

TARMAC TOPICS

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

JUNE 2020

Featuring:

- ◇ Achievers
- ◇ RFACA scholarship winners
- ◇ Ninghan Station Fly-in
- ◇ What's Happening around your club
- ◇ Maintenance Release, Pilot Perspective



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of Western Australia



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Welcome to our New Club Members!



Blake Hendrie

Emily Philippe

Jiayu Hu

Matthew Berry

Adam Loughnan

Victor Hossack

Omar Rodriguez

Adrea Nguyen

Download our Membership Guide: <https://www.royalaeroclubwa.com.au/about-us/royal-aeo-club-of-wa-members/>



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Front Cover: Our Cessna 152 Aero-bat, VH-RWY During a Jandakot Winter Sunset

The Presidents Editorial

"Onwards and Upwards" *Andrew Eldridge, RACWA Club President.*

Hello Members!

As I write this, I'm watching rain showers and low cloud blowing through. The forecast is for not one, but two cold fronts, to pass through today. Unfortunately there will be very little flying at the Club as a consequence. Winter is always a little hit-and-miss, of course. We've actually had quite good flying conditions for most of May and June, and at this time of year, we have to make the best of our opportunities. When the conditions are good, they are very good, so it's a great time to fly.

WA has limited the spread of Covid19 extremely well, and this creates opportunities for us. If you can't travel interstate, why not holiday in our great state, and even better, why not use the privileges of your licence to take a flying trip? It's also a great time to do a new endorsement or get current again.

We're entering an exciting new phase for the club, with a renewed focus on the value of

membership. RACWA offers training and aircraft hire, but it also offers our members so much more. We have a wonderful array of social and flying events, as well as pilot development classes, and great facilities and support to help you fly.

David O'Brien has been appointed Club Manager and Deputy CEO, with the specific objective of facilitating greater member participation. David retains his responsibilities for IT infrastructure and the HAAMC role, but he has relinquished some of his administrative tasks to enable him to focus on improving the member experience. David will work closely with Club Captain Mick Harcourt, the Committee and a new Membership and Social Sub-committee. You can expect to see exciting new initiatives communicated in the coming weeks and months.

Jodie Atkinson was our Marketing Manager for almost three years, and during that time, Jodie did a great job promoting the Club and assisting with the arrangement of events such as the Open Days. Jodie has moved on, and we wish her the very best, and thank her for her



Our freshly painted hangar, its first coat since 1976.

hard work. We are re-examining our approach to marketing and communications. You will have noticed the new format of the weekly email. We hope you like it. We have a new strategy for social media that is in the process of being rolled out, and it is our intention to make Tarmac Topics more informative and relevant.

It is not often that I get the chance to acknowledge the good work of the Government and its agencies, but in the case of the Job Keeper payment, Government has done a great job. We are grateful that the program has protected our staff from the risks of unemployment and safeguarded the financial security of the Club.

During the Covid19 shutdown, while staff were employed but under-utilised, we asked them to assist with discretionary tasks that otherwise might not have been possible. Many of our staff rolled up their sleeves and did work that ordinarily would not be in their job description, and we thank them for going above and beyond. The repainting of the hangar is a case in point. It looks absolutely fantastic now.

There is a renewed pride in the hangar, and work continues, to repaint and refurbish hangar equipment. In the main building, the Instructor Room was repainted, as were offices and briefing...



Two of our C152 Aerobat's, during a formation Friday event in July



Newly repainted and refurbished instructor room, that was worked on throughout the Covid -19 Close, May 2020

...rooms. I would like to acknowledge long-time member Adrian Bere, who did the majority of the repainting and refurbishing of the briefing rooms. We took the opportunity to clean windows and carpets at the same time. I hope you enjoy the new, fresh, clean look of your clubhouse and hangar.

