

# TARMAC TOPICS

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

APRIL 2019

*Featuring:*

- **World record set for the youngest RPL holder for Asian region**
- **Sling Testimonial from RACWA Member**
- **Meet RACWA's Safety Manager Herman Prinsloo**
- **Take our Safety - Weather to Fly or Not Quiz**
- **Congratulations to our Achievers**
- **Much, much more...**



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

Cover photo courtesy

**CREATIVE**  
DRONE WORX





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# March Old Fliers Group Meeting

Where else can you have a buffet meal for under \$20, hear two talks and have a chance to win a joy flight? Perhaps we will see you at the next OFG lunch.. *Steve Rogers*

**W**e held a free raffle for a flight in the Sling, which Barrie Douglas won. He then donated his flight to a 17 year old who has just completed High School and is keen for a start in aviation – currently he is packing shelves at Woolworths to pay for lessons. Those of us who have a passion for flying just get it!



Tony McGrath was our first speaker. He told us about the history of the Cocos (Keeling) Islands and the aviation links in the first eighty years. Cocos has been an important staging post for flights to Europe, Africa and Asia. Visitors to the island have included the Queen Mother, President de Gaulle and Prime Minister Menzies. For those who worked there, life in this tropical paradise must have been sweet



Brian Hernan followed up with the story of how Western Australian Airways, which had won the tender for an airmail service between Geraldton and Derby, then set about the task. If anyone could, it would be Major Norman Brearley. It wasn't going to be easy. There were crashes and loss of life.

First pilots were Brearley, Charles Kingsford-Smith, Bob Fawcett and Len Taplin, Arthur Blake and Val Abbott. Accordingly, on Sunday 5 December 1921, G-AUDK flown by Brearley with passengers M.P. Durack and G. Jacoby; G-AUDG with Taplin as pilot and Jack Trestrail as mechanic; and G-AUDI with Fawcett at the controls and Ted Broad as mechanic took off on the first flight of the great enterprise. It was to last for less than one hour. Taplin encountered engine trouble near Murchison House Station and force-landed near the banks of the Murchison River.



The aircraft that crashed at Murchison House Station.

Fawcett circled the downed aircraft while Brearley landed in a clearing one mile away. While making a low pass over Taplin's machine Fawcett stalled and crashed heavily, killing himself and Broad almost instantly and completely wrecking the Bristol. The hot weather necessitated an immediate internment and they were buried at the Station that evening.

These and many other talks can be viewed at <https://www.youtube.com/user/OldFliers-Group>

## Hangar for Lease



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## Featured

### Local & Asian Region Aviation

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Congratulations to Khooshvin Balgobin!

#### 9 Local Aviation

##### Shark Bay Experience

There are many ways to explore and travel around Western Australia. As a pilot, I believe the most stunning views are from the sky. I would like to use this chance to share my memorable air adventure to Shark Bay/Monkey Mia early this year with you.

#### 10 Australian aircraft engines

Visitors inspecting the engine compartments of Tiger Moth aircraft undergoing maintenance in the hangar are often amazed that the data plates on the Gypsy Major engines show that they have been manufactured in Australia by General Motors Holdens LTD and not in the UK.

#### 11 Meet one of our RACWA Team Members

For those who have not found out yet, (the grape vine may not be working so well) I am the bloke in Hi-Vis gear that has been wandering around the place for the last year, and is now Safety Manager for RACWA.

#### 11 Sling Testimonial

By RACWA Club Member, Sarel Breet

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#### 15 Murrayfield Matters

##### Club & College Diary

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



## Royal Aero Club

of Western Australia (inc)

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Northam Air Show April 2019

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# CEO Editorial

"The 2019 ALACs saw a very welcome interaction between the Club and the Sport Aircraft Builders Club, based at Serpentine airport." *David Currey, RACWA CEO.*

March saw the Club record over 1,670 flying hours, the most hours flown in a month since March 2012 when the JAA training was at its height. This was in spite of seven aircraft being at Serpentine Airport for a week for the Australia Light Aircraft Championships (ALACs). Thank you to our members who contributed to achieving this total, and congratulations to the RACWA team for making it happen. Hopefully, with more good weather scheduled for April, and both WAAC and TAFE classes in a flying phase, we can continue to generate even more hours while the sun shines.

The 2019 ALACs saw a very welcome interaction between the Club and the Sport Aircraft Builders Club, based at Serpentine airport. The SABC made their facilities available to hold the Wings Competition between Australia and New Zealand followed by the ALACs. Their army of volunteers contributed towards a very successful 2019 ALACs. With general aviation shrinking, it is essential that we work together as much as possible.

All competitors of the 2019 ALACs owe a debt of gratitude to Jim Di Menna for taking on the onerous role of event organiser. Jim led a team of staff and volunteers that met regularly to ensure everything ran like clockwork. The success of the event is a testament to Jim and his team covering everything from catering, aircraft, instructor availability, ground judges, refuelling facilities to the other 1,001 administrative tasks that were required. Thank you to the many volunteers who gave freely of their time to make the 2019 ALACs such a memorable event. Well done to all competitors for taking part. Congratulations to the Aero Club of Southern Tasmania for winning the team event, and Andrew Stopp from the Royal Victorian Aero Club for being the overall champion. Club members Michael Stenson and Rob Garnaut respectively were the silver and bronze overall champions.

