

# TARMAC TOPICS

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

MARCH 2020



Royal Aero Club  
of Western Australia (inc)

*Featuring:*

- **WINGS International Tauranga NZ**
- **Frasca Simulator Review**
- **RFACA Scholarships closing April**
- **New Spare Parts for Sale!**
- **Plus much, much more....**







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# Welcome to our New Club Members!

## MEMBERSHIP GUIDE

2017

Royal Aero Club of Western Australia - Open 7 days a week!

"IT'S YOUR CLUB  
GET INVOLVED!"



### CLUB SERVICES

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

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Lauren Dowling  
Murray James  
Natasha Khayani  
Abigail Logan  
Robyn Lourens  
Richard McDonald  
Chad McDonald  
Muhammad Nor Syahril  
Tynam Riley  
Phoebe Smith  
Bethany Stacey  
Lee Tan  
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Download our  
Membership Guide:  
[www.royalaeroclub  
wa.com.au/content/  
page/join-racwa.  
html](http://www.royalaeroclub.wa.com.au/content/page/join-racwa.html)

## Hangars for Lease



**Southern End  
of Jandakot**  
Call 0419 172 986

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Updated every Thursday with link provided in Friday's weekly TT email to Members.

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**Royal Aero Club**  
of Western Australia (inc)

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**Front Cover:**

Flight Instructor Trent Donovan  
taking VH-PLE ('SIMPLE')  
for a flight.



# Onwards and Upwards

"In my private flying I am particularly fond of what used to be affectionately known as the '\$100 hamburger'." *Andrew Eldridge, RACWA Club President.*

We're very excited about the new Frasca Simulator that has now been installed in the simulator room. This machine enhances our capabilities and reduces the cost of training, where a simulator may be used in lieu of an aircraft, and in particular for IFR training. The installation was a relatively painless process, and the machine is functioning perfectly. My thanks and congratulations to Jarod Rowe for managing the process so well. Our instructors have been enjoying the opportunity to try out our new toy. It has taken a little while to get the formal certification from CASA, but we anticipate this any day now, and then we can begin using it for training.

I have previously spoken effusively about our new Mooney MWE, which has been working very hard. The new aircraft is proving very popular with CPL students and members alike. We are continuing to look after the existing fleet of Mooneys, with new interior trim fitted to SPN and UDQ, and some exterior panels being replaced on JXC.

Speaking of refurbishments, repainting of some of the briefing rooms and offices will commence shortly. Please bear with us while maintenance is underway.

Some time ago, the Committee decided that it would be appropriate to install an engraved memorial stone in the rear garden. The intention was for this to become the centrepiece for smaller individual memorials. I am very grateful for the hard work of Steve Wilson, Haydn Vernon and Rob van Hamersveld, who arranged for the stone and installed it. Anyone who would like to honour the memory of a past member is invited to have a small memorial stone placed near the main memorial. Individual memorials will be required to meet a set of standards. If you would like to install a memorial, please contact David O'Brien for further details. (Haydn & Rob below)

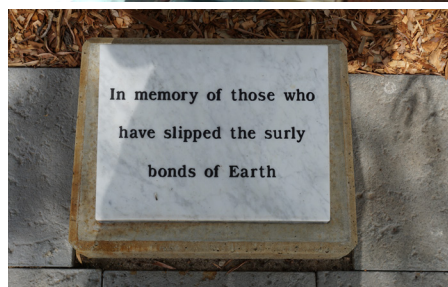


There have been webcams on the clubhouse for a number of years. Webcams are a great resource for pilots to verify what conditions are really like at the airport, in real time. The old cameras were installed by a third party, but unfortunately they were not maintained and fell into disrepair. We have now taken the situation into our own hands. I would like to thank Marco and Vincenzo Surace for doing the engineering and installation of the cameras. For now we have two cameras facing South-West and East, but we anticipate a third camera facing North-West in the near future. <http://103.29.84.23/webcams.html>

We continue to promote flying as a career, at secondary schools. Merrilee Greenaway is very busy flying the flag and there are numerous school visits planned for the coming months. To the same end, there is an Open Day planned for the end of May. I invite and encourage you to drop in to the Club on the Open Day, either to lend a hand, or simply to experience the level of energy we generate at these events.

