

TARMAC TOPICS

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

APRIL/MAY 2020



Featuring:

- ANZAC Day Tribute Flights
- Share the Passion
- Special Drone Short Course Offer for RACWA Members
- Congratulations to our Achievers
- Plus much, much more....



Royal Aero Club
of Western Australia (inc)



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Welcome to our New Club Members!

MEMBERSHIP GUIDE

2017

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Hangars for Lease



**Southern End
of Jandakot**
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Royal Aero Club
of Western Australia (inc)

RACWA

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Front Cover:

**Glen's Palace, previously known
as the RACWA hangar.**

CEO Editorial

"The Royal Aero Club of WA is back in business!" *David Currey, RACWA CEO.*

The Royal Aero Club of WA is back in business! We have introduced protocols to minimise the possibility of staff and members getting infected with the COVID-19 virus, so please restart your training as soon as possible.

The COVID-19 stand-down has enabled the Club and College to undertake projects that have been on hold for months, years and even decades. I would like to thank all staff who rolled up their sleeves and assisted in the huge spring-clean of the building. Thanks to the Job Keeper allowance, the Club has been able to retain all staff during the stand-down period.

Probably the biggest project is the repainting of Glen's Palace, previously known as the RACWA hangar. This has been a massive undertaking, but the end-result has exceeded expectations. The hangar staff have embraced the new look by repainting all workbenches, jacks and stands. We hope to cover part of the salvage yard with an awning to store materials that need not be permanently in the hangar.



Josie Spencer sanding struts for painting



Toni Weston painting walls



Tony Mackenzie taping pipes for painting

All carpets have received a steam-clean, windows were washed and the instructors repainted the instructor room. Briefing rooms and many offices have been painted in the new scheme of white with a blue feature wall.

WAAC lecturers have invested a significant amount of time in upgrading our lecture notes, presentations and lesson plans. The RPL material is completed and the PPL phase is scheduled for completion in mid-June. The College continually improves its notes, but a total revision is required every few years. The CPL notes and presentations are scheduled to be completed by the end of September.

WAAC did not shut down, and normal lectures continued. For the first time we embraced distance learning. Congratulations to Herman Tsang for running a CPL performance class utilising both face to face and distance learning lecturing techniques. The experiment was very successful with all students passing the CASA exam. This is an area that definitely needs to be explored in the future.



Henry Brink patching before repainting



Viv Pavlich mixing paint for safety lines



Congratulations to all students on the A20 class for passing the CASA PPL exam on their first attempt. The class were rewarded with the traditional pizza prize the next day.

We had a new WAAC class start this month. Unfortunately, the class size is only 5 students due to the closure of Australia's borders. Hopefully the international students that were due to start in May will be allowed to join the September class.

Murrayfield has also been a hive of activity, thanks to the volunteer team of John Ridgway, Tim Smale and John Look. The windsock abeam the threshold of RWY23 has been replaced, fire breaks widened, extensive mowing has been completed, defoliant sprayed, and additional security lights and cameras have been installed.

We have installed a G430W in MWE to upgrade the aircraft to the IF category. Jarod Rowe has a number of students that want to complete their single engine instrument rating. With an IREX course scheduled for July, you will be able to obtain your SE IFR in either ZDR or MWE.

I am very sad to report that Mary Hill, mother of previous Club Captain Greg Hill, passed away in April. Mary continued Greg's support of the Club through generous donations.

There is no denying that our business model is under threat. Australia will be entering a recessionary cycle that could impact the number of students we can attract. Members might not be able to fly as much as they did before the advent of the COVID-19 virus. The Club needs to safeguard itself against these threats to ensure our future. A number of initiatives have already commenced and we are looking at ways to foster better club spirit. Your suggestions are always welcome.

Club Captain Report

"We're back with Flying Competitions" *Mick Harcourt, RACWA Club Captain.*

Well as you can see here at the Club, we've re-instated some flying competitions in the near future and hopefully beyond, if all goes well. This includes the Murrayfield Sunday Pre-Comp Breakfast and you will bring a smile to John Ridgway's face if you can let us know how many will be attending.

For Night Flying Competitions - ALL flights will be conducted in a C172 with an Instructor on board as an Air Judge, however, we do need to know if you are NVFR Rated or not (and most importantly that you are "CURRENT"), so when you register by calling the club, please state your currency.

You can also use your own aircraft if you wish, providing it is certified for Night Flying and one of our Instructors will be happy to join you as an Air Judge.

