

# TARMAC TOPICS

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

APRIL 2018



*Featuring:*

- **Australia's Outback Air Race celebrates the Flying Doctor's 90th Anniversary**
- **"FLIGHT" Photography Exhibition**
- **TAFE Induction Day**
- **Achievers**
- **Much, much more...**



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

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# Old Fliers Group Update

Due to the Easter Public Holidays falling on the last Friday in the month for March, the next meeting of the Old Fliers Group won't be until April 27. Hope to see you all there. In the meantime you can always visit: <https://www.youtube.com/user/OldFliersGroup> or contact Stephen Rogers: [henol@bigpond.net.au](mailto:henol@bigpond.net.au).

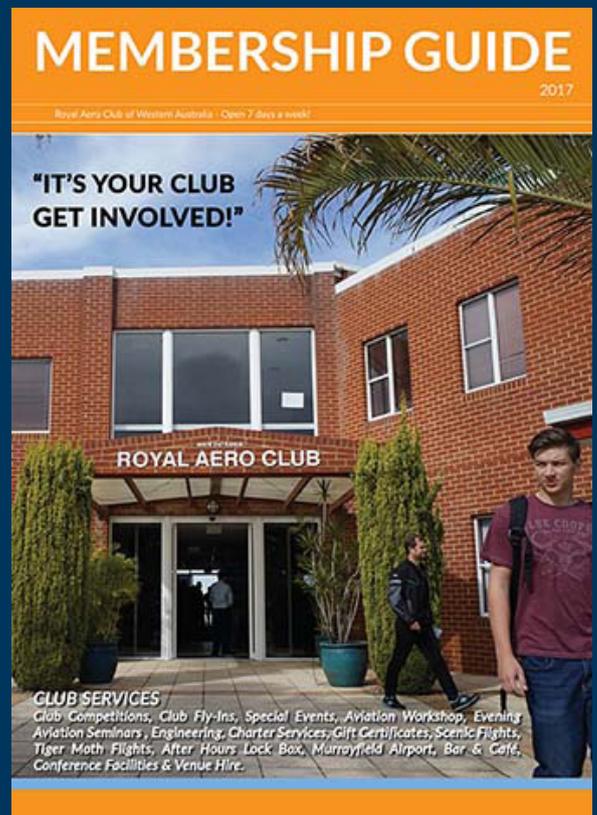


⤴ Did any of you happen to notice the photoshoot going on outside the windows, on the Tarmac, in front of the Club, during the February Old Fliers Group Meeting? It was your very own OFG Member Merlene Smith, being interviewed by the Community News Group for an International Women's Day article.

To view the full article visit: <https://www.communitynews.com.au/cockburn-gazette/news/international-womens-day-jandakot-royal-aero-club-member-always-knew-she-could-fly/>

## Welcome New Club Members!

- *Pan Pan*
- *Thomas Keamy*
- *Ashley Dewing*
- *Alex Kay*
- *John Cameron*
- *Christopher Albonico*
- *Louise Langford*



Download Membership Guide:

[www.royalaeroclubwa.com.au/content/page/join-racwa.html](http://www.royalaeroclubwa.com.au/content/page/join-racwa.html)

## Featured

### 6 General Aviation - Back in the 1950s

My first solo cross country experience - back in the good old days!

### 8 General Aviation - Australia's Outback Air Race celebrates the Flying Doctor's 90th Anniversary

Since its inception in 1996, the Outback Air Race (OAR) has raised over two million dollars for the RFDS.

### 11 General Aviation - "FLIGHT" Photography Exhibition

Shot on film, these unique hand printed photographic works emerge from the darkroom for the first time to explore the relationship between man, beast and bird, in our ever-evolving quest to fly.

## Regulars

### 4 CEO Editorial

Our strength is our member base.

### 5 Club Captain Report

Welcome to another month of rants, raves and general thoughts.

### 7 Achievers

With each edition of Tarmac Topics from January to June 2018, if you make any Flying Achievement at the Royal Aero Club of WA or WA Aviation College, you'll go into the draw to Win a Club Competition Gift Voucher!

### 12 Thinking of Filming Your Flight

Body or head mounted cameras may be acceptable for use, provided they do not distract the pilot from their primary task of flying the aeroplane.

### Fuel Usage Issues

Frequently the maintenance department is asked to investigate uneven fuel usage from the tanks of our C172 aircraft.

### 13 Interviewing for the Singapore Airlines Cadet Programme

After this interview, I can now name every aircraft in the Singapore Airlines and Scoot fleet.

### Mary Earnshaw with Commonwealth Games Batton in QLD

### 14 Murrayfield Matters

The past month has seen quite a few exciting moments come through Murrayfield.

### 15 TAFE Induction Day

Twelve South Metropolitan TAFE Class 1/18 students had their RACWA induction on Monday the 26th of March.

### Club Diary

What's Happening at the Club and College this month.