A brief update on the feasibility study for Murrayfield: A number of meetings have now been held with all the stakeholders – RACWA, Doug Brooks, the Shire of Murray, the City of Mandurah and the Peel Development Commission. The consultants FARlane, have delivered a document entitled "Preferred Scenario Profile" that lays out a possible roadmap for the future development of Murrayfield. There are no silver bullets, and any development hinges on our ability to prepare a compelling business case for investment. We are encouraged that the two councils are excited by the possibilities, and we look forward to developing this partnership to build Murrayfield as a major metropolitan GA airport.

In my private flying I am particularly fond of what used to be affectionately known as the "\$100 hamburger". I think the phrase was



coined many years ago when flying used to cost \$100 an hour. These days, it's much more like a \$200 hamburger! The Club has many opportunities for social flights that involve feeding your face at a somewhat distant location. Examples are the Leeuwin lunch, the Northam Dawn Raid and the Rottneest Bun Run. A group of night-rated Club members has been conducting semi-regular flights to pubs and restaurants in country towns. Destinations have included Busselton, Bunbury, Manjimup, Katanning, Jurien Bay, Narrogin and most recently Wyalkatchem. This is a great way to exercise your hard-won pilot's licence. The next destination is tentatively Wongan Hills. Please let me know if you would like to join us.

I would like to congratulate the team that represented Australia in the recent Wings International competition held in Tauranga, New Zealand. The team consisted of Mick Harcourt, Jim Di Menna, Michael Stenson and Lewis Newman. It is virtually impossible to beat the Kiwis in New Zealand, and while our team was not successful in doing so, they deserve congratulations for putting up a great fight. Well done, team!

There are some new staff and departures to report. We welcome Kade Ebeling and Dane Gavranich to the instructor team as new Grade 3 instructors. Sadly, we farewell Greg Martin after a year of dedicated service. Many of you will have fond memories of flying with David Cochrane, who has been with the Club for approximately 10 years. It seems David is averse to flying in the Perth winter, because he has returned to Canada each year during our winter – to enjoy the Canadian summer, no doubt. David has decided that it is time to return to Canada permanently, and we wish him every success, and thank him for his many years at the Club.

The Covid-19 pandemic is a concern for everyone, but to the maximum extent possible, it will be business-as-usual at the Club. Nobody knows how swiftly the impact will occur, nor how significant or restrictive it will be. A Task Team made up of senior management has been established to respond in accordance with Government policy. We have already acted to minimise non-essential person-to-person contact by limiting examination activities with external organisations. We have also enacted contingency plans for duplication of function in key roles such as Cashier.

On a slightly different health-related matter, the Club has installed a defibrillator in the lobby. The welfare of members is very important to us.

Andrew Eldridge, President.



# Club Captain Report

"Well, that was summer, and the usual transition into autumn means a change to nicer, less windy weather, which in turn means great flying weather!" *Mick Harcourt, RACWA Club Captain.*

**B**ut before we get into that, firstly I should point out the article on RACWA's representatives at the WINGS Competition in Tauranga, NZ in February – A big thanks to all who supported us!

So, by the time this edition reaches the newsstands, the Rottnest Bun Run will be upon us and at the time of writing, there are 15 aircraft with their details on the notice board...and room for more, always! The format will be: Brief at 0830 and depart at 0900, on arrival at RTI there will be a Marshall to keep everyone happy and parked sensibly, we can then walk or catch a bus to the settlement, purchase your Hot Crossed Buns and relax with fellow aviators over a coffee or stroll around and check out the sights before returning to Jandakot. Remember to either submit a flight plan or leave a Flight Note with your intended return time, we will, however, discuss this all at the briefing.....and bring cash to cover the cost of waived landing fees, please.