Prior to the ALACs, the Club hosted the 2019 Annual Conference of the Royal Federation of Aero Clubs of Australia. It is safe to say that we are all suffering from the excessive regulatory framework under which we have to operate. Some training organisations are really battling to attract qualified flying staff, whilst the shortage of licensed aircraft maintenance engineers is having a profound impact on remote flying training organisations and clubs. Opened by the Federal Member for Fremantle, the Hon. Josh Wilson MP, the conference included speakers from CASA, RFDS, the insurance industry, Dr Rob Liddell, the RAA and the ATSB, to name a few.

I mentioned previously the importance of GA organisations working together. I am very pleased to see the planned air race to the Stirling Ranges on 4 and 5 May will include lunch by the Wagin Aero Club on the Saturday and lunch by the Albany Aero Club the following day. The following week will see the Katanning fly-in with a free bus to transport participants to and from the airport.

Unfortunately, the Club spends a significant amount of hard-earned money on avoidable maintenance. While we accept that certain expenses are the cost of training (such as flat spots), we try our hardest to minimise such costs. There are certain costs that are the result of poor airmanship and we need to impress on all members the importance of looking after our aircraft. Coming from the bush in Africa, there was a common saying that if you respected nature, nature would respect you. I believe the same applies to aircraft. Someone recently used the windscreen of IBP as a support when checking the fuel level. The cost to the Club was more than \$6,000! Glen Caple can rattle off a litany of repairs his team have had to undertake that should never have occurred.

I am exceptionally pleased to report that the Club has been able to repay our long-term debt

in full. We have a large capex commitment next financial year and our bankers have granted us the ability to draw down on the loan facility should the need arise. The loan amount on ZDR and EEP will be fully paid in October and November this year. The Club has no objection to incurring debt to finance income generating activities, provided that there is a sound business case.

Avgas has increased 16 cents a litre since January, resulting in our hire rates increasing in April. I sincerely hope that the fuel price will remain relatively stable over the next few months. As always, the July prices will increase as landing fees, instructor rates, rent and annual inflation are all reviewed on 1 July.

If you have not yet renewed your membership, please do so as soon as possible. If you are uncertain about whether you renewed or not, please phone our cashier on 9417 0025 to make sure you are a current financial member. We encourage members who might not be flying for any reason, but wish to remain with the Club, to take out Associate Membership. This will preserve your longstanding membership, keep you in the loop, and entitle you to use our facilities and participate in Club events. Whether you are an active pilot or not, there are great opportunities to participate at RACWA.

The next months will be exceptionally busy, with many activities planned for our members. Free seminars, fly-ins and our annual open day will all occur in the next six weeks.

Make the most of the glorious Perth weather we are experiencing by taking friends and family for a city and beaches flight and/or a trip to Rottnest Island. For those considering a night rating, the next few months are the best time of the year to obtain this rating.

Keep our props turning as much as possible!



Some of the participants in the first Night Fly Challenge of 2019 - including the Instructors. It was a well-attended and highly successful night.

# Club Captain Report

"There has been a renewed enthusiasm within the Aero Club movement here in the West."

*Mick Harcourt, RACWA Club Captain.*

**A**LAC, ALAC, ALAC....'Tis done! With this in mind, I have to say that the volunteers were the key to its success – there was a plentiful supply of members of both RACWA and SABC at Serpentine, willing to lend a hand, from sorting out car parking to helping pilots park aircraft, from cooking breakfast to fetching water for others volunteering.

For my part, I would like to sincerely thank all those who responded to my requests to take part in the event – most were able to make it and some couldn't because of extenuating circumstances – this was planned I guess, by having at least 40 plus names available, knowing that there could be a high degree of absenteeism. It worked and it worked well, and again, I thank you for your participation.

I once read a wartime book called "Only owls and bloody fools fly at night" by Group Captain Tom Sawyer about the Training and Operational trials and tribulations of Night Bombers, their Pilots and Crew. Sounded like very hard and dangerous work, nothing like the Night Flying Comps that we have coming up in May, June and July. This comp is a night

circuit conducted with an Instructor in a C172 (unless you supply your own "rated" aircraft) and begins with an early bite to eat, followed by a thorough briefing, given by our trusty Instructors and then off into the wild BLACK yonder.

If you're not rated, it's a great experience to enjoy for the pure thrill of flying at night, and if you ARE rated then your competitive spirit may come to the fore.....

But, regardless of whether you are rated or not, the sight of the City lit up at night is something you never tire of, so if for no other reason, it is worth doing..... We do need to know numbers, so again, please register on the notice board or contact me and I'll put your name down. Another point is – if a member of your family or a friend would like to try this thrilling and challenging form of flying they can safely do it too, with the aid of the Instructor.

