

TARMAC TOPICS

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

FEBRUARY 2018

Featuring:

- **Cessna 206 Now Online**
- **RACWA New Appointments**
- **P-Factor Accidents**
- **Excess Insurance Cover**
- **Achievers**
- **Much, much more...**



Royal Aero Club
of Western Australia (Inc)



Royal Aero Club
of Western Australia (Inc)

AROUND THE CLUB



Brian Hernan speaking to OFG about the downed Southern Cross in WA in 1929.

First Meeting for Old Fliers Group in 2018

Our first meeting for 2018 was a great success and it was pleasing to see new members join us.

We spoke of the history of the Old Fliers Group. How in 2003, Brian John, Hal Sutton and Roy Hamilton had lunch at the club with some friends and decided to meet monthly thereafter. Stan Schur was the first to give a presentation to the OFG and that was in April 2004. Fourteen years later we now have a treasure trove of 327 videos of talks on aviation.

Paul Andriessen then conducted a humorous quiz that definitely was rigged – but it was good fun.

Tony McGrath always gives a good talk and he didn't disappoint,

telling us about the earliest flights and failures in W.A. Not many of us would know that our first "flight" was in 1891.

Brian Hernan spoke of the search for the downed Southern Cross in northern WA in 1929. Was the "crash" just a botched publicity stunt? It could have ended tragically.

I invite all RACWA members, young or old to join us for lunch on the last Friday of each month. I hope to see you all there.

Visit: <https://www.youtube.com/user/OldFliersGroup> or contact Stephen Rogers: henol@bigpond.net.au. To access past Bulletins just go to: <http://oldfliersgroup.org.au/?cat=14>



Now Specialising in Hangar Conversion

To find out more please call or email Chris
0488 330 886 - chris@dorringtonhomes.com.au



Before



After

Featured

6 Staff Changes at RACWA

David Royans has accepted the Head of Operations. The position of Manager VFR training will be filled by John Crisp. Mark Heller has been promoted to the position of Compliance and Integrated Training Manager.

9 Congratulations Amy and Carl Edwards

Amy Richards and Carl Edwards tie the knot in front of friends and family November 25, 2017.

10 WA Aviation - P-Factor Accidents & Excess Insurance Cover

11 General Aviation - Sopwith PUP VH-NDH "NORMIE"

Built in 1917, members from RACWA & SABC decided to celebrate Normie's 100th year with a special flight.

Regulars

4 CEO Editorial

The start of each year triggers the setting of goals to be achieved in the next twelve months, and the Club is no different.

5 Club Captain Report

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

8 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! See page 9.

Welcome to New Members

12 Engineering

Oil has never looked so good. If you find what appears to be no oil on the dip stick, wipe the dip stick with a CLEAN rag, dip again and have a close look."

Cessna 206 now online

The Cessna 206 is now online and available for check flights and private hire. Sturdy in the air, very straight and easy to trim up, what more could you ask for?

Safety

There's no such thing as a silly question. This golden rule especially applies to aviation

13 Industry Presentation

Guest Speaker - Ben Mason from Horizontal Falls Floatplane Adventures.

14 Murrayfield Matters

As we leave 2017, so too do we leave behind many fleeting icons of the past year. Whilst their flame once burnt bright, their moment in the limelight has come to a close, and in it's place comes a new and improved version for 2018. Cameron Williams. Grade 2 Flight Instructor.

15 Letters to Editor

Club Diary

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

RACWA

ADDRESS

41 Eagle Drive,
Jandakot Airport
Jandakot WA 6164

PHONE NUMBERS:

Main: 08 9417 0000
Engineering: 08 9417 0050
Accounts: 08 9417 0080
Murrayfield: 08 9581 6222
Muzz Buzz: 08 9417 9015

FAX:

Main: 08 9417 0040
Engineering: 08 9417 0042

WEBSITE

www.royalaeroclubwa.com.au

EMAIL:

General enquiries:
info@royalaeroclubwa.com.au
Accounts:
accounts@royalaeroclubwa.com.au
Engineering:
maint@royalaeroclubwa.com.au