The following weekend, Sunday 20th April there will be an early morning flight to Northam (YNTM), the gateway to the wheatbelt. This will be setting off around 0630 after a quick brief, weather permitting and taking the

50 mile flight over the hills to arrive in time for a hearty breakfast put on by the Northam Aero Club (NAC). NAC are arranging a circuit competition for those interested and we will inform you of this before departing. This has been a traditional flight to this regional centre in the past and is always known as: The Northam Dawn Raid. There will be a notice on the board, so please book your aircraft and put your names down, or contact me and I'll write your names in (you still have to book your aircraft).

The new Jandakot Comp times of register at 12 noon and so forth seems to suit most and we are going into the third month of this trial with no negative feedback, so it seems only fit that we continue along those lines.

Speaking of Comps, in a month or so, the Night Flying Comps will be starting. This is a trilogy of night circuits conducted on the first Wednesday of May (6th), June (3rd) and July (1st). Always conducted with an Instructor and open to Student, PPL, CPL, non rated and rated. It's a fun comp and a fantastic opportunity to experience Night Flying – especially if you are thinking of gaining a NVFR for any reason. Muzz Buzz will be open to supply food if you're peckish, too!

A thorough briefing will be held prior to each comp and the use of Club C172s will be advocated, however, if you have your own night rated aircraft, we will be happy to accommodate you! Details will be posted soon.

Last Sunday at Murrayfield we held a Flour Bombing competition that included not only RACWA members, but also members of the Mustang Owners Club of WA (MOCWA), who kindly brought around 20 cars to show off – and a beautiful sight it was! Anyhow, the flour bombing took place and as usual the safest place for the ground judges to stand was ON the target. Results were:

1. Sean O'Connell 17 (MOCWA)
2. Peter Marshall 19 (RACWA)
3. Keith Darwin 20 (MOCWA) / Joanne Certoma 20 (MOCWA).

Hmmmm....food for thought as to OUR flour bombing prowess! We had a great time nevertheless, preceded by a wonderfully cooked breakfast by Chef John Ridgway, helped by (Sous Chef) Russell Philip. Thanks to Paul White and all for making the day quite special.



**Royal Aero Club**  
of Western Australia (Inc)

## Rottnest Bun Run

### Good Friday April 10

The club will be closed, but make advance arrangements now to book an aircraft or place a Bun Order, for the best hot cross buns in town! Register with Mick Harcourt: 0402 800 862 - [mickh@iprimus.net.au](mailto:mickh@iprimus.net.au) so that we can place a bakery order.

**Briefing 0815 - Departure 0900 - Return at Leisure**  
Landing Fees and/or RFDS donation to be advised when confirmed



# Achievers



**JOSHUA KERRICH**  
- Round of applause on your First Solo.



**JONATHAN PINARDI**  
- Kudos on your First Solo.



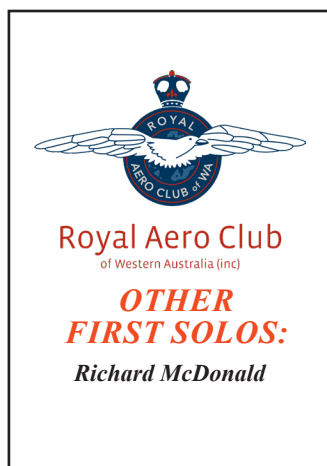
**JOSH VLAHOS**  
- Well done on your First Solo.