Treasurer, Ray Challen is going gang busters with his Fly-in down south and while there are several names on the board, there's always room for more - the more the merrier! He has been in touch with a few Clubs that have offered hospitality of various kinds, from lunches to

guided tours of Bluff Knoll (personally it would take me a couple of days to do that one). Anyhow its shaping up to be a great fly away with lots of activities.

There has been a renewed enthusiasm within the Aero Club movement here in the West and I believe that we should all be able to capitalise on the activities that are offered by the various organisations at different times, so with this in mind I would suggest a run down to Bunbury for their "First Sunday of the Month" breakfast! (I'll let you work the dates out.....!), or our very own Murrayfield Comps on the second Sunday of the month, with a hearty breakfast available and some enthusiastic rumblings from places such as Busselton and even Katanning.

Remember that when on these "jollies" we are always representing our Club both in the air and on the ground, and as good envoys we should be spreading the word of our activities too.

Hope to see many of you at the Night Comps starting Wednesday 1st May from around 5:30.

Our Jandakot Comp April 28 saw 10 competitors, 1st Jim Di Menna, 2nd Sylvia Byers and 3rd (Student) Richard Smith..



Instructor David Schneiker presenting at our Free Members Rottnest & Flight Review Seminar, Sunday April 14.



There was also a good turn out at our Murrayfield Flour Bombing Challenge with Mustang Owners Club WA, also held on Sunday April 14.

# Achievers



**DEAN FLEMING**  
- Round of applause on your First Solo.



**JENNIFER FOULDS**  
- Kudos on your First Solo.



**WILLIAM EGGLETON**  
- Congrats on your First Solo.



**CALEB GILL**  
- Good work on your First Solo.



**CONNOR BYRNE**  
- Well done on your First Solo.



**TOM RUSSELL**  
- Kudos on your First Solo.



**MARTIN HOANG**  
- Singing your praises on your First Solo.



**BRISEO OMANDAM**  
- Let's hear it on your First Solo.



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**OTHER FIRST SOLOS:**

James Erwin  
Miranda McCurry



**JULIAN JACOBS**  
- Congratulations on your RPL.



**CRAIG HARDY**  
- Let's hear it for your RPL.



**PALAK AGHERA**  
- Well done on your RPL.



**DEAN INNES**  
- Round of applause on your RPL.



**ANDREW GOLDIE**  
- You worked hard for your RPL.



**KARNESH JAYABALAN**  
- Good job on your RPL.



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**OTHER RPLS:**

Jonathan Meade

# Achievers



**MUHAMMAD JAWAD ZAHEER**

- Round of applause on your PPL.



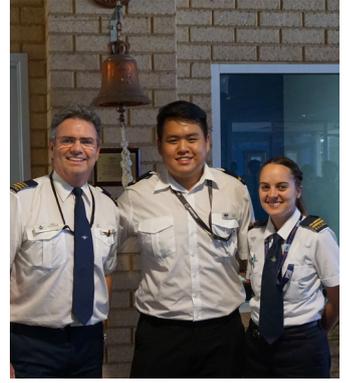
**SIMRAN SANDHU**

- Kudos on your PPL.



**ABIGAIL LOGAN**

- Congrats on your PPL.



**ZE YOUNG KHOR**

- Good work on your PPL.



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**OTHER PPLS:**

Joseph Rayner



**QUINONEZ MANUEL**

- Kudos on your CPL.



**THOMAS KEAMY**

- Singing your praises on your CPL.



**LOUISE LANGFORD**

- Let's hear it for your CPL.



**JAMES PIESSE**

- Let's hear it for your Initial FIR.



**AODH MCHUGH**

- Congratulations on your Initial FIR..



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**OTHER INITIAL FIR:**

Yun Yuen Wong



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**INSTRUMENT RATINGS:**

Joshua Doust  
Prakash Neelakandan



**DEAN ALLISON**

- Let's hear it for your NVFR Rating.



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**ME CLASS RATING:**

Joshua Doust  
Tim Berryman



**Western Australian Aviation College**

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# World Record set for RACWA student

*Christopher Evans - RACWA Flight Instructor*

**R**ACWA Flight Instructor Christopher Evans' student Khooshvin Balgobin has been awarded the world record for the youngest RPL holder for the Asian region. Well done Khooshvin!

The photo belows shows a 2018 record book for illustration purposes, as he won't be published until the newly printed 2020 edition.



## Lions Cancer Institute Inc. Screening

*Jodie Atkinson - Marketing Manager*

**A**pril 17 saw the Lions Club visit the Royal Aero Club with their screening facility for RACWA Members. 12% of those screened were referred to Medical Professionals for suspect legions\*. Good reminder to cover up in the warmer months!  
\*All lesions are suspect only until proven by further investigation.