# RACWA

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Cover Photo: RACWA Instructor Chris Evans with  
Tiger Moth - photo courtesy of Stephen Heath

# CEO Editorial

"Our strength is our member base." *David Currey, RACWA CEO.*

**W**e welcome David Royans as Head of Operations, replacing Amy Richards who has been at the helm for just over a year. Amy has joined Qantas and we wish her well in her new career. Our loss is Qantas' gain. David will be faced with a number of challenges, the greatest being to ensure the Club has sufficient instructors to meet the demand for training by our members. The growing pilot shortage will result in a steady outflow of instructors to the airline industry. This is both an opportunity for the Club to grow its instructor training school, but also a threat as we need to ensure we can recoup the significant investment we incur in training and mentoring junior instructors.

I am very pleased that the Club's Part 142 application to CASA has been submitted. This was a team effort, but I would like to thank David Royans, Amy Richards, Tim Berryman, David O'Brien, David Roses and Aaron Dempsey for their hard work, and for all other instructors who took on additional students during this time. The Club has invested a substantial amount of resources in preparing the submission, which will enable the Club to continue to offer integrated training. The Club currently has 60 integrated students under training with in excess of 20 more students commencing training in mid-year. Both WAAC and TAFE are supplying a steady

stream of students, which is helping offset the decrease in non-integrated training.

I recently attended the annual flying training conference of the Royal Federation of Aero Clubs of Australia. The conference was held in Maitland and hosted by the Royal Newcastle Aero Club. Congratulations to Russel Philip and Jim Di Menna for representing RACWA in the Australian Light Aircraft Championships. Unfortunately the Team Trophy now resides in Tasmania.

I was pleasantly surprised by the presentations of senior CASA staff. I am optimistic that cultural change has started within CASA which will have a positive impact on the GA industry. Unfortunately, cultural change in such a bureaucratic organisation will take time.

One of the welcome changes that CASA has recently introduced is to allow commercial pilots to operate with a Class 2 medical, provided that they are not carrying passengers for hire. CASA has recognised that there is a shortage of experienced instructors, due partly to the fact that retaining a Class 1 medical can sometimes be onerous for a senior instructor. It is hoped that this concession will now enable flying training organisations to benefit from the wisdom and experience of senior instructors for a longer period.

CASA have also indicated that further changes are in the pipeline with regard to medicals. A more streamlined process will shortly be introduced whereby DAMEs will be able to issue a Class 2 medical, and the introduction of the Class 2 "light" medical. The latter is based on a driver's licence medical and relies on the pilot to self-report. The restrictions of the Class 2 "light" are that the pilot cannot undertake aerobatics, carry more than 5 passengers or fly at night or under the IFR.

The rapidly evolving drone market is certainly keeping all regulators on their toes, as new technology outstrips existing regulations. The introduction of driverless aerial taxis is anticipated within the next 10 years, and both the regulator and town planners need to provide for the control of aerial taxiways in the sky.

Good flying conditions in Perth have resulted in the Club exceeding budget for the last two months. We moved a C152 from Murrayfield to Jandakot to meet the demand for the 152 fleet. However, there are still many hours to make up after the prolonged winter and spring rains we experienced.

I urge all members who have not yet renewed their membership to do so as soon as possible. Our strength is our member base. We need your patronage to help us continue to grow in these exciting times.



Ⓢ Club Captain Russell Philip presenting Michelle Grant, Royal Flying Doctors Service Community Local Area Marketing Coordinator with the \$750 raised at our Good Friday Bun Run. Thank you to everyone who participated!

# Club Captain Report

"Welcome to another month of rants, raves and general thoughts." *Russell Philip, Club Captain.*

**Y**our Club Captain has been very lazy – Apologies to Jodie who has been hounding me for this. We have continued to have some good scores in the recent competitions and we have a new leader on the running scores – Congratulations to Peter Marshall.

So what has happened around the club? On the 10th we had a busy bee – thanks to all who helped get the place looking tidy again.

Our March competition at Murrayfield was cancelled due to weather. A lovely clear day and the first inkling of a problem was when Mike Thomas called and asked if we really needed him to ferry a 152 from Jandakot. A quick check of the TAF - Severe turbulence below 3000 – and we decided that maybe Mike could stay at Jandakot while the rest of us enjoyed John's cooking. After brekky most of the crew departed, while I carried on with wing removal on TXC, and my thanks to those who assisted.

On the 24th there was the Jandakot competition, won by Rod Garnaut with his usual 100, with Sylvia Byers and Peter Marshall in 2nd and 3rd respectively.

This month was also the ALAC competition, hosted by The Royal Newcastle Aero Club at Russell Field, Rutherford in NSW. I made a last-minute decision to attend, so RACWA fielded a team comprising Jim DiMenna (Aeros and Forced Landing) and Russell Philip (Spot Landing). Following a week of 40 degree days, Wednesday arrived with torrential rain across much of the NSW coastal regions. Jim drove us from Sydney to Rutherford in a downpour. Thursday's practice day consisted of a grand total of 3 circuits each due to low cloud and rain. The white dumbbell at the windsock (According to Phil Unicomb - RNACs CFI – his students reckon it means the CFI is on the field) summed it up – hard surfaces only. This caused havoc as the plan

had been for the forced and spot landings to be on the grass, returning via the (unsealed) taxiways. This was not to be.