WAAC ground school classes continued unabated through the shutdown. Face-to-face lectures were replaced by Zoom electronic classes in some cases. This proved quite successful... and gave us great insight into the potential for the Club to deliver course material electronically in future, and to broaden our theory product offering. Trent Donovan has recently taken on the role of Chief Ground Instructor and

there is a renewed emphasis on continuous improvement within WAAC. Recently the team of Trent Donovan, Andy Wood, Jerry Woong and Herman Tsang has performed a complete revision of the RPL and PPL course material and policies.

During the shutdown, WAAC and TAFE training were impacted, but over the last few weeks, the backlog has largely been cleared. The Achiever's Bell has been ringing regularly, with at least ten PPLs and CPLs issued over recent weeks. We have just completed RPL weekend ground training classes, and PPL theory night classes are currently underway. WAAC has never been so busy. I thank the team for their hard work, and look forward to the continued success of the Col-

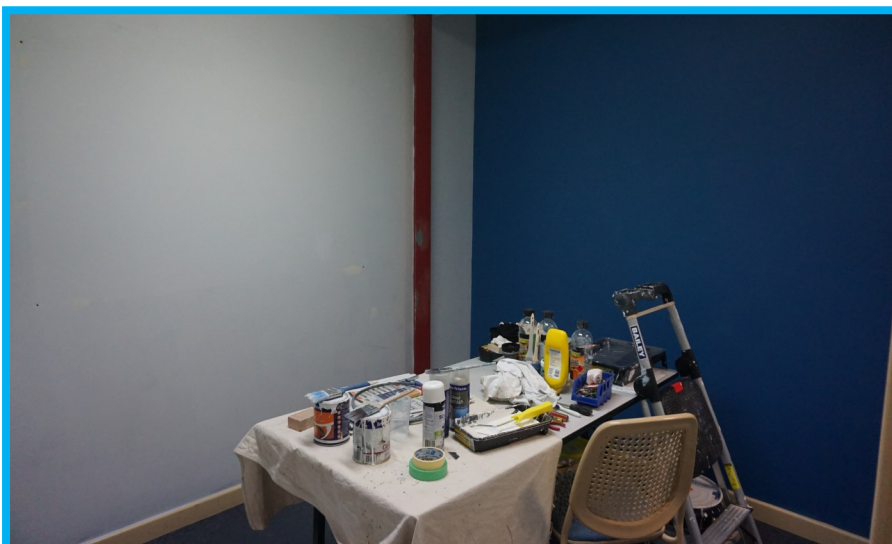
lege.

The IFR department has also been very busy. There are a number of candidates for the Instrument Rating from the Police Air Wing training with us, and Past-Vice-President Mitchell Wells recently passed the Instrument Rating flight test. The new FRASCA simulator is proving to be very successful and in high demand.

It is unlikely that the Annual Wings Dinner at Burswood will go ahead this year. The Casino has imposed constraints on the event that would increase the cost. Furthermore, a resurgence in the virus could result in the event being cancelled at short notice. We are weighing the risks and will advise members when we have certainty, either way.

Aircraft hire rates were lowered in April and May in line with the reducing cost of AvGas. The fuel price went up 11c per litre in June, but we held the rate down in spite of this. If the fuel price trends up again, we will inevitably have to increase rates slightly. Please make the most of the low rates while you can!

We are in the early planning stage for an exciting weekend fly-away to a pastoral station about 2 hours from Jandakot. I hope you can join me. More information will be shared soon.



Change of colour to pre-flight Briefing rooms, Covid 19 close, April 2020



Happy flying.
Andrew Eldridge, President.

Club Captain Report

"On a good day there is nothing like a quick jolly to some location to enjoy the calm conditions that we experience during our winter" *Mick Harcourt, RACWA Club Captain.*

Welcome Back!

By now the Jandakot and Murrayfield Competitions have been firmly re-established as well as the Night Flying Comps that started up again at the beginning of June.

As in the past, it's always great to know who is going to turn up at these events, so please advise us if you plan to attend. This is especially true at Murrayfield, where Life Member John Ridgway goes to a lot of trouble to prepare a wonderful breakfast. John needs to know the numbers to cater for, so please let us know if you're coming for Brekkie!