## LOCAL AVIATION

# Shark Bay Experience

*Herman Tsang - WAAC Ground & RACWA Flight Instructor*

There are many ways to explore and travel around Western Australia. As a pilot, I believe the most stunning views are from the sky. I would like to use this chance to share my memorable air adventure to Shark Bay/Monkey Mia early this year with you.

The day before Valentine's Day, I had planned a short away trip to Shark Bay with my lovely partner Tina Li and her parents as a break from work and a birthday present to her.



The start of the adventure...

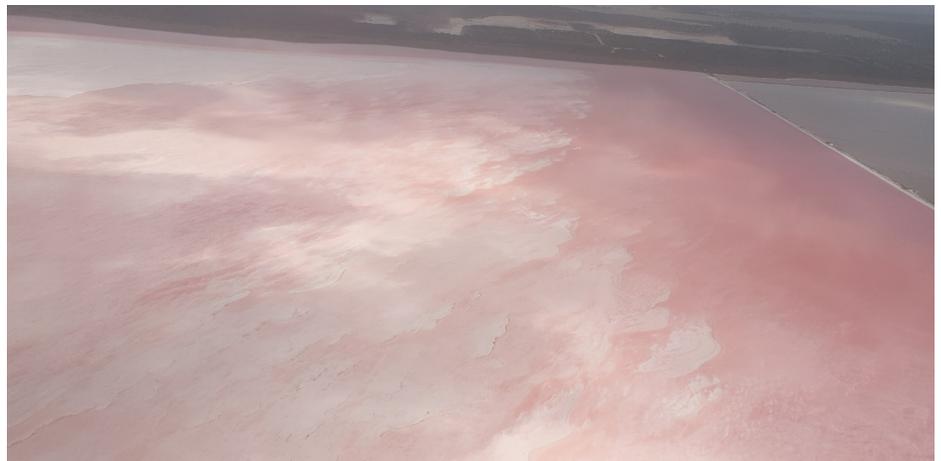
Our adventure started on 13th February at around 8AM when we departed Jandakot for a Victor 65 city overfly. (I have been told this route is a Must for all pilots who learn flying at Jandakot). After 10 minutes of city exploring, we tracked direct to Geraldton (YGEL) into a complete different world. This world is surrounded by untouched coast line, terrains and natural gifts.



A mosaic of colours!

After a short break and refuel at busy Geraldton, we continued our journey along the coast line. On the way to Shark Bay, the cloud base was a bit low, but we were still able to make a tiny detour to overfly the famous Pink Lake (approx. 50 nm North of Geraldton). Around 1 PM, we landed at Shark Bay (YSHK) aerodrome and secured our aircraft. Our holiday had truly begun.

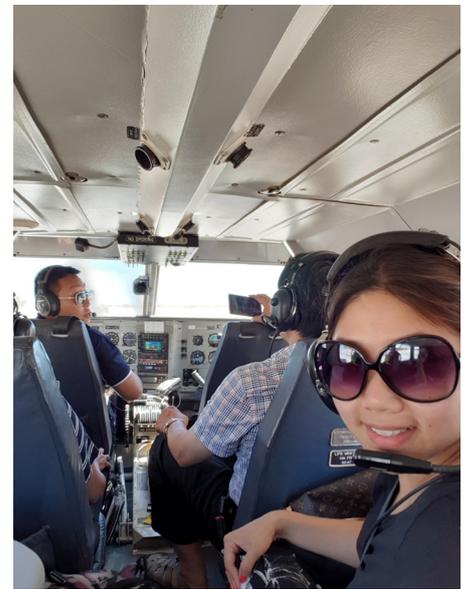
On Valentine Day, a.k.a. Tina's birthday, the dolphins at Monkey Mia exceeded my expectations and celebrated Tina's birthday by swimming around her and let her feed them. It is a gift from nature that we greatly respected.



The pink lake North of Kalbarri.

After our unique dolphin experience and a big lunch, we headed back to the aircraft and make ready for our way home.

On the way back, the weather was amazing, especially the incredible colour contrast between the ocean and the land. However, these spectacular views only attracted Tina for 10 minutes before she lapsed into sleep mode for the rest of the flight.



Rare moment when Tina was not asleep.

This trip was relatively short but memorable. I strongly suggest our students and club members plan this kind of trip to feel the joy of flying and build up flying skills. As a ground and flying instructor, I would like to share the following advice:

- Plan your flight with alternative plans for unexpected bad weather and an escape route.
- Always study the weather and NOTAMs before your flight to minimise any surprise and also to increase safety. Study the aerodrome you plan to land (or you may land), contact them if you are in doubt, some CTAF aerodromes can be very busy. (There were 5 Airvans and a Fokker 100 trying to land at Geraldton on the day I landed there)
- Always be polite and maintain good airmanship, pilots need to help each other.
- Carry all relevant charts and navigation equipment, as internet and mobile may not be available in some areas.
- Remember your training and enjoy your flight

I would like to thank our club member, Mr. Craig Challen, without his help and trust, this wonderful trip would not have happened.