**DANIEL BOURKE**  
- Good for you on your First Solo.



**DANIEL KOTRONIS**  
- You worked hard for your First Solo.



**KAYLA WEEKES**  
- Congratulations on your RPL.



**IMESH ABEYGOONWARDENA**  
- Awesome job on your CPL.



**CLIVE READ**  
- You deserve your CPL.



**ANTHONY BROWNE**  
- Good job on your CPL.



**DEAN INNES**  
- Amazing achievement on getting your CPL.



**WARREN WIESKE**  
- Very proud of you on your CPL.



**DANE GAVRANICH**  
- Outstanding effort on your Initial FIR.



**JOHN MCKENZIE**  
- Well done on your Initial FIR.



**DAVID PRANDI**  
- Working hard with an Instrument & ME Class Rating





# **\$7,700 Learn to Fly Scholarship could be YOURS!**



**Anyone who flies a Trial Instructional Flight (TIF) with a Royal Federation of Aero Clubs Australia (RFACA) member between October 1st 2019 & April 10th 2020 can be nominated by that organisation for the 2020 RFACA Learn to Fly Scholarship!**

Instructors conducting the TIF must assess the entrant's aptitude for flying using the RFACA assessment form. The entrant must write a short essay on why they want to learn to fly and complete the condition of entry form.

Each member organisation may nominate up to three candidates for the scholarship and submit each candidate's conditions of entry form, assessment and short essay to [secretary@rfaca.com.au](mailto:secretary@rfaca.com.au) by 17 April 2020. Funds must be applied to relevant training undertaken at the nominating club and must be expended by 30 April 2021.

The value of the scholarship includes GST. Where the training is free of GST, the value of the scholarship is \$7,000. The scholarship is not redeemable for cash nor is transferable. The names of scholarship recipients will be announced at the RFACA Annual Flying Training Conference in Taree, NSW, on 28 April 2020 and notified in writing.

**Speak to a RACWA Instructor TODAY!**





## WINGS International, Tauranga NZ

*Mick Harcourt, RACWA Club Captain.*

So it was, that I found myself on a flight from Melbourne to Auckland in anticipation of meeting up with the rest of the Australian Team to compete in the WINGS International competition in the beautiful city of Tauranga.

The Team consisted of RFACA Members from WA, Tasmania and Victoria. Also accompanying us was John Douglas from WA and Marj Gillespie from NSW, as representatives of RFACA. The three and a half hour flight gave me time to think about any new strategies that we may like to employ against a Team known for its competitiveness and operating on home ground, but all we could do was our best and hope that we were successful where and when it mattered. After a boring wait at Auckland for several hours, I finally boarded my flight to Tauranga in an Air New Zealand ATR72, which took just over half an hour!

Staying with relatives for several days prior to the Team arriving, I took a C172 up for a local “jolly” in an effort to gain some local knowledge and fix some landmarks for the coming Formation event (I was to be leader). I was also driven around by my cousin and his wife to various places of interest and travelling no further than Rotorua, discovered some of the wonderful sights to be seen in this magnificent, scenic country.

The Team arrived piecemeal on Saturday and Sunday, and staying close to the City, we went for dinner on Sunday, enjoying a meal in a local Pub with all thirteen of us! (Pictured right)

The next day we fronted up at the Tauranga



*The day before WINGS, there was a mass takeover of the airport by light aircraft arriving from both North and South Islands, a fabulous sight to see!*

Aero Club (TAC) and after introductions were whisked away to the Tower for a chat with the controllers on how to broach our formation practices and competitions, to which they were most amenable, especially as it turns out that one of them was competing in their Nationals to be held at the same time!

So, after a fairly thorough briefing, we were paired to the three C152s allotted to us for practice that evening, and complete with safety pilots (Instructors from TAC) we took to the skies for a first run through our sequence. We were asked to depart from the zone (Class C) at one point to sequence an arrival and departure of a couple of RPT flights, so orbited for round ten minutes before commencing practice. With a couple of ground observers we landed and got a quick critique on how we had performed – we had a bit of work to do, it seemed.