COVID-19 PRECAUTIONS

Even though "Social Distancing" rules have been relaxed a little by the West Australian Government, here at RACWA we still maintain

a healthy, common sense approach to member separation until otherwise notified by the Health Authorities.

At the moment with the reduced activity with flying etc. happening at the Club, it's perhaps time to look at some general housekeeping and odd jobs that need doing around the place.

Many items of memorabilia, including trophies and plaques commemorating various events in the Club's history, need to be cleaned and displayed in prominence, or put into archival storage for future members to pore over.

Other major acquisitions over the years have been books which have made up a once glorious library, but were sitting in a back room, boxed up and out of view for those wishing to read them.

I agree that in today's society, it is all too easy to turn on the smart phone or computer and browse to your heart's content however, let's not forget one important thing...the power does not run down on a book and it is there forever!



Adrian Bere repainting briefing rooms



David Schneiker reinstalling wall mounts



Lou Langford sorting flight planning area



Trent Donovan & David O'Brien reconstructing Instructor Room

So, getting back to my original plan: This could be a great opportunity for members who in recent years have not had the time to be actively involved in the Club, to re-connect by getting involved with this potential "clean up".

We can work apart, but together and still maintain common sense "social distancing", to achieve a common goal and that is to get the Club ship-shape and ready for a full return to normality in the coming weeks, as well as being somewhere to be proud of being a member of.

And it doesn't end there.....help may also be needed elsewhere and after all it's probably going to be only a couple of hours a week, maybe even less if we get a good response! So, I am happy to collate the names of those interested and make up a roster - I'm guessing this will be quite fluid with people coming and going.

Please email me with name and contact number and times/days you will be available to help out. Should you require any further information, please contact me on 0402 800 862.

Achievers



**MATTHEW
ESKILDSSEN**
- Kudos on your RPL.



JONATHAN PINARDI
- Round of applause on
your RPL.



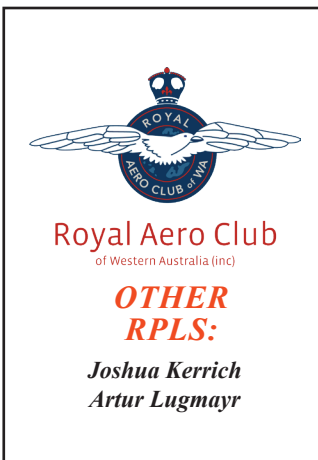
ALEX KOSTA
- Well done on your RPL.



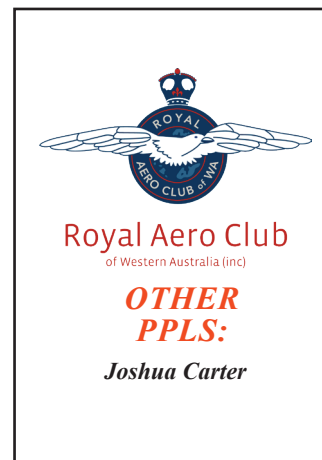
MICHAEL SPALDING
- Good for you on your RPL.



SAMUEL POWELL
- You worked hard for your
RPL.



JACK GRIEVESON
- Congratulations on your PPL.



MATTHEW BERRY
- You deserve your CPL.



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Manager Client Services:

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Royal Aero Club
of Western Australia (inc)

IREX Course July 2020

2 consecutive weeks: July 19-23 & 26-30

Sunday - Thursday evenings: 1800 - 2100



Expert Trent Donovan will be running this course

For more information or application for enrolment forms contact

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Please note dates & subjects advertised possible to change due to circumstances outside our control.



ANZAC Day Tribute Flights

Watching the sun appear over the hills provided a reminder of why we traditionally hold ANZAC services at dawn – a new day, a fresh start, opportunities. Exactly what we need for the world after coronavirus..... Archie Dudgeon, RACWA Member

It's 2020 and Australians across the nation are missing out on favourite activities which were once taken for granted. The media tells us that the measures protecting us from coronavirus are the most severe restrictions on society since WW2. But our lucky, privileged generation have never experienced life in war time and fortunately even fewer have endured the horror of combat. With ANZAC Day landing right in the midst of the coronavirus restrictions, it is even more important that we find a way to show gratitude to those who served, fought and sacrificed so much in past armed conflict for the freedom and lifestyle we normally enjoy.