# Australian aircraft engines

Glen Caple, RACWA Chief Engineer

Visitors inspecting the engine compartments of Tiger Moth aircraft undergoing maintenance in the hangar are often amazed that the data plates on the Gypsy Major engines show that they have been manufactured in Australia by General Motors Holdens LTD and not in the UK. What is even more amazing is that production of these engines in Australia took only a few days short of seven months from the handing over of the blue print drawings of engine to General Motors in Melbourne.

By 1939 Australia was already manufacturing Tiger Moth airframes but was importing the Gypsy Major engine from the UK. Due to wartime pressures De Havilland was no longer able to produce and export engines to Australia

resulting in it suddenly becoming necessary to manufacture the engines in Australia. This was something never before carried out and required equipment, materials and skills that did not exist in Australia at that time.

The first of many problems that had to be overcome was that the blue prints given to GMH in January 1940 were in metric measurements whereas Australian machine shops at that time worked in inch measurements and their machines and measuring equipment were calibrated in inch measurements only. This alone required approx. 41,500 conversions, some to five decimal places. For war service reasons every part had to be exactly interchangeable with the similar part of an English Gypsy Major engine. There were approx. 600 parts required

for each engine. As the manufacturing process for some of these parts required machining, forging, casting, gear cutting and heat treatment processes never before carried out, a nationwide search was carried out to find specialist shops able to carry out the task. All the jigs, tools, dies, patterns and fixtures required for mass production had to be designed and manufactured before production could begin.

With a massive effort from GMH and all the subcontractors the first production engine was completed within seven months and all Tiger Moth aircraft produced in Australia from that time on were fitted with an Australian manufactured engine.



Photo courtesy Brian Hernan.

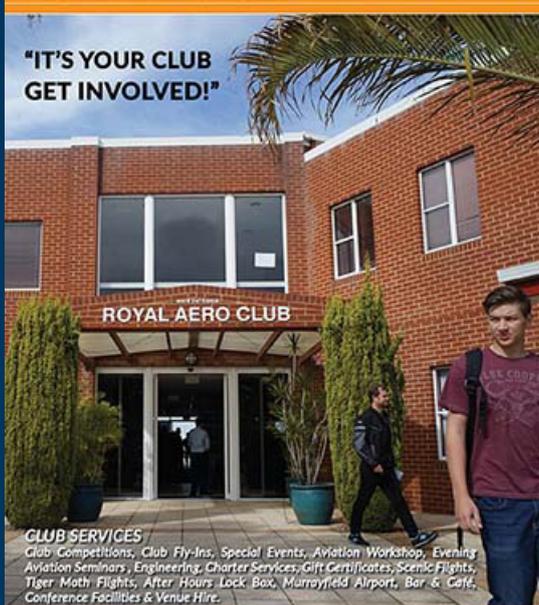
## Welcome to our new Club Members!

### MEMBERSHIP GUIDE

2017

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Jess Cartwright  
Theodore De La Cruz  
Julia Dobson  
Jack Foster  
Michael Hawke  
Gustavo Langowski  
Benjamin Lardner  
Arthur Lugmayr

San Mielke  
Grant Nicholls  
Colm Quinn  
Nicolas San Martin  
Vincenzo Surace  
Richard Thomas  
Garth Thompson  
Jacqueline Williamson  
Malcolm Wright

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## LOCAL AVIATION

# Meet one of our RACWA Team Members

## Herman Prinsloo, RACWA Safety & Maintenance Manager

For those who have not found out yet, (the grape vine may not be working so well) I am the bloke in Hi-Vis gear that has been wandering around the place for the last year, doing the odd clean up around the hangar compounds and stores, fixer of the consistent winter leak in the Members' Lounge, opener of the unopenable safe in the bar floor, yes the one in the photo (with my daughter, pilot Bronwen), who is always willing to stop for a chat, unless Dave Currey is waving his big stick.



After qualifying as a Fitter Machinist with ZISCO, my first role as a qualified fitter/machinist, was with E.C. Lenning, a manufacturing company that operated a large machine shop, for the manufacturing of underground mining machinery components. To further my experience, I joined Birch & Molloy as a contract fitter, rebuilding Bellis and Morecombe compressors as well as ball mills for mining customers.

My career ladder climb started in earnest when I joined Union Carbide's ZIMASCO chrome mines, with my first position being "Leading Hand" fitter for both the underground and surface plant operations at a remote mine site. During my time with ZIMASCO I held the position of "Charge Hand" at head office machine shop, "Mechanical Maintenance Foreman" at Railway Block underground and plant operations and lastly as "Services Foreman" at the surface and underground drilling equipment department. I left the mining industry to join Hytec, a hydraulics equipment manufacturer, as their works co-ordinator. An opportunity to further my career presented itself with the role of General Manager Engineering at Clairwood Engineering & Fabrication. A year before migrating to Perth I joined Core Mining and Construction Equipment as a Sales Engineer.