At this stage, I might add that Tauranga has two major runways – 07/25 Grass and 07/25 Sealed with parallel ops where and when required. That said, it was not unusual for them to hold an RPT on the sealed, while someone competed for spot or forced landing on the grass. Our formation was given take off clearance on the grass with an ATR72 waiting on the sealed...I advised the controller that our track would take us across the path of the departing RPT's runway, to which he replied, “No problem, mate,

we'll fix that for you” and after we had crossed the sealed centreline and were turning he sent the RPT off and all was clear when we came back across to display! There were of course, times when we had to wait for the burners and the operational safety was of the utmost.



The day before the WINGS, there was a mass takeover of the airport by light aircraft arriving from both North and South Islands, a fabulous sight to see, with pilots and passengers spilling out of aircraft, all wearing their “Club colours” and looking tired after a long arduous flight across mountains and cloud covered terrain – some not arriving till early the next day due to Wx conditions in various parts of the country.

On Wednesday 19th February, Australia won the “Toss” and were first up after the formal welcome by the Mayor, after the National Anthems of both countries had been played, whilst standing under our respective flags.

We took off and did our sequence, I thought, not too badly, however there were several pointers shown to us by photos etc, that we still had a way to go, especially when competing with the KIWI's who are known for their finesse, especially in that field.

Next we watched Lewis Newman compete in the aerobatics and put up a fantastic show, given that he had only the flown the aircraft for two







Pictured above: Left to Right: John Douglas, Peter Waite, Ed Ten Broeke, Marj Davis-Gillespie, Jim Di Menna, Mick Harcourt, Michael Stenson, Andrew Stopp and Lewis Newman.

hours in total and was up against a competitor that has owned and flown his aircraft for at least three years, and Lewis had the extra weight of a "Safety pilot" to contend with also.

Next were the circuit competitions – Practice Forced and Spot Landings and myself and a couple of others from WA were asked to be ground judges.

Andrew Stopp from Victoria was representing Australia and as a seasoned veteran in these comps had high hopes, but alas, the wind worked against him on two of his attempts and he pegged it the third time. Unfortunately his competitor managed a better average score.

Peter Waite from Tasmania competed on our behalf in the Spot Landing and was successful in most, if not all, of his attempts, which was to be ratified in the results.

Ed Ten Broeke, also from Tasmania, was our representative in the Streamer Cutting, which, for obvious reasons, was held outside the zone, so no-one knew how he went.

There was a myriad of various other local comps going on, including Flour Bombing and Life Raft Dropping (more about that another time!) and after four days, we finally had the Presentation Dinner, in the Club Hangar, decked out to accept more than 125 people. Drinks, Spit Roast dinner, paper aeroplanes galore and then on to the results:

**Formation:** 1st New Zealand. 2nd Australia.

**Aerobatics:** 1st New Zealand. 2nd Australia.

**PFL:** 1st New Zealand. 2nd Australia.

**Spot:** 1st Australia. 2nd New Zealand (yay!)

**Streamer:** 1st New Zealand. 2nd Australia.

Next time will be in Australia, so who knows... the 'home advantage' may kick in....



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**Clubs must nominate by 17 April 2020**

**Speak to your RACWA Instructor TODAY!**



## **PPL Night Theory Course**

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



## SAFETY

# Prop Tips! *Glen Caple, RACWA Chief Engineer*

A recent incident where a magneto switch key was removed while still selected to the LEFT position should serve as a reminder to treat propellers as ALIVE at all times.

Removing the key before reaching the OFF position resulted in damage to both the key and the switch. A far greater consequence could have been damage to whoever may have turned the propeller of the aircraft left in this LIVE condition.

Most aircraft engine magnetos are fitted with an IMPULSE COUPLING used to provide

a spark while the engine is cranking at low speed during the start phase. This device effectively winds up a spring in the drive mechanism of the mag and then releases it to flick the magneto around at a suitable speed to produce a spark. Thus the mag. can produce a spark when the engine is turned over at a very slow rate such as turning the prop by hand.

If you have to turn a propeller for any reason remember to handle it in such a way as it would cause you no harm if the engine was to fire.