The Jandakot Comp is held on the LAST Sunday of the month, registration is from 1200 and Briefing at 12:20. Post comp, the members area will be open and from time to time we may have a gathering of members to help out and socialise with New and current members.



A busy morning at Jandakot after a week of bad weather, July 2020

The Murrayfield Comps are usually held on the SECOND Sunday of the month, although this may vary from time to time if a celebration of sorts clashes, such as Mothers Day, etc.

Breakfast, during the winter months, is from 9:00 and at a cost of \$10 / per person is great value. Register for the comp from 9:15 and briefing at 9:45.

The Night Flying Competition – Normally held in May, June and July on the FIRST Wednesday of those months, however,

with the recent COVID19 restrictions we have had to push them back a month, therefore we will be extending into August this year and hope that the weather Gods will look kindly on us. Registration for this (C172) single circuit, is from 5:30pm with briefing at 6pm. The Air Judges will be Instructors, irrespective of your night qualifications and we split the results into two categories – those with Night Ratings and those without. If you wish for a feed before hand, MUZZ BUZZ will be open from around 5pm till 6:30pm.



Two 172s from the night Circuit Club Competition

More from your Club Captain....



Tiger moth from Battle of Britain Dawn Patrol, 2019



Gary Evans, Decathlon TQC, Doing an Aerobatic loop at WALAC

Flying events

As you can imagine, everyone is clamoring for a safe return to normal flying and there are plenty of activities around from various Clubs.

We are currently re-visiting the idea of a morning flight (DAWN RAID) to Northam (YNTM) in the near future, something that C19 put a stop to in April. The folks at Northam will advise us of date, possibly late July for a Sun-day morning breakfast there.

Ross Campbell, a former RACWA

instructor and retired Cathay pilot, now resides in Jurien Bay and has advised of a function happening there in early October which RACWA may be interested in sending a crew to represent them, so watch this space for more details.

In Brief:

The Battle of Britain Dawn Patrol, held annually, will celebrate the 80th year since the great Air Battles over the (mostly) Southern Skies of England. Aircraft battled each other in a trial of attrition from both sides of the English Channel in 1940. More than 500 British and Dominion Air Crew were lost.

Here at the Club we will be celebrating this Battle with a flight over the City in the early morning of SATURDAY 12th September. This being the 80th anniversary, we would expect a full turn out of both formation and non-formation pilots and crew, there will be registrations on the notice board in the coming weeks as well as more information.

WALAC: The Western Australian Light Aircraft Championships – Held annually and whilst it is a culmination of the monthly competitions, is a lead in to the Australian Light Aircraft Championships (ALACs). WALAC features, Practice Forced Landings (PFL), Precision LL CCT, Streamer Cutting, Aerobatics held at Murrayfield and Formation Flying held at Jandakot, as well as a Presentation Dinner after the event.

Friday 6th November Jandakot – Formation Competition (early evening)
Saturday 7th Nov Murrayfield – PFL, SPOT, Aeros and Streamer
Sat 7th Nov Jandakot – Presentation Dinner. More information to follow.

Flying weather has been absolutely perfect one day and not so the next, however, on a good day there is nothing like a quick jolly to some location to enjoy the calm conditions that we experience during our winter period, so I hope to see you at the Club any time!