In the WA aviation community we're lucky to be mentored by Mick Harcourt and Werner Buhlmann, who rallied pilots from Jandakot and Serpentine to arrange tribute flights following the established Victor 65 track up the river at sunrise. Groups of their splendid machines would provide a fitting backdrop to the end of private commemorations taking place in driveways across our beautiful city.

And so it was that as dawn broke at 0619, thirteen aircraft on the ground at Jandakot and Serpentine were warming their engines. An eclectic mix of biplanes and monoplanes from

factories across America, Japan, Russia, Germany and Britain, plus beautiful homebuilt Australian machines.

I was lucky to be in ANZAC Formation Alpha, a magnificent mix of Tiger Moths, a Stearman, a lovely Bucker Jungman and a Waco. Occupying these machines were a group of individuals who truly represented modern Australia. We had Brits in the middle, 'real' Australians protecting our tail, an Italian mixing things up on the right, all led in to the fray by a Swiss Behind us, the other formations had similarly diverse machines and pilots. There were RVs, Yak, Pitts, CT4, deHavillands, Cessna (and probably more!)

The flight itself was just magic. An isolated cloud over the river and a broken layer overhead provided the visual background to the city and river, but the air was just beautifully cool and smooth. Tracking up the river surrounded by good friends, reflecting on the ANZAC history and even the possible historic connection with some of our machines, provided a suitable reminder that despite the current restrictions, we are indeed a very fortunate generation.

Werner was up front, talking to Perth Centre, who marshalled us all seamlessly in to the city and back down the river (thanks 'Perth'!) In my privileged position at #5 echelon left, there was no need to talk, just pay attention to the calls and keep a good lookout.

My view ahead from the Waco was of the two Tiger Moths CKF and DWD, with Simon and Werner driving. Mick and Bert were out on echelon right in their Tiger and Jungman, with Carl Ende and Gail in the Stearman in the box at #6.

As if that wasn't enough fabulous fabric and magnificent metal in the air, I could hear calls from the other groups making their way along the route. It was fantastic being a part of such a group as we passed over King's Park and the city, all intent on paying respects to the ANZAC veterans.

After tracking back down the river, the aircraft dispersed, with farewells waved in the air. Social distancing restrictions prevented us from debriefing together on the ground, so there would be no opportunity to sit down with a coffee to tell each other what a great day it had



“My Grandfather flew Beaufort Bombers in the war and did a night flight and never came back. My Mum who is 71 was putting his picture out this morning when the plane came over could not have been timed better.”



been. A break from 'tradition', but a minimal price to pay for such a great day out.....

My own activities had started prior to the formation flight. With a newly refreshed instrument rating in hand, I took the opportunity to get aloft before daybreak, in time to respectfully gatecrash the commemorations that friends were holding in their driveways across the suburbs. At 05:40 I departed Jandakot, tracking out towards Fremantle. I knew friends would be out in their driveways at around 5:50, with the ABC broadcast leading their remembrance. With that in mind I flew overhead, making orbits in the dark above Bickton and Wembley Downs. Afterwards I tracked south in the lane, over the sea and waited to join ANZAC Formation Alpha at Fremantle at 6:30 as arranged.

Watching the sun appear over the hills provided a reminder of why we traditionally hold ANZAC services at dawn – a new day, a fresh start, opportunities. Exactly what we need for the world after coronavirus.....

Later on I received text messages from friends, expressing appreciation for adding to their driveway services. But to my surprise I received the following message from somebody I have

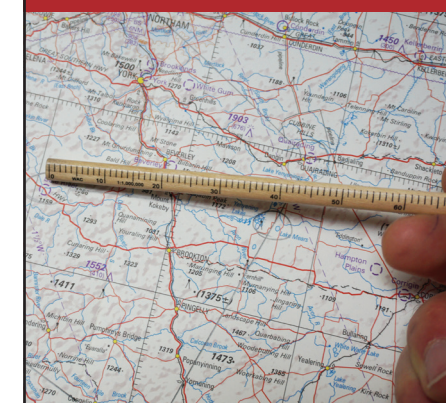
never met (a friend's neighbour) "My Grandfather flew Beaufort Bombers in the war and did a night flight and never came back. My Mum who is 71 was putting his picture out this morning when the plane came over could not have been timed better. Please thank him"

It was incredibly satisfying and quite moving to know that I had somehow enhanced a stranger's commemoration service and helped them reflect on a missing loved one.