While on the subject of props - it is a good

time to remind pilots to care for the propellers during operation of the aircraft.

The best ways to avoid damage are as follows:

- \* Carry out engine run ups into wind whenever possible.
- \* Hold elevator controls back during run ups and taxi, to increase prop tip to ground clearance.
- \* Use minimum power during taxi.
- \* Use nose wheel steering not brake when turning on ground.
- \* Avoid sudden/harsh braking during taxi.
- \* DON'T HIT ANYTHING !

## Northam Dawn Raid Wheels up 0630 Sunday April 20

Queries to: Mick Harcourt 0402 800 862 or mickh@iprimus.net.au



 A photograph of a classroom. A male teacher in a white shirt is standing at the front, pointing at a whiteboard. Several students are seated at desks, looking towards the front. A large screen on the right displays a presentation slide.
 

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



## “Water on the brain”

How easy it is to forget the possibilities that can cause a problem when you look at it from just one angle. Article written by Flight Safety Australia and borrowed for RACWA Tarmac Topics.

*Fixation led to embarrassment, but the payoff was a valuable lesson. Name withheld by request.*

**O**n Christmas day I was asked to fly a man who was looking for his barge. It had been swept away by cyclone Billy and was somewhere in King Sound, north of Broome. After my regular pre-flight checks on the Cessna 210, I taxied out to the fuel bowser for fuel. During my fuel-drain test, I noticed a large quantity of water in the tank, which got me concerned. I realised that it must have been due to heavy rain from the cyclone and noted that the plane had not flown for a week. I rocked the wings to make sure that there was no trapped water left in the tanks and drained until I saw no more traces of water.

I had recently read an article in Flight Safety Australia, about a Beechcraft Duchess accident on take-off due to water in the fuel tanks. Before walking the passenger to the plane, I conducted another fuel drain, where I found no more traces of water. Before take-off I recited my take-off safety brief and included trying to keep the undercarriage down after take-off for as long as I could, so if there was any hesitation on take-off, I could land the plane on the remaining runway.

I took off with no problems at all. My planned

cruising altitude was 3500ft, however, on reaching 1500ft, the aircraft struggled to gain height without losing speed. The engine was running smoothly as usual with normal power settings, but not as loudly as it should. I started to get concerned about the engine's lack of power and decided to stay within the circuit area. My brainwave activity went through the roof and my heart was beating fast like never before. I was thinking if there was any water left undrained in the tank, it should have been sucked into the engine by now and everything should be normal soon enough.

I managed to climb and maintain 2000ft, but now I was struggling to gain speed. My normal cruise speed is around 140kt to 150kt, but could now not gain any more than 125kt. After this, it did not take me long to make the decision to abort the flight and return to the airport. My passenger was becoming nauseous and concerned about my sudden turn, so I looked at him and smiled to reassure him. He smiled back, then said, I thought King Sound is this way, pointing to my side window. As he did so, I looked outside and could not believe my eyes, next thing my hand automatically hit the black lever in the cockpit and retracted the gear.

Everything came back to life, it felt like fresh blood entering the bloodstream. I have been flying all that time with my concentration narrowed towards the engine, forgetting other possibilities that could contribute to the poor performance.

I continued the flight, then looked back to my passenger, who had been staring at me all the time. In order to justify my actions I told him I had to give way to traffic.

The trip was completed safely in just over an hour. I learned more valuable lessons in that hour than in the hundreds of hours I had accumulated over the six years of my flying career.

“How easy it is to forget the possibilities that can cause a problem when you look at it from just one angle”.



*My passenger was becoming nauseous and concerned about my sudden turn, so I looked at him and smiled to reassure him. “*

## 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.**





# Frasca Simulator Review

Pending the official papers we are good to go, so to get checked out, please book an induction with Trent or myself and we will happily get you signed off on the new SIM Jarod Rowe, RACWA Deputy Head of Flying Operations/CFI/IFR.