Please contact me for further information:

Club Captain, Mick Harcourt
mickh@iprimus.net.au



Achievers



Ian Clarke

Congrats on your first solo



Jake Mun

Well done on your first solo



Jonah Sita

Nice Job on your first solo



Michael Atkinson

Good work your first solo



Syahfuan Abdul Hadi

Outstanding job on your first solo



Rhys Lewis

Congratulation on your first solo



Sean Hogg

Great Result on your First Solo



Syahmi Zahid

Congrats on your RPL



Kristy Andrys

Well done on your PPL



Nick Godsell

Outstanding achievement
on your PPL



Syafiq Zahid

Excellent work on your PPL



Kayne Leeson

Well done on your CPL



Martin Hoang

Congratulations on your CPL



Mitchell Walker

Good work your CPL



Stuart Cunningham

Congratulations on your CPL



Lucas Blot

Amazing effort for your grade
3 instructor rating



Mitchell Wells

Spectacular result for your IFR



Kristy Stephen

Good work on your IFR

Congratulations to all our achievers, wishing you blue skies and tail winds for all your flying!

To All Royal Aero Club of WA members.

What: The 91st Annual General Meeting.

When: 7pm, Wednesday 30th September 2020

Where: Member Club House, at Jandakot Airport

Annual General Meeting

Notice is hereby given:

That the 91st ANNUAL GENERAL MEETING of the ROYAL AERO CLUB OF W.A (INC) will be held in the Clubhouse, Jandakot Airport, at 7pm Wednesday 30th September 2020.

The business of the meeting shall be:

- a. to receive and consider —
 - i. the Committee's annual report on the Association's activities during the preceding Financial Year; and
 - ii. the Financial Report of the Association for the preceding Financial Year presented under Part 5 of the Act;
 - iii. the auditor's report on the Financial Report;
- b. to elect the office holders of the Association and other Committee Members;
- c. to appoint an auditor of the Association in accordance with the Act;
- d. to confirm or vary the membership fees to be paid by Members.

Scholarship Winners

"From all of us at the Royal Aero Club of Western Australia, Congratulations Cody Roberts and Mitchell Walker" **RACWA**

Congratulations to Cody Roberts and Mitchell Walker who have been awarded scholarships by the Royal Federation of Aero Clubs of Australia. The scholarships are sponsored by Airservices Australia to the value of \$7700, to be used for flying training. Cody was awarded a scholarship to be used to fund his PPL training. Mitchell was awarded a scholarship to be used to fund his CPL training. Our RACWA students were extremely lucky to be selected – there are only two scholarships awarded in Australia, and all the other Federation Aero clubs in Australia compete for these coveted awards. We are very proud that two such capable students received these awards.

Mitchell Walker:

It took a dinner with family and friends to convince Mitchell Walker to become a commercial pilot. Mitchell is a qualified electrician who had always wanted to become a pilot, but

never thought that he could achieve this goal. Mitchell enrolled on the Diploma of Aviation (Aeroplane) at the WA Aviation College in May 2019. To enhance his employability, Mitchell conducted the CPL phase of his training in the twin engine Part-137.

In late March 2020, with a few flights before his CPL flight test, the Royal Aero Club of WA closed for six weeks to enforce social distancing. Undeterred, Mitchell used this time to commence studying for his ATPL exams and passed three exams, including 90% for Flight Planning. Soon after the Club re-commenced dual training, Mitchell was ringing the Achievers Bell to herald passing his CPL flight test.

Mitchell is delighted with the RFACA Scholarship and will be using the funds to help him obtain a multi-engine instrument rating. He would ultimately like to fly for the RFDS, but

is first aiming at gaining valuable experience as a charter pilot.

Cody Roberts:

He is an avid Aviation enthusiast who will be starting his flying training in August at RACWA. His long term goal is to join the Royal Australian Air Force 'ideally as a fighter pilot', but he has stated that he would happily accept one of the many positions available to pilots within the Air Force. His passion for aviation is evident in his desire to reach his goals. Cody completed school last year and is now looking forward to starting flying training with us here. Cody has been around aviation for many years, and has a father who is a recently retired Fokker 100 Captain from QantasLink. His mother was an operations stalwart for RACWA for many years. So it is no surprise that he will be carrying on the tradition of aviation.

We are proud to be both Cody and have trained Mitchell and are grateful for the help that the RFACA scholarships assists with in aviation. From all of us at the Royal Aero Club of WA, we wish both Cody and Mitchell a huge congratulations and clear blue skies.