In Australia, coronavirus has been tragic for a few, but so far we have been fortunate to have avoided the huge loss of life being endured elsewhere. As ANZAC Day approached, the nation became aware that commemorations this year would be different. In such times it's more important than ever to pay our respects. So, thanks very much to Mick and Werner for getting us all motivated for these flights and making sure that social distancing was respected. Although we couldn't share a coffee debriefing, the flights were the equal of any I have enjoyed previously. We shared a great experience, respected social distancing, but most importantly we had taken time to pay respects to the women and men who, when called upon, selflessly gave their all for their countries. Let us never forget.



Stop trying to use your WAC ruler & pen with one hand during flight!



The DJS custom made pencil measures tracks & records details inflight easily with one hand so you can accurately revise & calculate ETAs.

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Fit To Fly Statement

For the Health and Safety of all staff, students and members, I confirm that I:-



Will practise high standards of personal hygiene at all times;



Am not experiencing flu-like symptoms, such as fever, headaches, runny nose, cough or sore throat;



Will immediately withdraw from the workplace and seek medical advice if I become unwell for any reason and advise the Club/College accordingly;



Have not come in contact with a person(s) who has a current confirmed Covid-19 diagnosis, or who is awaiting test results to determine infection;



Have not returned from overseas and it has been less than 14 days since my return

For further information on Coronavirus call the Coronavirus Hotline on 1800 675 398

GENERAL AVIATION

“When the laughing STOPS”

Article written by Flight Safety Australia and borrowed for RACWA Tarmac Topics. An experienced pilot discovers how easy it is to run out of fuel, something he once thought only fools did.

Name withheld by request.

As a commercial pilot, it never ceased to amaze me how a pilot of a single-engine with a basic and simple fuel management system could run out of fuel. Obviously it only happened to pilots who were unprofessional, badly trained or just ‘plane’ careless.

Then it happened to me – twice.

Having had the aircraft for only a week and keen to experience some cross country flying in my very own aircraft, my wife and I decided to fly our newly-purchased Piper Cherokee 180C to Perth to visit our grandchildren. The first leg would be VFR and take us to Broken Hill, stopping for fuel at Nyngan, a distance of 287nm from our home. Using the aircraft’s manual, I diligently worked out that I would require 92 litres of the aircraft’s usable fuel of 186.1 litres. At a burn rate of 36.4 litres an hour calculated from the chart in the flight manual I would have an endurance of four hours and twelve minutes. ample fuel for the two and a half hour flight to Nyngan. Being ever cautious, on the day of departure I contacted the fuel agent at Nyngan to tell him our arrival time. He advised me that due to an insurance problem, no fuel was available at Nyngan, but I could obtain fuel at either Coonabarabran or Cobar. On departure from Kepsey and thirty minutes into the flight, my GPS was telling me I had a headwind of approximately 15kts, I decided Cobar would be my refueling stop. Based on my calculations I would still have enough fuel to reach Cobar with an ample reserve.

Approaching Coonabarabran, I noticed that both fuel gauges seemed to be falling towards empty at a rate I would not have expected on calculated fuel consumption. However, I had been advised by many instructors that the older

type of full/half/quarter/empty gauges were notoriously unreliable and decided to use the information that had been calculated from the flight manual. Having passed Nyngan, the fuel gauges were now informing me that I possibly wouldn’t have enough fuel to reach Cobar or return to Nyngan. Re-check the figures. No: the gauges must be wrongly calibrated and after all, it is an old VFR aircraft! Turning on to finals at Cobar a cough and splutter from the engine confirmed my worst fears – we were about to run out of fuel. A quick change to the other tank (with a prayer thrown in) the engine revs picked up. We landed uneventfully and on refueling I discovered that the aircraft had exactly one litre of fuel remaining in its tanks. What had gone wrong?

Firstly, I had a mindset that these particular fuel gauges were unreliable and so refused to believe what they were telling me. Secondly, I discovered later that the aircraft in fact would actually use 44 litres/hour at best, not the 36.4 as stated in the flight manual! In went a fuel flow gauge (coupled to the GPS) and the panel was placarded with the aircraft’s maximum endurance.

I vowed this would never happen to me again. But it did. This time, we were staying at Windorah with the intention of visiting the Birdsville Races, returning to Windorah the same day. The planned return trip could be completed (based on the weather I had obtained) without refueling at Birdsville with a reserve of approximately thirty minutes. After an uneventful flight to Birdsville and with my departure for Windorah delayed by the ‘socializing’ of my passengers, I would complete the flight as night VFR.

