjusted.

In either method, if rough running occurs you have leaned too far. Wind the mixture back in until the rough running ceases, then perform the leaning process again for correct result.

This procedure gives a leaned condition between best power and best economy. It is quite conservative; however, RACWA generally has no maintenance problems with damaged engines caused by less conservative leaning. By the way, best power mixture operation gives the most miles per hour for a given power setting while best economy mixture provides the most miles per gallon (or litre for the more advanced societies).

ALWAYS RETURN THE MIXTURE TO FULL RICH BEFORE INCREASING POW

ER SETTINGS and remember whenever the mixture is adjusted, rich or lean, it should be done slowly. If you change the power setting, you will need to re-lean the mixture. You should always climb the aircraft with the mixture at full rich.

Running the engine with the mixture lean of peak will save fuel, but may damage the pistons and/or valves. Once correctly leaned, increasing power with the mixture leaned will have the same effect as leaning the mixture too far. This is not an optimal situation and could also cause damage to the pistons and/or valves. Descending with the mixture leaned will have the same effect also. To maintain 50 degrees rich of peak, the mixture should be enriched on descent.

LYCOMING DOES NOT RECOMMEND OPERATING ON THE LEAN SIDE OF PEAK EGT.

For ground operations at or above 5000' density altitude or high ambient temperatures, roughness or reduction of power may occur at full rich mixture. The mixture may be adjusted to obtain smooth engine operation.

Incorrect use of aircraft systems may not cause any failure during your flight; it could cause a malfunction to occur many hours later. Remember equipment sympathy is not just about cost saving and longevity of the equipment. There should also be an element of self-preservation!

Old Fliers Group January Meeting

A full turn out of members enjoyed lunch and then were entertained by two excellent speakers with interesting stories to tell..... *Steve Rogers*

The first speaker stated that if his phone rang, he would have to make a hasty departure. You see, it was John Landwehr, Air Operations Officer for D.F.E.S. It has been a nasty bushfire season. The day before D.F.E.S. pilots were fighting a blaze near Pearce Air Base.

John detailed the structure of the organisation, the aircraft they used, helicopters and fixed wing and the planning that goes into any operation. Logistically, they have to cater for the huge fuel needs of some of these aircraft. Then there are rescues, both from land and sea.

John fielded many questions and invited small, organised groups to visit their hangar on request. He suggested members of the Old Fliers Group to contact Steve Rogers to make the arrangements.

Rob Montgomery built a Vans RV-7A which



is based at Serpentine. I have flown with Rob

and can tell you that this 7A is beautifully built and has an advanced avionics suite.

Rob had a range of models to choose from and explained his choice. Where then to build it? A single car garage was fine at first but when Rob started laying out pieces on the dining room table, his wife agreed that he needed a hangar. Rob told us how repetitive some of the work was...think of all those counter sunk rivets. Finally, the paint scheme was designed and created and just one thing more to do... the inspections and paperwork.

We wish Rob many joyous hours flying his own aircraft.





FREE MEMBERS SEMINAR

Rottnest RPL Training & Flight Review

Sunday 15th March, 1300-1530

Perfect for those wanting to impress friends & family this Easter, with a beautiful scenic flight. Or why not join our Annual Rottnest Island Bun Run April 10? In the second half of the seminar, a Flight Review Questionnaire will be completed and is valid for 3 months.

Rottnest Club Member Landing Fee Now \$20 - Was \$53.50! Applicable to Club Partenavias', Sling & Cessna 172s. Yet another benefit of being a Club Member!

Register your attendance on: Ph: 9417 0000 or email: info@royalaeroclubwa.com.au

LOCAL AVIATION

Murrayfield Matters

Mike Yeates, RACWA Instructor in Charge

Hi all. So this is my final Tarmac Topics article as Instructor in Charge at Murrayfield. I'm leaving the position at the end of February to focus on getting an Instrument Rating and the ATPLs. I'll still be working for RACWA but no longer full time. Taking over running Murrayfield will be Liz Garcia as Instructor in Charge. Lou Langford will also be running the show on Sundays.

Congratulations to Hudson Richards (pictured right) for achieving his first solo flight in JBX on the 31st of January in under syllabus hours. Thanks also to Michael Chlopek for coming down to do the check flight.

Looking ahead: The March Club Comp will be held on the 8th of March and will be Rudder only circuits, perfect for those of you with some fancy footwork skills and good practice for those of you who are dead from the waist down. I've been told that the Mustang Club (the car not the aeroplane) will also be meeting here on the same day.





Spare Parts For Sale

Contact Herman.Prinsloo
@royalaeroclubwa.com.au
Updated every Thursday
Visit [https://www.royalaeroclubwa.com.au/
wp-content/uploads/2020/02/INVENTORY-LIST-SPARE-PARTS-1.pdf](https://www.royalaeroclubwa.com.au/wp-content/uploads/2020/02/INVENTORY-LIST-SPARE-PARTS-1.pdf)



2020 Membership Subscriptions

The AGM approved subscriptions 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

It's never been a better time to become a member of the Royal Aero Club of WA. We value the community our members attribute to the Club and the broad cross-section of society our members belong to. There are many benefits that come with a Royal Aero Club of WA Membership including:

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|--|---|---------------------------------------|
| ✈ Large fleet for hire | ✈ Action packed Club Activities Calendar, including Flying Competitions, Social Events & Flyaways | ✈ Free specialised Aviation Seminars |
| ✈ Discounted Flying Rates | ✈ Variety of friendly male, female, multi-cultural & different aged Instructors | ✈ Free monthly Industry Presentations |
| ✈ \$100 off AFR Flight | | ✈ Free Parking |
| ✈ Free Murrayfield Landing Fess | | ✈ Free Tarmac Topics monthly magazine |
| ✈ Multitude of Flight Training & Endorsement Courses | | ✈ Tarmac Topics weekly email updates |

March Club Diary

College Diary

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| 7 | Free Learn to Fly Seminars |
| 8 | Free Members Seminar - Rottnest RPL Training Guide |
| 8 | Murrayfield Flour Bombing Challenge with Mustang OC |
| 27 | Old Fliers Group Luncheon & Talk |
| 29 | Murrayfield Right Hand Seat Competition |

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| 5 | PPL Night Theory - Human Factors |
| 10 | PPL Night Theory - Human Factors |
| 12 | PPL Night Theory - Human Factors |
| 17 | PPL Night Theory - Aerodynamics |
| 19 | PPL Night Theory - Aerodynamics |
| 24 | PPL Night Theory - Aerodynamics |
| 27 | Industry Presentation |

Need some additional assistance completing one of your CPL subjects? Join one of our classes:



Human Factors: 7/02/20 – 17/02/20

Aerodynamics: 29/01/20 – 5/02/20

Air Law: 19/02/20 – 26/02/20

Meteorology: 7/02/20 – 17/02/20

Navigation: 19/02/20 – 26/02/20

Please contact Merrilee Greenaway, Manager Client Services to discuss which classes and times suit your requirements. Ph (08) 9417 0000 or email: mgreenaway@waaviationcollege.com.au



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