Cody Roberts with Club Manager David O'Brien being congratulated for his PPL scholarship award, June 2020



Mitchell Walker with Club Manager David O'Brien being congratulated for his CPL training scholarship award, June 2020



Royal Aero Club of WA LEARN TO FLY!

**10%
OFF**

**10 % off of all Trial Introductory
Flight (TIF) in a Cessna 152. *T&C's Apply**



Royal Aero Club
of Western Australia (inc)

**Saturday,
July 25th**

Become a Pilot Today!

**To Book in your Trial Flight
Or RSVP Seminar Attendance
Phone: (+618) 9417 0000**

Email: info@royalaeroclub.com.au

**Free Learn to Fly
Seminars**

11:00AM & 13:30PM

*10% Off Cessna 152 Trial Flights taken July 25th 2020. If the weather is not appropriate for flying, offer is valid for 1 month (August 25th 2020) to take the flight, as long as it is purchased on the day of the 25th, July 2020.

Ninghan Station Fly-in

Andrew Eldridge, RACWA Club President

Ninghan Station Fly-in 22/23 August

Hello members! We have a treat for you in late August. The Club has arranged a weekend fly-in to the famous Ninghan Station. Ninghan Station is in the Shire of Yalgoo near Paynes Find, where the north-eastern wheatbelt merges into the station country of the mid-west, just north of Lake Moore. The homestead is located in the foothills of the majestic Mt Singleton.

Ninghan boasts 2 runways, with the long runway suitable for an RFDS PC12, and plenty of room to park our aircraft. These are not pristine manicured runways – there are a few rocks – but the surface is good in all weather, and it is absolutely suitable for any Cessna. Being located right next to Mt Singleton has its pros and cons.

On the one hand, you need to keep an eye open for the rising ground in the circuit. On the upside, the Air-services radio tower is on the top of the mountain, so you'll get crystal clear VHF reception. This trip is suitable for pilots of all levels of experience. We'll have a safety briefing during the week leading up to the

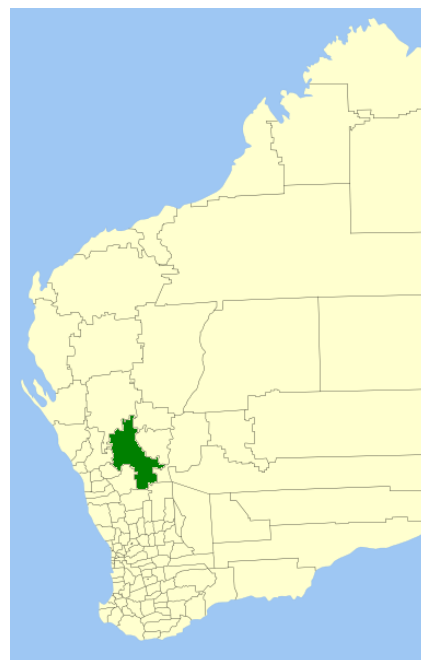
event in any case. For those who remember the wonderful trip to Gindalbie Station last year, you'll know that station accommodation can be fairly rudimentary, but it's cheap! Ninghan is no different. We've arranged for shearers-style accommodation in a number of don-gas. There are toilet and shower facilities, and good communal cooking facilities also. However, you won't need to cook. We're going to provide the evening meal around the campfire on Saturday night, and a big fry-up breakfast on Sunday morning. Members are welcome to supplement the provisions with their own snacks and drinks.

A fly-in is a great opportunity to fly somewhere new, but it's also a great opportunity to socialize with fellow aviators and get to know other people in your Club. We always have a great time when there is food, drink, a big fire and no TV. In late August, there's a very good chance that the

wildflowers will be out. Ninghan has some stunning rock formations, including an outcrop to rival Wave Rock. Those with a sense of adventure and good legs can hike to the top of Mt Singleton, which is about a 16km round trip. If you joined us on the Stirlings Fly-in, you will find it easier than Bluff Knoll.