In 1987 I came over to Perth on holiday for the first time with my wife Debbie, who had already visited Australia many times before we met. Well, I absolutely fell in love with Australia and was determined to return to this great country with my family to become Australian citizens. This task, however, was an expensive, lengthy, eight-year exercise. We

had many disappointing results from failed applications but kept believing in the old saying, "Perseverance and Commitment Pays off". It certainly did for us, as in December 1995 we received approval for migration to Perth. We arrived to start a new chapter in our lives on a cold winter's morning in May 1996.

### Experiences gained since arriving in Australia that I bring to my role of Safety Manager?

Work was hard to come by for a new migrant who did not have any business contacts. Through word of mouth, I was given an opportunity to start as a Sales Representative for Powertech. The role involved developing a market for new product lines to would complement their existing high voltage electrical maintenance and commissioning operations. Whilst here another role, where I could gain more experience, was asked of me. Senior management wanted me to carry-out all the laser aligning work and assist with maintenance of diesel generators in the Perth CBD buildings.

To further my knowledge and experience I joined ACC Corporate as a mechanical fitter, working in the Oil & Gas industry. Whilst here I helped the owners secure a new manufacturing business, Microlube Filtration Systems and finished with them as a sales representative. From here I moved to AAA Lubrication as Sales Manager, back supporting the mining industry with lubrication equipment. At AAA Lubrication I assisted in the design of lubrication systems for mining equipment workshops, from the oil farm to the dispensing nozzle for both surface and underground operations.

My career climb progressed once again when I was offered the role of Operations Manager for Fluid Transfer Management, a more senior role than my current one. After a very short period with Fluid Transfer Management I was promoted to the role of General Manager, one that I held for nine years.

### My history with the Royal Aero Club of WA

My daughter Bronwen, (pic. with me below), 2017 "Sir Norman Brierly" award recipient, showed a great deal of interest in flying at

a very young age, so we ended up spending many hours on a Saturday or Sunday sitting in the members lounge waiting for her to complete her lessons. In 2016, Bronwen joined WAAC to complete her CPL, the times spent dropping her off or picking her up or waiting around for her to come back from a flight, helped build my relationship with the team here.

During a sabbatical from the corporate world in 2017/2018, Dave Currey caught up with me, when I called in to purchase "Wings Dinner" tickets to see Bronwen receive the "Sir Norman Brearley" award and asked if I would help clean up around the hangar and the stores, "Mission Impossible" he called it. As the team learned of my experiences gained throughout my career, I was soon roped in to take on the role of Lead Auditor and now Safety Manager.

To be appointed to the role of Safety Manager for RACWA, CASA conducts an interview with the nominee to satisfy themselves that the nominee is capable of diligently performing the duties of Safety Manager. During the interview I was asked, "what aviation experience" do you have? None of course, I answered truthfully, however, my explanation was as follows: when I want to fly somewhere, I purchase a ticket to travel on a commercial airliner. I arrive at the airport for my trip, board when called but only after successfully passing through all the important sections of the airport. Hopefully there are competent people up the front to operate the aircraft safely all the way to my chosen destination. During the flight, it would be good to receive an appetising meal with a few suitable beverages.

Well, I must have impressed CASA, as I have been appointed to the role of Safety Manager for RACWA. A role that I will diligently perform, bring all my past experiences in safety from previous roles in the many industries I have been fortunate enough to work in. **Safety is not just a system or set of rules that to be followed, but a culture and is everyone's responsibility. First and foremost You are all responsible for your own safety and the safety of your fellow workmates.**



## SAFETY

# Weather to Fly or Not Quiz!

Tim Berryman, RACWA Flight Instructor

The following is the actual TAF from July 21st 2018. A quick check out the window confirmed the weather was awful and common sense kept the RACWA VFR fleet on the ground the whole day. But if a pilot was brave or crazy enough to fly that day could they do it legally?

Review the TAF and test your knowledge of alternates and holding fuel with the questions below:

## JANDAKOT (YPJT)

TAF AMD YPJT 202243Z 2100/2118  
35012KT 9999 SHOWERS OF LIGHT  
RAIN BKN030

FM210200 32016G26KT 7000 MODER-  
ATE RAIN BKN020

FM210600 29012KT 9999 SHOWERS OF  
LIGHT RAIN BKN030

INTER 2100/2102 4000 SHOWERS OF  
MODERATE RAIN BKN008

TEMPO 2102/2106 31025G40KT 2000

MODERATE RAIN BKN005

INTER 2106/2118 28020G30KT 5000  
SHOWERS OF MODERATE RAIN  
SCT015

## RMK

T 15 19 17 17 Q 1007 1006 1004 1005

METAR YPJT 210130Z AUTO 36010KT  
9999 // SCT025 SCT031 BKN040 16/16  
Q1006 RMK RF00.0/000.0

1) A flight due to arrive at Jandakot at 9:00am local would need to plan for:

- No specific operational requirements
- An alternate
- 30 minutes of holding fuel
- 60 minutes of holding fuel

2) A flight due to arrive at Jandakot at 1:00pm local would need to plan for:

- No specific operational requirements
- An alternate
- 30 minutes of holding fuel
- 60 minutes of holding fuel