As we approached Windorah the night was

moonless with no cloud. At the top of my descent I switched on the pilot activated lighting of the runway (so I thought), using the frequency in my latest ERSa. Overhead Windorah, I was disturbed to see no runway lights visible. Using Com 2 I again attempted to activate the runway lights – to no avail. At this stage, I glanced at the fuel flow gauge which indicated I had 20 minutes of fuel remaining at my present burn rate. With no HF radio, no alternate airport and no mobile phone my options at this stage were limited, to say the least. I decided my best course of action was an NDB approach which I knew would align me with final for runway 04. Using a timing method I had been taught years ago and with the Windorah Hotel lights as a final approach fix, we continued our approach to land. To make matters worse, when I went to turn on the landing light, blackness greeted my forward vision. About 30 seconds later and to the my relief and amazement of my passengers, the aircraft ‘fell’ onto the runway from about 20ft, although off center line. What had gone wrong?

Firstly, I had failed to get the current NOTAMS for Windorah. There had been an upgrade of the pilot activated lighting system just one month before and the frequency had changed, something I would have known had I bothered with the NOTAM! Secondly, the landing light was not unserviceable, but had been covered with thick dust, making it useless. Thirdly, even though I had the opportunity to refuel the aircraft at Birdsville, I had not done so through complacency!



Do I laugh at pilots who run out of fuel? Not now! //

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 !

Share the Passion!

Most of us, when asked why we fly, reply that “I always wanted to, ever since I was a kid....”. But what was the event or the moment that made you get airborne? *Archie Dudgeon, RACWA Member*

For me, I recall two key moments, the first of which was the opportunity to enter a sponsorship contest. That set the wheels in motion towards my PPL. The second was a chance encounter with a Tiger Moth when walking through the bush in New Zealand. As I was gawking at the Tiger lumbering overhead, my pal said that he knew the pilot. That was when it twigged with me that I wouldn't leave this planet without having owned a biplane at some point !

We all love to fly, despite the seemingly increasing headwinds of regulation, bureaucracy and disproportionate costs. To keep general aviation alive, it's important that we expand our ranks by hooking unwitting victims whenever the opportunity arises. My first (unintended) contribution to this cause came to fruition last month.....

In early 2016 I had been chatting online with an old friend who was working and living in Dubai. We had worked together over the years, during which time I had regularly marveled at his continuous procession of toys, usually from the high performance end of their relevant spectrum. Think Hyabusa, 911s, Rocket, Monster, Husqvarna, etc. He had recently seen pictures of my Waco and was more than a little interested. During our chat, I mentioned that I would be involved in some formation flights the following week and that if he showed up in Perth, my wife Mo would probably give him her front seat. Lo and behold a couple of hours later he sent me his flight details and acceptance. Thus the journey began.....

The following week the usual suspects gathered at Jandakot. My pal Harvey had a great walk around the apron in front of the Aero Club, kicking tyres on the Stearmans and Tigers; he

particularly enjoyed chatting with Barry Markham and climbing around VH-NOV. Our formation flights were a buzz and then during the following days we did some aeros and scenics, after which Harvey and his wife Karen hopped back on an EK flight to Dubai.

Over the course of the next year or two, Harvey explored flight schools in Dubai, clocked up some training hours there, before deciding it would make more sense to complete his training back near his normal home in East Anglia in England. As time passed, his life in Dubai prevented flying too frequently, but he kept at it during trips back to England and kept chewing over ideas about the kind of flying he would enjoy. Homebuild (Vans), Diamond, Cessna all featured in his ideas, until an opportunity appeared out of nowhere to be

come the latest owner of a stunning red Tiger Moth G-BYLB. (See Harvey below!)

During the last year or so, the boxes have all been ticked. PPL—done; Buy Tiger—done; Find hangar near home—done. So, last week I was over the moon when I received a call, a text and a picture of a grin that tells a story that everybody would recognise. Harvey had just flown his red Tiger Moth across the East Anglia countryside to its new hangar just 3 miles from his house. It doesn't get much better than that—he's living in an area with a rich vein of war-bird and historic flying activity. I'm sure he'll be a colourful addition to that community. If you get a chance to encourage somebody, grab it with both hands and get them snared. They will thank you!



INTERSPACIAL
AVIATION SERVICES PTY LTD
PROFESSIONAL DRONE TRAINING

We have moved to new rooms at the Royal Aero Club of WA to meet social distancing guidelines.