Ninghan is rich with indigenous history, and our generous hosts have offered to give us a guided tour of the many significant sites on the Station. If you haven't been on a Club fly-in before, this is a great one to start with. If you've just obtained your licence, don't be daunted - Ninghan presents a great opportunity to put it to good use. Jandakot-Ninghan return is within reach of a C172 without needing to refuel, though you will need to manage your payload.

There is a sign-up sheet on the notice board, so if you're interested, please add your name. Enquiries are welcome. Contact Ray Challen or Andrew Eldridge for further information. Hope to see you at Ninghan.



What's Happening

Update from the Club

Covid 19 was a prime opportunity to refocus as an organisation. We have seen some opportunities and took the time to re-organize various aspects of the club and adopt some structural changes. These have led to some new strategies going forward.

Hire Rates

All hire rates were increased on 1 July, following a 19 cent a litre in the price of avgas since we last changed our prices in May. Coupled with our annual increase for inflation, hire rates have increased by between 2.5% and 3.5%. Compared to our rates a year ago, hire rates have only increased by between 0.2% and 0.5%.

The good news is that Air Services have suspended charging for terminal navigation charges. This has resulted in landing fees dropping significantly. For example, a C172 hire rate has increased by \$9 per hour, but the landing fee has decreased by \$21.

The Western Australian Aviation College:

During the shut down the WAAC team has had a comprehensive review of all training materials used from RPL to CPL. This has involved extensive mapping of our current notes/PowerPoints/Workbooks/ Exams to the CASA Manual of Standards and ASQA Training

Packages to ensure the highest quality of training and assessment. The team has so far put a huge amount of effort into re-writing the entire RPL student notes and creating a brand new study guide with the aim of exceeding the quality of Bob Tait or Aviation Theory Centre textbooks. Our focus now is to continue that aim with the PPL and CPL notes, which are about 80% and 30% respectively completed already.

COVID has also seen the revamp of our strategic plan for the business through 2025 with a number of exciting courses, both nationally accredited and club-focused due to be implemented in the near future. So stay tuned!

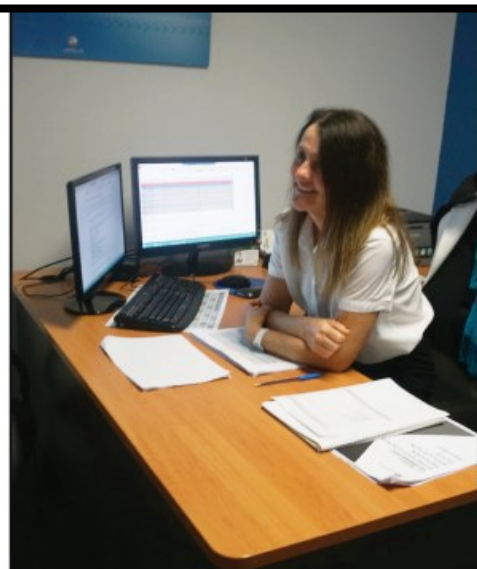


De-Havilland DH-82A Tiger Moth going for its first scenic after the Covid-19 break, July 2020



**Western Australian
Aviation College**

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



The Maintenance Release: Pilot Perspective

THE MAINTENANCE RELEASE – from the pilot's perspective

The maintenance release (M/R) is central to safe operation of aircraft. It provides Certificate of Registration (COR) holders, and pilots with evidence that an aircraft has had any required maintenance carried out, and provides details of any defects that may require rectification before a flight can commence and also provides essential information about any scheduled maintenance actions that may become due before completion of a planned flight.

This article is uniquely from the pilot's perspective.