Friday dawned with similar weather so we stood around partaking of the coffee van's product waiting for the weather to improve. Jim coined a new meaning for the ALAC acronym – Aviators Looking At Clouds. Around midday the formations launched and as the afternoon progressed we got into the Spot Landings – only 2 attempts each. The arriving Conquest scored 50, then to rub it in, REVERSED into a parking bay. Friday was not much better with morning fog. It eventually lifted, and we were hoping to get the forced landings underway when a Cessna 404 arrived, landed with a locked brake and blew a tyre. On leaving the runway while endeavouring to turn around, he proved the dumbbell was there for a reason, sinking in the mud. Two and a half hours of digging by the local LAME and his team saw the field re-open and we got down to some serious forced landings. As the weather improved the streamer cutters and the sole Aerobatics performer, our own Jim DiMenna, launched.

Saturday night saw us at the Maitland City Club for the presentation dinner. Jim achieved a Gold in Aerobatics and a Silver in Forced Landings, while I managed a Bronze in Spot Landing and we won't go into my Forced Landing performance – suffice to say we'd probably have lived if it was a loooooo-nnnnnnggggg paddock. Unfortunately this wasn't sufficient to retain the Federation Cup, which headed across Bass Straight to Tasmania.

Finally on the 30th we had the Rottnest Bun Run. 15 aircraft departed Jandakot and conducted a successful raid on the Rottnest Bakery. Thankfully Jodie had managed the co-ordination perfectly and there were buns for those who had ordered them. I'm already looking forward to next year, or at least I will be when I finish eating my hoarded buns.



⤴ Capt. Jim, ex President/ Club Capt. & Life Member is dedicated to having a successful Rottnest Bun Run Flight.



⤴ The walk from the plane to the Bakery was too long for Club Member Martin Karl! Or did he need the scooter for the way back - after all eating all those yummy Buns!



⤴ And of course no trip to Rotto would be the same without some Quokka action! But where's Margot Robbie?



⤴ Low cloud and rain featured heavily at the 'Aviators Looking At Clouds' event - aka 2018 ALAC!

## GENERAL AVIATION

# Back in the 1950s...

"My first solo cross country experience - back in the good old days." *Bryan Elliott, WA Royal Aero Club Member, since 1956.*

**O**n the 17th June 1956 my father drove me to Maylands Aerodrome (as I was yet to obtain a driver's licence having just turned 17 on the second of June) before dawn on a cold winter's day.

My father was trying not to show his worry for his only son but I had planned and was looking forward to my first solo cross country. The first order of the day was to walk around to the back of the hangar to knock on the caretaker's door and ask him to assist me in opening the hangar doors and pushing out my favourite Tiger moth "Bonox", registration BNX.

The aircraft had been fuelled and oiled the night before and I did the fuel sampling, dipped the oil and did a thorough walk around before walking around the back of the second hangar to a wall phone, lifted the handset and wound the handle to call the Weather Bureau.

Information given was for a day of light winds with cloud base of 1500 feet over Perth which would disappear as I flew inland, so I dug out my Aerial Dead Reckoning Computer R.A.A.F Mark I and plotted my course from Maylands to Dowerin, to Cunderdin for a fuel stop, then Quairading and back to Maylands with 10 nautical mile intervals shown on my map legs, allowing for magnetic variation of 4 degrees West.

I felt very alone taking off with no one around and the hangar again shut, and climbed in still air to circle Maylands to reach 1500 feet which would get me over the Darling Escarpment with a 500 foot clearance. However, at 1000 feet I entered cloud and believing it was only a thin layer over the Maylands area continued to climb as it thickened expecting to pop out of the top at any second until I noticed the engine revs were increasing and the airspeed was winding up.

I immediately realised I was in an incipient spin so throttle off, forward stick and opposite rudder as I had been taught and came out of the dive at 500 feet above Maylands.

I was determined to complete my solo cross country and pointed the nose in the direction of Dowerin and saw the sun just coming over the escarpment with the cloud layer well above, so flew just under the cloud which gradually became higher to allow me to clear the ranges at 500 feet.

Dowerin was found and turned and I set heading for Cunderdin. It was very cold even though I had my warmest underwear and winter flying suit on under my normal flying overalls and making pencil notations on my map and pad was difficult with the flying gauntlets.

From my map reading I realised I had passed Cunderdin which was a very small town then and the airstrip very difficult to see amongst the salt pans, so did a 180 and identified the railway line and road and flew towards the town where I had to perform 3 turns at 500 feet to alert the refueler that I was landing at the airport.

Due to the tail skid on the tiger, I landed in the triangle of grass enclosed by those very long World War 2 strips and ate my sandwiches while waiting for the truck.

After refuelling from a 44 gallon drum through a chamois in a funnel with me pumping the handle to get some warmth into my bones I did a water check and probably added a pint or two of oil. I took off turning at Quairading without any trouble and on to Maylands. I still remember that I broke my pencil and had to bite out the wood to scratch on my map and I couldn't feel my fingers.