CASA Remote Pilot Licence (RePL) Short Course—Multirotor up to 25kg Special RACWA Member Offer \$640

This Course will give you a Remote Pilot Licence, which will enable you to be able to pilot a Remotely Piloted Aircraft on commercial operations.
See page 14 for more details

June Weekend RPL Theory Course

Run over three weekends in June

**Saturday 13
Sunday 14**

**Saturday 20
Sunday 21**

**Saturday 27
Sunday 28**

**Time 8:30am - 4:00pm
Course Cost \$750ex***



The Royal Aero Club of WA and Western Australia Aviation College is proud to announce the Weekend Recreational Pilots Licence (RPL) Theory Course. This course will run over three weekends in February. A practice paper will be given to the students, as well as the opportunity to do three in-house cyber-exams before they attempt the CASA exam. The course also includes WAAC notes. PPL students can also attend, but the focus is on the RPL syllabus.

*GST applies if the student is not on an accredited GST free course. Please note dates & subjects advertised possible to change due to circumstances outside our control.



**Western Australian
Aviation College**



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

Interspatial Aviation Services Short Course – Multirotor up to 25kg

This course applies to those with prior aviation knowledge and who have passed the RPL or PPL theory exam.

A person who holds or has held: A flight crew licence or an Air Traffic Control licence (civil or military) and/or a Command Instrument Rating is taken to satisfy the points above.

The qualification for Commercial Operations of RPA (drone) is to have logged 5-hours with a Basic RPAS Training Provider (such as IAS Pty Ltd). We train a maximum of two students, to give quality time on the field.

PLEASE NOTE: A copy of your Pilot Licence is to be emailed to uav@interspatialaviation.com.au before attending this course.

When, Where, Dates

2-hour evening classroom theory is held monthly on Mondays from 6:00pm to 8:00pm at the Royal Aero Club of Western Australia, 41 Eagle Drive, Jandakot Airport.

The new CASA certified curriculum theory material is used.

The flying training will take place over the following day or two to build up the required 5 hours.

Venue & Time for Field Training

Sutherlands Park, Huntingdale (corner Southern River Road & Gay Street. Use entry off Gay Street). This flying training coincides with our normal field training for our 5-day RePL training course students.

The Chief Remote Pilot will advise the time, depending on weather condition for the day.



Please see Registration page to book dates: <https://interspatialaviation.com.au/product/short-course-for-the-repl/>

Apps to be Downloaded before the Course:

- * NAIPS
- * OzRunways,
- * DJI GO and DJI GO 4
- * OPENSKY

LOCAL AVIATION

Murrayfield Matters *Liz Garcia, RACWA Instructor in Charge*

Welcome back. As we crawl our way out of our homes and wander out into the world from what seems like endless weeks during the shutdown, things are slowly returning to a semblance of what was before. So why not comb your hair and put on something other than your PJs and come on down to Murrayfield.

Things have changed a bit. The next time you come down prepare to halt and stick-em-up until we take your temperature. By the end of your time here, your hands would have been covered in so much alcohol they may need to partake in an AA meeting.

We are open again for private hires and flight training. So if you are itching to get out of the house, a great way to exercise social distancing is by being several thousand feet away from everyone.



Cessna 152s practising social distancing on the tarmac

As a bonus, we have plenty of toilet paper.

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>

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. Seniors retain voting rights and discounted hire rates on club aircraft.

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 female, male, multi-cultural & different aged Instructors.



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
- ✈ Free specialised Aviation Seminars
- ✈ Free monthly Industry Presentations
- ✈ Free Parking
- ✈ Free Tarmac Topics monthly magazine
- ✈ Tarmac Topics weekly email updates

JUNE Club Diary

College Diary

3 Night Flying Competition #1

14 Murrayfield Precision Circuit Competition

2 PPL Night Theory Course

13 RPL Weekend Theory Course

For more information visit: www.royalaeroclubwa.com.au/events or www.waaviationcollege.com.au/events



PPL Night Theory Course

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

**Every Tuesday,
Wednesday &
Thursday Evening**

**June 2 - July 16
18:00 - 21:00**



The Royal Aero Club of WA and Western Australia Aviation College is proud to announce the Private Pilots Licence (PPL) Night Theory Course.

This course is perfect for those that are too busy to attend fulltime day classes due to work and whose weekends are filled with family activities and sports!

Please note dates & subjects advertised possible to change due to circumstances outside our control.