**A**t the time of writing I'm happy to say our new state of the art Frasca RTD SIM is CASA approved!

We are however waiting for the certificate of validation to be issued. The new SIM is set up as a 2020 Piper PA44 Seminole with the G1000nxi system and it sure does have a lot of bells and whistles to get your head around.

One of the great new features is that members can now keep their currency and in turn IFR students can practice RNAV approaches without having to get into an aircraft. The visuals too (despite it being a SIM to practise instrument flying) are just incredible, with 3 wrap around 50" screens you truly feel immersed in the experience with some test candidates even saying they felt like they were moving whilst flying.

The new app based user interface means making changes is super easy, all you need is a mobile device with an internet browser and simply log into the WiFi network of the SIM and then type in the IP address of the SIM. From there airport positioning, weather, failures and profile data is just a tap away.

Another amazing feature is the ability to be able to connect your EFB by Bluetooth and have the SIM flight play out on your OzRunways/AvPlan (stay tuned for a members seminar on using EFBs in which we will integrate the new SIM).



*Kim Wadham, Director/Principal Consultant of Aviation Simulator Technology hands the new Frasca over to RACWA CEO David Currey, with Club President Andrew Eldridge & RACWA Deputy Head of Operations Jarod Rowe looking on.*



*Flight Instructor Trent Donovan taking VH-PLE ('SIMPLE') for a flight.*

## Old Fliers Group Febuary Meeting

Brian Griffin "found" us on YouTube and came along to have a look. He brought memorabilia of pilot Jimmy Woods, as well as an MMA uniform and the hat of Air Vice Marshall Leonard Isitt, the N.Z. signatory to the Instrument of Surrender of Japan in 1945..... Steve Rogers

**H**e mentioned he once flew as a passenger in a Mustang and would have loved to have known the pilot's name. We introduced him to Peter Yates, the pilot!

I spoke about the Duigan brothers because UK presenter Tony Robinson had shown a clip of a replica of the Duigan biplane attempting to take off and crashing into a bank of earth.



There is a book called "A flying life" by David Crotty that is a good read about the first Australian designed and built biplane to fly. That flight took place on 7th October 1910.

There was a brief talk on WW1 pilot Oswald Boelcke and why he is known as the Father of the German Fighter Air Force. He wrote the "Dicta Boelcke", a manual of fighter tactics. You just hoped that your opponent hadn't read it also!



Last month John Landwehr of DFES gave an excellent talk on the work they do. Bob Murphy asked if he could add some thoughts about the subject of water bombing. He had ideas as to how some aircraft lend themselves to multi-tasking. Fighting fires in summer, coastal patrols and search and rescue at other times. How Country Shires could have water tanks that hold 60,000 litres at the ready and perhaps upgrade their local airfields to accommodate larger aircraft.

A number of new members signed up. Always a good sign for the continued growth and interest in the work we do.

Our next meeting is on Friday 27th of March. A buffet lunch for \$20 followed by two interesting guest speakers. All we need is you!



# Meet the Team!

## THOMAS KEAMY

GRADE 3 FLIGHT INSTRUCTOR



1. Where have you worked previously to RACWA? I've worked at 96fm, been a bartender and stacked potatoes at a supermarket.
2. What is your role at RACWA? Being a nuisance and keeping the senior instructors on their toes.
3. What do you like most about working at RACWA? The close community!
4. What irrational fear do you have? Flying into pelicans.
5. What's the best and worst piece of advice you've ever received? Best: "It's all about per

spective." Worst: "Live fast die young."

6. If you had a clock that would countdown to any one event of your choosing, what event would you want it to countdown to? The weekend.