When scrutinising the M/R prior to flying the aircraft, the pilot should check Part 1 to ensure the aircraft is in the correct operational category for the operation to be conducted. The expiry of the M/R should also be checked, this will be Total Time in Service (TTIS)

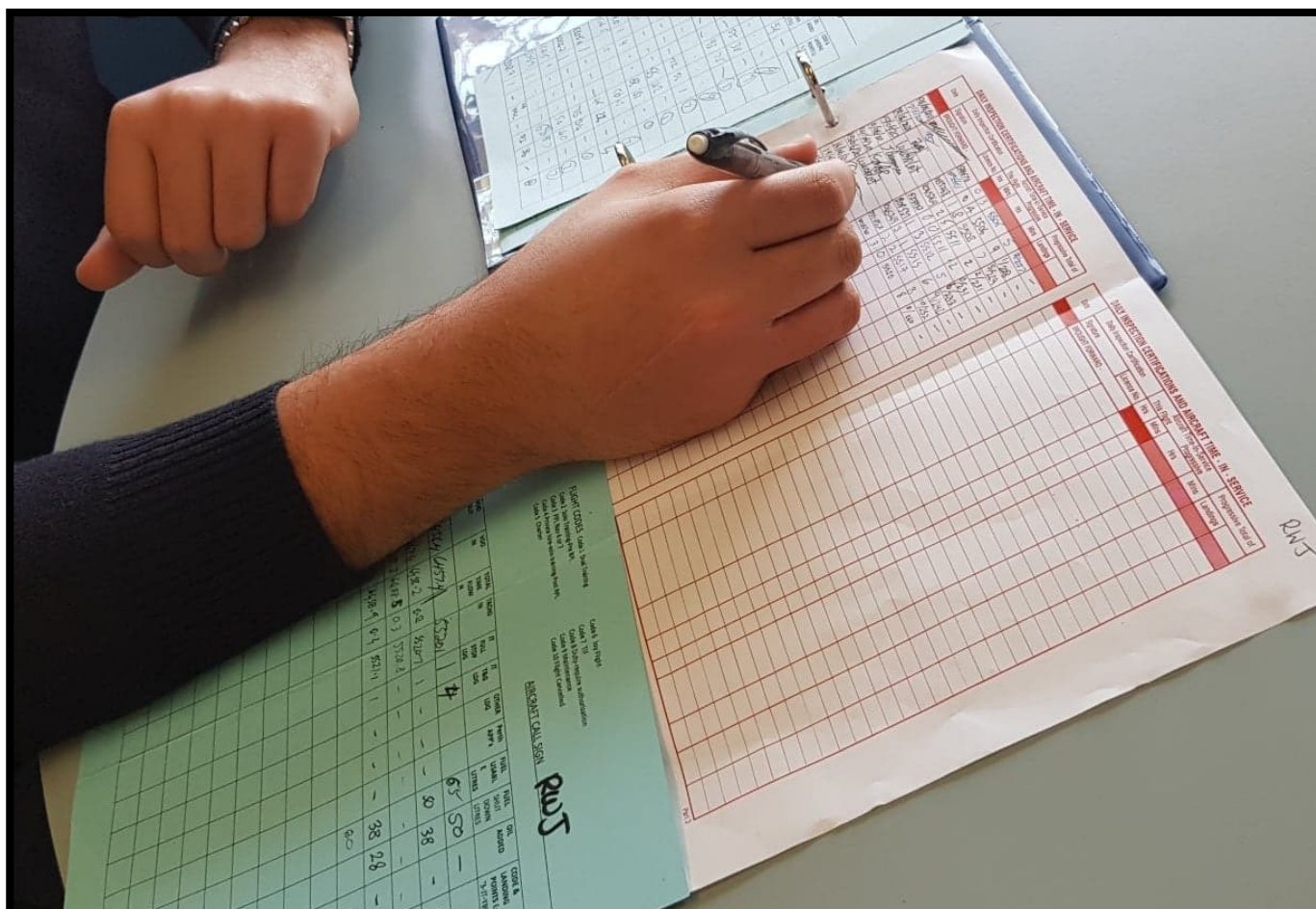
and a date at which the M/R expires. **Flight is not permitted after this TTIS/date.** The M/R becomes void if any maintenance required is beyond the due date/TTIS shown in Part 1. Under certain circumstances, a LAME can approve the aircraft to fly beyond the TTIS/date. This is the realm of the LAME – not the pilot. If the LAME approves this, he/she must note this on the M/R and **sign and date** it. A pilot cannot fly an aircraft beyond TTIS/date based upon the word of a LAME – it must be noted by the LAME on the M/R as previously explained. Part 2 of the M/R should be checked to ensure any endorsements entered have been cleared, or can be operated without being cleared.