After landing at Maylands, I was greeted by John Ralston my instructor who seemed very relieved to see me. If he was told of my shaky start that morning by the caretaker he never mentioned it and congratulated me on my very thorough map work and log keeping.

Many lessons learned on this trip not the least of which was the spin recovery instruction!



⊕ On the of 17th June 1956, 17 year (and 15 days) old Bryan Elliott took off from Maylans Aerodrome to complete his First Solo in his favourite Tiger Moth "Bonox", registration BNX.

# Achievers



**JAYSON SMITH**  
- Round of applause on your First Solo.



**JESSE ARAQUE**  
- Kudos on your First Solo.



**NEHRU NELSON RAI**  
- Pat on the back on your First Solo.



**REECE VAN SCHOOR**  
- Congrats on your First Solo.

**ADDITIONAL FIRST SOLOS:**

Leila Askari.  
Ben Livingstone.



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**HENRY WANG**  
- Good work on your RPL.



**JEREMY SMITH**  
- Gold star on your RPL.



**THOMAS KEAMY**  
- Singing your praises on your RPL.



**DANIEL GARDNER**  
- Let's hear it for your RPL.



**JAMES PIESSE**  
- Congratulations on your RPL.

**ADDITIONAL RPL:**

Sean Byrnes.  
Ji woong.



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**REECE BATESON**  
- Well done on your PPL.



**CAMERON RUCK**  
- Well done on your Initial FIR.



**PIA DURK**  
- Well done on your Initial FIR.

## March Winner

Monthly Achiever's Prize Draw:

Glen Sparks

You've WON a Club Competition Gift Voucher at Jandakot or Murrayfield for:  
Glide Approach, Spot Landing, Flapless Glide Approach, Instrument Circuit or No Instrument Circuit Competition.

## GENERAL AVIATION

# Australia's Outback Air Race celebrates the Flying Doctor's 90th Anniversary

Since its inception in 1996, the Outback Air Race (OAR) has raised over two million dollars for the RFDS, and in the last event alone in 2015, raised in excess of \$585,000 – an amount it hopes to match or even better this year. *Leanne McKenzie, Sponsorship and Marketing Outback Air Race 2018.*

**A**rcherfield Airport in Queensland will be a hive of activity when a record field of 42 light aircraft, pilots and their passengers gather for the start of the 2018 Outback Air Race to raise funds for the Royal Flying Doctor Service (RFDS).

This year's race, which will see teams travel 4,000km westward over 12 days, is especially significant as the RFDS celebrates the 90th anniversary of its first flight out of Cloncurry on May 17, 1928.



Concluding in Broome, the event pays tribute to WA stockman Jimmy Darcy whose untimely death on a remote Kimberley cattle station in 1917 inspired Reverend John Flynn's vision

for an outback aeromedical service.

The RFDS is one of the largest and most comprehensive aeromedical organisations in the world, providing extensive primary health care and 24-hour emergency service to people over an area of 7.69 million square kilometres.

Last year, the RFDS made nearly 337,000 patient contacts through healthcare clinics, aeromedical transports and telehealth consultations to those living in remote and regional Australia.

The RFDS fleet of 69 aircraft flew nearly 26.5 million kilometres - that's equivalent to 34 trips to the moon and back, or more than 600 flights around the earth.

OAR event manager Stuart Payne said it was great to have the event fully subscribed in 2018 as the RFDS celebrates 90 years of essential life-saving service to the people of Australia.

"This event provides competitors with a unique opportunity to raise much needed funds for Australia's most iconic charity, to see the beauty of outback Australia from light aircraft," Mr Payne said.

"Teams will also get the opportunity to visit outback centres and meet new people there, people who are so appreciative of the life saving service that the RFDS provides.

"For the one hundred plus people participating in our event, it really is a case of ordinary people doing extraordinary things."

The OAR is a GPS-based navigation time trial where pilots are scored based on their ability to predict the time taken to fly each leg (timed down to fractions of a second), and their accuracy at flying over visual start and finish points.

The race leaves Archerfield Airport on Sunday, August 19 and can be tracked via the OAR website.

The race will conclude in Broome on August 31 after travelling through towns including Bundaberg, Longreach, Mount Isa, Adele Grove, Daly Waters, Katherine and Kununurra.

**To show teams your support and help raise vital funds for the RFDS, visit <http://oar18.rfdswa.com.au/event/oar18>**



# IREX Course April 9th - 20th

## HURRY - Limited places filling fast!



**Monday to Friday evenings: 1800 - 2100**

Expert Trent Donovan will be running this course. For more information or application forms

Contact: [CHateley@royalaeroclubwa.com.au](mailto:CHateley@royalaeroclubwa.com.au). or Ph: 9417 0000



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## Michael Smith to Open Screening of his film "Voyage of the Southern Sun" at Club

**O**n Thursday May 24th from 5pm, the Royal Aero Club of WA is pleased to announce that Michael Smith, 2016 Adventurer of the Year, will open his film, "Voyage of the Southern Sun" with an introduction, free of charge, to Club Members.