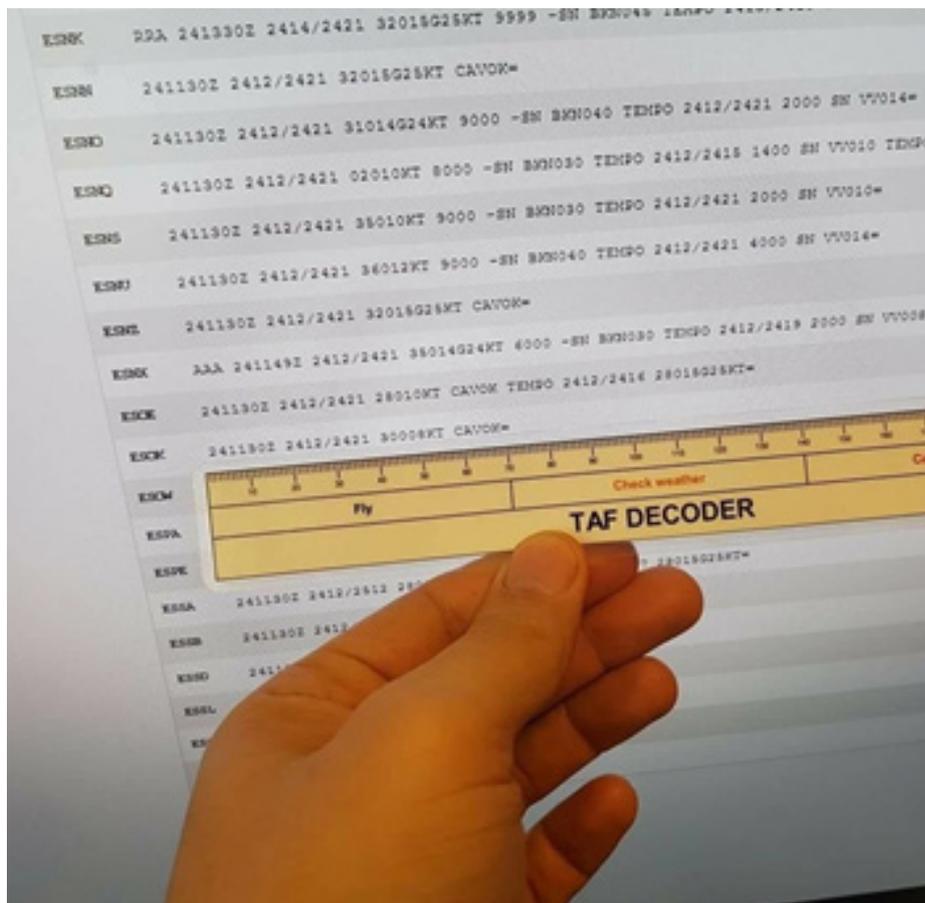
3) A flight due to arrive at Jandakot at 2:15pm local would need to plan for:

- No specific operational requirements
- An alternate
- 30 minutes of holding fuel
- 60 minutes of holding fuel

4) A flight due to arrive at Jandakot at 5:00pm local would need to plan for:

- No specific operational requirements
- An alternate
- 30 minutes of holding fuel
- 60 minutes of holding fuel

For answers please see Page 15.



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LOCAL AVIATION

# Sling Testimonial

*Sarel Breet - RACWA Club Member*

**R**oyal Aero Club is absolutely fantastic!

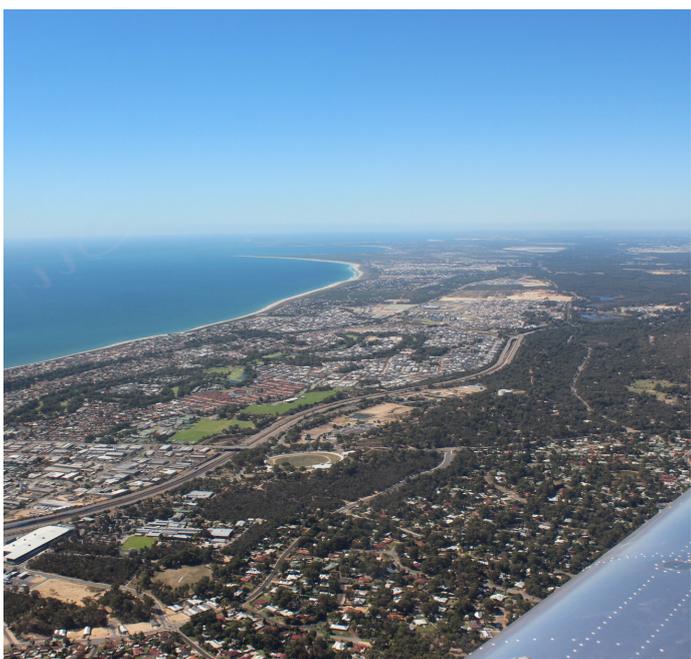
I had been a member of the Royal Aero Club since 2015 when I did my RPL training. Nowadays I fly the Club's Sling light sport aircraft on a regular basis, taking friends and family on joyflights. From my RPL training,

to doing recreational flying, I have always found the staff of the Royal Aero Club to be very professional, friendly and accommodating. Even on very short notice they would bend over backwards to make an aircraft available for a flight.