7. What makes a good life? Enjoying the little things.

8. What do you strongly suspect? The flat earth theory – if the earth's round, why are maps flat?

9. What's the last adventure you went on? Leaving Northbridge at 3 in the morning on a Saturday.

10. When do you feel truly alive? Walking through Northbridge at 3 in the morning on a Saturday. //



## LOCAL AVIATION

# Murrayfield Matters

Liz Garcia, RACWA Instructor in Charge

Now that Mike Yeates has stepped down from the role of Instructor in Charge, I have taken up the mantle of the role. Thank you Mike for all you've done at Murrayfield and for showing me the ropes. Louise Langford and I will now be running the show and we will work to be open as many days as we can. I will be at Murrayfield Thursdays to Saturdays and Lou will run the show on Sundays. Though if you want to fly Tuesdays and Wednesday give us a call and we'll work something out.

Bit of background about us, if you haven't had the pleasure of meeting us before. I have done the majority of my training at RACWA, including the tail-end of my CPL training in 2015. In 2017 I took the plunge to get my Instructor Rating, still a bit lost as to where I wanted to go with my flying. Near the end of 2017 I joined the Operations Team at Jandakot and the following year became a part of the Jandakot Instructing Team. Since joining the

RACWA family, I have enjoyed every minute of it, and am very excited now that I have been given the opportunity to make my mark at Murrayfield. If you see me around feel free to come and say hi.

Lou initially started her training at Murrayfield, later moving to fly at Jandakot to complete her PPL and CPL training with WAAC. With little time to recover from the stress of CPL training she went straight to Instructor Training and attained her Grade 3 in 2019, going on to join the Instructor Team the same year at RACWA.

So, enough about us, congratulations to Jove (Tsz Hin) Cheung on his First Solo. After months of correspondence and preparation Jove arrived in Australia from Hong Kong with one goal in mind, to achieve his First Solo. The challenge was he only had one week to get there before returning back home. After working hard and flying twice daily on the



21st February 2020, mere hours before he had to board his flight for Hong Kong, Jove flew his first circuit solo circuit (pictured above). Thank you Michael Chlopek for taking the time to fly with Jove and send him solo.

Next month: Murrayfield competition will be right hand seat circuit. Fly a circuit from your instructor's perspective, Sunday 5th of April.



The Free Member's Rottneest RPL & ARF Seminar Snday March 15 was well attended, numbers for Rotto Bun Run are looking great this year





# 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>



## 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.

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:**

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

## April Club Diary

## College Diary

- 3 Formicators
- 5 Murrayfield Right Hand Seat Circuit Competition
- 10 Rottneet Bun Run
- 24 Old Fliers Group Luncheon & Talk
- 26 Jandakot Precision Circuit Competition

- 2 PPL Night Theory - Navigation
- 7 PPL Night Theory - Law
- 9 PPL Night Theory - Law
- 15 PPL Night Theory - Law
- 24 Industry Presentation

For more information visit: [www.royalaeroclubwa.com.au/events](http://www.royalaeroclubwa.com.au/events) or [www.waaviationcollege.com.au/events](http://www.waaviationcollege.com.au/events)



# FREE OPEN DAY

## 9AM-4PM SATURDAY MAY 30th

**FLY A  
TRIAL  
FLIGHT\***



### Displays Include:

- Australian Air Force Cadets
- Australian Women's Pilots Association
- Club Flying Competitions
- Drones
- MG & Mustang Car Clubs
- Model Aircraft
- Sling, C152, C172, Tiger Moth & other Sport & Recreational aircraft
- Muzz Buzz Cafe Open PLUS Sausage Sizzle

Tour the Club & College with real pilots & enjoy Free Learn to Fly Seminars, showing you the pathways to getting your licence & the different career paths available!

**FREE CPL  
SEMINAR:  
10AM &  
1PM**

**FREE PPL  
SEMINAR:  
11AM**



**Spread your wings and register to attend a Seminar or book to fly a real Trial Flight @ 41 Eagle Drive Jandakot**

Ph: 9417 0000 email [info@royalaeroclubwa.com.au](mailto:info@royalaeroclubwa.com.au) [www.royalaeroclubwa.com.au](http://www.royalaeroclubwa.com.au)

\*Trial Flight hire costs apply