Directed by Rob Murphy and featuring stunning footage, Michael discovers the delights and perils of true adventure in a solo circumnavigation in his tiny amphibious

flying boat, the Southern Sun. At a leisurely 80 knots, Michael retraces historical Qantas, Imperial and Pan Am airmail routes, in search of the glory days of 1930's aviation. Michael's journey captures the geographic splendour of the world, as he learns a little of human kind and himself along the way.

After the screening, Michael will hold a Q & A session, plus there'll be the DVD and book for sale: Hardback: \$49, Paperback: \$35, DVD. \$29. \$10 discount if any two taken!

Dick Smith declared the book, the "best adventure book I've ever read."

Adventurer and indie cinema owner, author and film maker, Michael, has spoken across Australia and internationally as a keynote speaker at conferences and events, and as an after dinner speaker. He is an inspirational, heartfelt story teller, with tales and carefully considered messages from the lessons along the journey of being both an independent cinema operator and a record setting adventurer.

## GENERAL AVIATION

# "FLIGHT" Photography Exhibition

## with Australian Geographic published photographer

Shot on film, these unique hand printed photographic works emerge from the darkroom for the first time to explore the relationship between man, beast and bird, in our ever-evolving quest to fly." *Danielle Briggs, Photographer & RACWA Club Member.*

Open to the general public, this event will be the first of its kind held inside the Royal Aero Club of WA, at Jandakot airport. This original and contemporary location offers sweeping views of one of the busiest airfields and largest aviation training bases in Australia.

The exhibition includes an entirely new body of work produced by Danielle Briggs, containing rare images captured across Western Australia.

The Australian Geographic published photographer will also offer two photographic workshops to the public over the course of the exhibition.

The exhibition gives viewers the rare opportunity to appreciate the wonders of defying gravity - with both feet planted firmly on the ground.

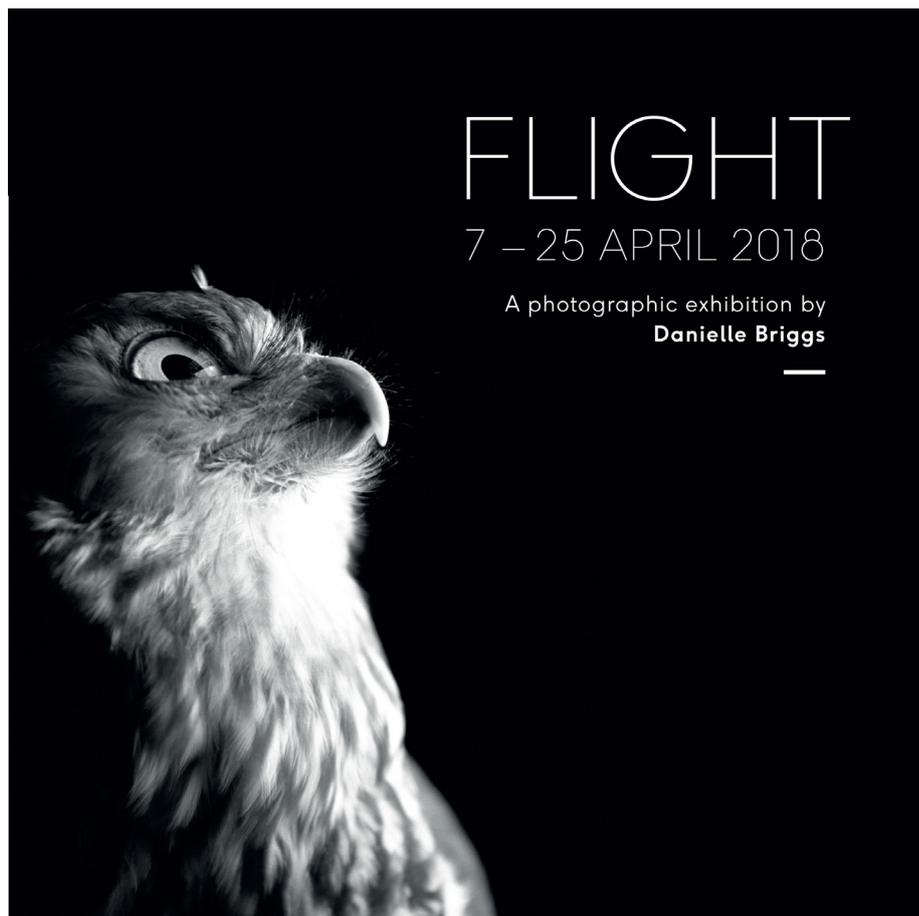
All photographs on display at the exhibition are available for purchase.

**Opening night: 5 – 8pm, Friday 6th April.**  
**General Exhibition: 7th to 25th April.**  
**Location: Royal Aero Club of WA, 41 Eagle Drive, Jandakot.**  
**Open: 8am – 5pm, 7 days a week.**  
**Cost: Free.**

Proudly supported by the City of Cockburn,

Royal Aero Club of WA, Camera Electronic, Kool Kreative and Ilford.

Visit [www.daniellesdarkroom.com.au](http://www.daniellesdarkroom.com.au) for further exhibition details.