Generally, the most confusing part of the M/R is Part 3 (Daily Inspection certification and aircraft time in service). Part 3 tracks events such as landings and oil uplifts etc. The aircraft time in service is the numbers written in this section,

which determine how many hours have been done since the last periodic (100 hourly) inspection. There are various ways this can be done, but at RACWA we use tacho time.

The pilot who conducts the Daily Inspection (D.I) completes this, and it is completed for the last day that the aircraft flew (not knowing when the last flight of the day may be, RACWA pilots are expected to complete this on the next day the aircraft flies). This is generally quite well understood. What appears to cause confusion is the certification signature.

The pilot conducting the D.I is **obligated** to sign the M/R. What this signature is certifying is that the pilot signing it, is certifying that he/she did the D.I, and that when they did, the aircraft was airworthy, or if not airworthy, the defect causing this was noted in Part 2. Where this can cause more confusion is if the D.I is carried out by a student – whilst a student can carry out a D.I, only ...



The Aircraft Maintenance release being signed out after a daily inspection

The Maintenance Release: Pilot Perspective Cont...

...a licensed pilot or LAME can certify it has been done correctly. In this case, the Instructor should satisfy him/herself that the D.I has been carried out correctly and then certify that fact with their signature. Whilst there are many tasks that may need to be carried out before an aircraft can fly – some of which may be optional - **the certification of**

a D.I is mandatory, it must be done before the aircraft can fly for that day.

If it is not the first flight of the day, the PIC is obligated to ensure the M/R has been signed for that day. If not signed, he/she should carry out a D.I, sign the M/R and submit an incident report to the fact that the aircraft has

been flown without a D.I being carried out (If there is no certifying signature, there is no evidence of a D.I).

So next time you go for a flight you'll now have a better understanding and ensure that the daily inspection is carried out as appropriate by the Pilot in Command.



Three ship formation with two of our C152 Aerobats, and our C172 VH-CAR on the 24th of June, flying around peel inlet

Local Aviation Murray Field Matters

Liz Garcia, RACWA Flight Instructor

This month has been very busy in the skies over Murrayfield. Between the skydivers back in action (and occasionally dropping canopies over the field), helicopters and fixed wing aircraft, the skies have been abuzz with the sound of engines. A welcoming sound after the months of silence earlier in the year. Only reason for silent skies now has been the bouts of poor weather rolling in every week or so.

Since returning from lockdown, we have had our first milestone achievement. Congratulations to Rhys Lewis who accomplished his first solo on the afternoon of the 6th of June.

On the 24th of June we had our first formation flight (hopefully the first of many), with a three ship formation, piloted by myself, Michael and Jeff With a lap around the peel inlet and coast with the gradually setting sun in the backdrop, the skies all to ourselves.

Hope to see you all down at Murray Field now that we are back up in the air.



A big congratulations to Rhys Lewis on his first solo

The Royal Aero Club of WA

Become a Member Today

We now offer a variety of memberships at the Royal Aero Club of WA. Do you know someone who wants to be part of a really great Club? We offer a variety of different memberships from:

- . Flying
- . Social
- . Country
- . Retired
-plus more

Encourage your friends or family to be a part of a truly great Club!

If you would like to join as a member, we welcome your application. Forms available from Operations, Cashier or the Members Lounge



A Rainbow over Jandakot airport after some winter morning showers, June 2020