If you are dreaming of becoming a pilot or

looking for an Aero Club to join, I can strongly recommend the Royal Aero Club. They helped me making my dream come true and with a huge fleet and affordable hire rates, I can keep living that dream!

Some of my happiest experiences in life had been in aircraft of the Royal Aero Club.



## LOCAL AVIATION

# Murrayfield Matters

Mike Yeates - Instructor in Charge - Murrayfield Aerodrome

**E**aster means school holidays and Murrayfield hosted a group of keen Air Force Cadets for initial flight training during the school break for a week.

Speaking of AAFC, Congratulations to Krish Patel (pictured right with Instructor Tim Berryman) for achieving his first solo flight at only 15 years old. Thanks to Tim Berryman for making the trip down for the check flight.

The Flour Bombing Challenge with Mustang Owners Club WA held on April 14 was a big success - for photos see Club Captains Report Page 5.

## Quiz Answers

**Question 1: c. 30 minutes of holding fuel.**

At 9am local there is an INTER on where for periods of up to 30 minutes the conditions may be less than the alternate minima with visibility down to 4000m in moderate rain with cloud as low as 800'. These periods should last no longer than 30 minutes & in between the conditions would be expected to be greater than 10km visibility with showers of light rain and cloud broken at 3000'.

**Question 2. b. An alternate.**

1:00pm is during the period of the TEMPO that starts at 10:00am local until 2:00pm which includes periods of between 30 minutes and 60 minutes that are less than the alternate minima due to visibility of 2000m in moderate rain and cloud broken at 500' which However the visibility outside those 30 to 60 minute periods is expected to be 7000m which, although greater than the 5000m VMC minima, is below the alternate minima of 8km specified in AIP ENR 1.1 clause 11.7.2.12. Therefore even though the visibility is forecast to be greater than the VMC minima of 5000' an alternate is still required.

**Question 3: c. 30 minutes of holding fuel.**

At 2:15pm the weather is only 12 knots of wind nearly straight down runway 30, broken cloud at 3000' light showers of rain. The buffers in AIP ENR 1.1 clause 11.7.2.8 requires sufficient fuel to be carried to hold for 30 minutes past the cessation of a TEMPO or INTER. Since the TEMPO ends at 2:00pm the buffers require at least 15 minutes of holding fuel to be able to hold until 2:30pm. There is also an INTER that commences at 2:00pm and while the conditions of the INTER are not forecast to reduce below VMC the 5000m visibility is below the alternate minima of 8km specified in AIP ENR 1.1 clause 11.7.2.12. Therefore as per AIP ENR 1.1 11.7.2.4 an alternate is required unless sufficient fuel is carried to hold for 30 minutes for the INTER. As per AIP 1.1 clause 11.7.2.6 when a forecast has multiple INTER or TEMPO deteriorations and holding fuel must be carried to hold for the only the most limiting requirement. INTER and TEMPO holding fuel requirements are not cumulative. Therefore 30 minutes holding fuel must be carried due to the INTER.

**Question 4: c. 30 minutes of holding fuel.**

By 5pm local the conditions are expected to include visibility of greater than 10km, showers of light rain and cloud broken 3000', with periods of up to 30mins where the visibility is expected to reduce to 5000m in showers of moderate rain. So while the conditions are expected to remain VMC, it will be less than the alternate minima and therefore an alternate is required unless sufficient fuel is carried to allow the aircraft to hold



## May Club Diary | May College Diary

1	Night Flying Challenge - Round 1 - Jandakot	5	IREX 2 week Night Course
3	Formation Fridays - Jandakot	10	Industry Presentation - Captain Allan Bradley
4	Stirling Ranges Great Western Air Race & Fly Away	13	CPL Systems One Week Night Theory Course
12	Instrument Circuit Challenge - Murrayfield	16	WA Aviation College at Perth Careers Expo - Stand 329
16	CASA Enhancing Pilot Skills in a Dynamic Environment	25	Free Open Day at WA Aviation College - Jandakot
25	Free Open Day at Royal Aero Club of WA - Jandakot		
26	No Instrument Circuit Challenge - Murrayfield		

# **OPEN DAY**

## **SATURDAY 25th MAY**

### **FREE ENTRY: 10AM - 4PM**

#### **Displays Include:**

- **Australian Air Force Cadets**
- **Australian Women Pilots Association**
- **Cessna 152 Hands On Trial Flights**
- **Club Flying Competitions**
- **Drones**
- **Sling, Cessna 172, Tiger Moth & other aircraft static displays**
- **Learn to Fly Seminars**
- **Tour of Club & College**
- **Sausage Sizzle**

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



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Aviation College**

**PPL  
SEMINAR:  
11AM**

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