## Workshops with Australian Geographic published photographer

“To celebrate the launch of the highly anticipated "FLIGHT" exhibition, two workshops are now open for enrolments for beginner to intermediate photographers. These workshops will cover a wide variety of photography topics, including landscape photography, aviation, portraiture and closeup.” *Danielle Briggs, RACWA Club Member.*

On Sunday April 15th or Saturday April 21st, from 10am to 4pm you will learn about the rules of photography, such as composition, lighting and exposure and when to break them.

Bring your camera and tripod along (not essential) to get hands-on advice on your equipment, begin to understand the “assumptions” made by your camera/s, and how to override them! Guidance will be provided on

how to approach a photo shoot, prepare for the best and the worst, and master your style.

Additional topics will include how to exhibit your work, competitions, approach galleries, network and resources available in Perth and online.

Royal Aero Club of WA Members and Staff or Western Australian Aviation College Students are being offered the special rate of \$149 for a class. General Public Tickets are

\$199 per class.

A light lunch will be served. Workshops suitable for ages 18+.

To enrol in one of the workshops visit <http://www.daniellesdarkroom.com.au/workshops/>

Please note: This photography workshop is designed for both digital and film photographers. Places are limited and are on a first come first served basis.

# Thinking of Filming Your Flight?

"Body or head mounted cameras may be acceptable for use, provided they do not distract the pilot from their primary task of flying the aeroplane." *Tim Berryman. RACWA Flight Instructor & Safety Manager.*

**F**ilming a flight is a great way to record the event and Go-Pros and similar cameras are common these days. There are also all sorts of mounting devices readily available and it can be tempting to want to use these to mount cameras to the aircraft to record your footage.

However when considering taking footage pilots need to comply with the legal requirements and consider the safety implications.

## External Mountings

Anything fixed to the outside of an aircraft will have an effect on the aerodynamics of the aircraft and therefore its performance. Therefore nothing, including cameras, should be fixed to the external surfaces of an aircraft without an approved EO. Note that just because a bracket or mounting has been commercially manufactured and purchased it doesn't necessarily mean it is approved for use on the aircraft you are flying.

The club's Tigermoths are fitted with external mounts for Go-Pros and the footage from them is terrific, however the mountings went through an extensive process to get the EO approved and issued.

## Internal Mountings

These may not affect the external aerodynamics of the aircraft but have significant risks associate with them, including:

- Windscreen mountings (even suction cup type) can damage the windscreen.
- Cameras mounted on windscreens or windows obscure the pilot's field of view and compromise lookout effectiveness.
- Cameras, iPads or other devices have potential to fall off (either out of the mounting or where the mounting itself falls off) which creates both a distraction to the pilot as well as potentially fouling the controls.

Internal mountings, even temporary ones are modifications to the aeroplane and are subject to the requirements of CASR part 21.M and require approval. So unless you have an EO for the mounting, don't use it.

## Handheld / Selfie Sticks

Feel free to let your passengers take as much footage as they like, but as the pilot in command of the aircraft don't be tempted to use the camera yourself. Your job is to fly the



Body or head mounted cameras may be acceptable for use, provided they do not distract the pilot from their primary task of flying the aeroplane. They should be fitted and turned on prior to start up and then not touched until after shutdown. They also must not restrict movement, field of view or in any way interfere with the pilot's ability to fly the aeroplane.

## Summary

- Do NOT attach anything to either the outside or inside of the aircraft unless you have a specific CASA approval to do so.

# Fuel Usage Issues *Glen Caple, RACWA Chief Engineer.*

**F**requently the maintenance department is asked to investigate uneven fuel usage from the tanks of our C172 aircraft.

In all cases we have found the following;

1. No defect in the fuel supply system.
2. No defect in the fuel tank venting system.
3. The fuel selector was selected to BOTH position for a prolonged period.

The fuel system in our C172 aircraft consists of one fuel tank in each wing, a vent tube under the LH wing near the wing strut, an interconnecting vent tube from LH to RH tank (not visible to pilot), vented fuel caps (with one way check valves) on each tank and a fuel selector which allows fuel to be supplied to the engine from LH or RH or BOTH fuel tanks.

When selected to both the level of the fuel tanks determines which tank supplies the majority of the fuel.

In a perfect world with the tanks (aircraft) perfectly level and the balance ball centred the fuel usage will be even (thanks to gravity).

If an aircraft is cruising with one wing even slightly lower than the other the fuel will tend

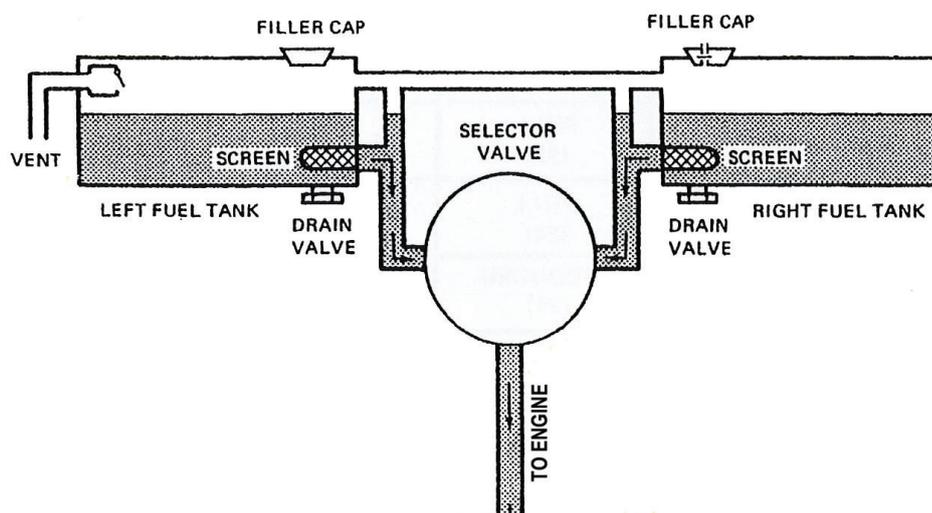
to flow from the highest tank and/or if the balance ball is not centred the fuel usage will favour the tank opposite to the rudder required to centre the ball.

This is because the fuel in the tank behaves the same as the ball in the turn co-ordinator. ie. if the ball is out to the left the fuel in the left tank tends to move to the left away from the tank outlet and the fuel in the right tank tends to move to the left towards the tank outlet. In this

configuration fuel will be used from the RH tank more than the LH tank.

This is why the BOTH selection should be used for take-off, climb, landing and manoeuvring to ensure that at least one tank is capable of supplying fuel at all times.

Operation from either LH or RH is reserved for cruising flight to ensure even fuel usage from each tank.



# Interviewing for the Singapore Airlines Cadet Programme

"After this interview, I can now name every aircraft in the Singapore Airlines and Scoot fleet." *Ajay Nair, B17 WAAC Student.*

On Friday the 9th of March, I had an interview with the Singapore Airlines Cadet Programme. I had previously applied for their Cadet Programme and upon realising that they were running it again - I decided to try my luck and re-applied. Several days passed and to my surprise, I was called in for an interview.

Lucky for me, I had prepared adequately several days earlier. I would like to give my warmest gratitude to one of our flying instructors; Ashley Lee for preparing me before hand. He not only gave me information on the type of questions that could be asked during the interview, but also the best way to answer, as well as a thorough crash course on the airline industry to date.

Second stage will be an aptitude test and the third stage will be aero medical. The final stage will be an interview with a panel. Upon completion of the selection process, the cadets will start ground school and complete 14 ATPL subjects before proceeding to Singapore Flying College, in the northern apron in Jandakot.

After this interview, I can now name every aircraft in the Singapore Airlines and Scoot fleet. I flew in the B787 to Singapore and back to Perth. Its amazing how much you realise after starting class at WAAC about the airlines and aeroplanes. From turbulence, clouds, ailerons and how they work on a commercial airline, to judging how the captain and his first officer lands the aeroplane after a 5 hour flight.



Selfie with an A400M from the Malaysian Airforce during the Singapore Airshow.



Scoot Airlines Boeing 787.

WAAC helped me significantly for this attitude from day one. interview by training us to have an airline

# Mary Earnshaw carries 2018 Commonwealth Games Baton in QLD

"Had a blast after the nerves settled down."



# Murrayfield Matters

The past month has seen quite a few exciting moments come through Murrayfield. *Cameron Williams, Grade 2 Flight Instructor.*

**L**ike a strange ghost from the Murrayfield past, I'm writing this article knowing that by the time it is printed, I will be very far from our little aerodrome down off the winding bends of Lakes Road. Three pairs of managerial hands have been laid on Murrayfield in half as many years, for she is a fickle mistress, but she's not yet made it to four. The change from Jandakot may have brought a marked increase in snake sighting, ute bogging and parachute dodging into my life, but it'll have to throw a few more of each my way before I consider going anywhere. Nevertheless, throughout the month of April the airport will be left in the hands of Mike Kidd on Tuesday to Saturday, Jet Slater also on Saturday, Josh Del Prete also on Thursday, with Stewart reigning supreme on his mouse sized throne each Monday, while the instructors enjoy their day off.

I however, expect to be somewhere up in Karijini National Park, and plan on being only contactable by the likes of carrier pigeon or smoke signals. Oh yes, and as for Stewart

(regular readers may be familiar with the folly of Stewart and I; the local mouse), he survived my month of mouthwatering traps and poisons, which he no doubt saw as mere ornaments and mouse gene pool cleaners. So he's now been allowed to stay and take up a more permanent residence.

Anyone who knows Murrayfield will no doubt know Mike, but Jet and Josh are some new names now thrown into the mix, who I'm sure you will come to know soon enough. Each of them have taken a day out of their life in the big city of Jandakot, to come down to lend a hand on one day each week at Murrayfield. They've both been keen and eager to learn, and I am very appreciative of all their help. Plus, if nothing else, simply being able to have a conversation beyond my one-sided ramblings with Stewart is a breath of fresh air too.

The past month has seen quite a few exciting moments come through Murrayfield. Sean Byrnes nailed his RPL flight test, Jamie Barton flew excitedly skyward on his first solo, and I struggled to stop grinning on a day when

I was given the opportunity to ride along in VH-WFX (an Extra 300L) for a demonstration of what that plane can do. And oh my, what an incredible aeroplane. The best way I've had of describing it to non-pilot friends is that it's akin to the feeling of having rockets strapped to your shoes. Anywhere you want to go, just about anything you want to do, it could find a way of doing it. During a manoeuvre such a tumble, where the aircraft rolls end-over-end, tail over nose, it did not feel like we were moving in a way that should ever be possible in an aircraft. Despite the ecstatic feeling I had after returning from that flight, I would still have to say that it falls short when held in comparison to Jamie's everlasting grin after returning from his first solo, and Sean's satisfied relief after achieving his RPL. Congratulations to these two on all their hard work paying off.

I'm sorry I won't be seeing many of you throughout the month of April. To all of my students, I'm looking forward to seeing your progression upon my return. Try to get good, but not too good whilst you're in Mike, Jet and Josh's hands. See you all soon.



Ⓢ Come on down to the Murrayfield on a Thursday during April, and you'll get to meet newbie RACWA Flight Instructor, Josh Del Prete



Ⓢ Sean Byrnes with Jarod Rowe after his RPL Flight Test



Ⓢ Cameron Williams with Jamie Barton after his First Solo

# TAFE Induction Day

"One of the pearls of wisdom I got from CFI Roger Weeks, when I started my training was – there will be some bad days in your training and aviation career, but it is the passion you have for flying that will get you through those challenging times." *Mark Heller. WAAC Lecturer.*

**T**welve South Metropolitan TAFE Class 1/18 students had their RACWA induction on Monday the 26th of March. TAFE, or Polytech as it was previously known, hasn't had a new Pilot Diploma type class start with us since the beginning of 2016, so it was great to see these new students.

The new Diploma is streamlined and includes some night flying, whereas the previous Advanced Diploma also included a multi endorsement and flying. The Induction day included a welcome and introduction by Integrated Training and Compliance Manager – Mark Heller, as well as introductions from key RACWA management – CEO, David Currey, Acting Head of Operations – David Royans, Administration and Operations Manager – David O'Brien and recently appointed CFI VFR – John Crisp. Jodie Atkinson – Marketing Manager, was also introduced as she was busily taking photos of the event. Representing TAFE was Lecturer- Glenn Axford who stayed for most of the day's inductions.

As is usually the case on Induction day, most of the students were very quiet and somewhat shy – as there is a lot of information to absorb; as well as a new environment and new

procedures to get used to.

Mark Heller gave the Integrated Training induction and tour of the main facilities in the morning session. The students gave a brief introduction about their aspirations and goals, as well as mentioning any flying they had done thus far.

Some students had aspirations for working in airlines such as Qantas as well as Lufthansa, whereas other students wanted to enjoy working in General Aviation for a while before moving onto bigger things. "One of the pearls of wisdom I got from then CFI Roger Weeks, some 12 years ago when I started my training here was – there will be some bad days in your flying training and your aviation career, but it is the passion you have for flying that will get you through those challenging times" was the knowledge Mark imparted to the new aviation students.

After the classroom induction the students were given a tour of the RACWA facilities and introductions to key staff. The tour ended up on the roof terrace of the Aero Club which has the best view over the airport. Students were shown the layout of the Jandakot runways and taxiways which were painted on the roof, and

were encouraged to simulate circuits and circuit joins saying out a loud the procedure and radio call-outs.

The afternoon was spent with CFI VFR – John Crisp who gave the students the flying induction. This included going through the manuals, filling out flights docket, procedures at operations, briefings, incident and accident reporting and a tour of the flight line as well as hangar. It was John's first Integrated class induction and he did a great job adding his wit and humour along the way, making the students feel at ease and welcome.

The rest of the week's activities have been scheduled with an aircraft familiarisation and pre-flight inspection and preparation session, and the first 6 syllabus flights and briefings. There is no rest for these new TAFE students as they have plenty of information to absorb as well as learn about their first aircraft type – the Cessna 152, as well as all the operating procedures, radio theory, Jandakot procedures and to top it off studying for and sitting their first CPL exam – Aerodynamics, which is on next week.

Good luck to the new TAFE class - we wish you all the success with your studies, flying training and future aviation careers!



⤴ Mark Heller & David Currey welcoming TAFE Students



⤴ TAFE Students absorbing Induction Day information

## April Club Diary |

- 3** PPL Night Theory Course - Air Law
- 6** FLIGHT - A Photographic Exhibition by Danielle Briggs
- 9** 2 Week IREX Evening Course with Trent Donovan
- 10** PPL Night Theory Course - Human Factors
- 25** Open Formation Flying
- 26** Jandakot AvSafety Seminar
- 27** Formation Fridays with the 'Formicators'!

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

## College Diary

- 1** Enrolments Open for April Diploma of Aviation Class
- 29** Enrolments Close for April Diploma of Aviation Class



**Western Australian  
Aviation College**

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

**DANIELLE'S  
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# FLIGHT

A photographic exhibition by  
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