WAAC

Western Australian
Aviation College:
08 9417 7733

FOR ADVERTISING & EDITORIAL

Jodie Atkinson: 08 9417 0000
jatkinson@royalaeroclubwa.com.au

Cover photo courtesy David Roses

CEO Editorial

"The start of each year triggers the setting of goals to be achieved in the next twelve months, and the Club is no different." *David Currey. RACWA CEO.*

We have set ambitious but realistic goals for 2018, taking into account that the GA industry is experiencing a long-awaited resurgence with a substantial increase in the demand for commercial pilots. This creates opportunities (and challenges) for both the Club and College.

January started with 18 commercial students on the WAAC Diploma course and a double instructor course. We are expecting more commercial students from the TAFE Vet Fee Help course and there has been a steady stream of students for IF training. However, this increase in commercial training is offset by a decrease in Club training. Increased marketing and attempts to better engage with our members and the public are being introduced to help reverse this decrease.

I am pleased to report that David Royans has been promoted to the position of Head of Operations (VFR). Jarod Rowe has taken on the role of Head of Operations (IFR). A more detailed article commenting on these promotions and the restructuring of the flying department can be found elsewhere in this edition.

The "glass cockpit" technology is advancing in leaps and bounds, and becoming more cost-effective. Garmin has recently introduced their G5 range to replace the conventional AH and DG instruments. The additional data displayed include information such as airspeed, ground speed, altitude, track, distance to next waypoint, and the DG can be used as a HSI. The Club will be fitting this technology to C172 ZDR to allow members to embrace a glass cockpit. I recently had the privilege of evaluating the G5s and found them to

be intuitive and very easy to use. The sharp definition of the screens has to be seen to be believed.

For some time, students have been requesting the Club to have a Cessna 200 series on line, so that they can obtain an endorsement before they head up North to seek employment. I am very pleased to report that C206 SHZ is now on line.

We welcome Mark Santos and Peet Palm as first year apprentices in the maintenance section. The Club actively encourages the training of engineers with a work experience program that is always busy. We have a number of apprentices undergoing training to become licensed aircraft maintenance engineers. This is a profession where one can be guaranteed employment, as the number of licensed engineers is steadily decreasing.

The demand for flight instructors is expected to increase this year as other commercial training organisations commence training at Jandakot. This is an opportunity for the Club, thanks to our reputation for producing quality flight instructors. The Club has conducted interviews to ensure that we have sufficient instructors to meet our training requirements. We invest a significant amount of resources in ongoing mentoring and development of our flight instructors. It is difficult to compete with organisations that offer full-time employment, but we hope that our commitment to advancing the qualifications of our instructors will allow us to maintain sufficient staffing levels.

John Crisp returns to Jandakot after a year at Murrayfield. I would like to thank John for his efforts at Murrayfield, which included refurbishing the offices – mostly after-hours.

Flying hours recorded a welcome increase during John's tenure as instructor in charge of Murrayfield. Cameron Williams has taken over the reins at YMUL and is looking forward to the challenge.

We will be celebrating Glen Caple's 50 years at RACWA in early February. This is a truly momentous event, as 50 years with one employer is a very rare occurrence. Glen's knowledge and skills are legendary. The Club is indeed very fortunate to have Glen's high standards to ensure our aircraft are maintained above and beyond regulatory requirements.

A lawn is synonymous with most aero clubs. The current clubhouse gobbled up the grassed area that was previously used by so many members. The refurbishment of the biomax plant has given us the opportunity to spruce up the entire area behind the clubhouse. We would still like to add outdoor furniture so that members, their families and staff can utilise this area for fun and relaxation. The recreation area is called "Hillie's" in memory of Greg Hill, who spent many a day (and night) in this area when it adjoined the old bar.

I strongly recommend that members set their own aviation goals, whether they be additional qualifications, attendance at club competitions or just setting a target for maintaining currency. For members that do not have a CSU endorsement, I recommend taking advantage of the CSU in ZDR, which will also boast the new Garmin G5 avionics. The Sling at Murrayfield is also a fun goal to set. Feedback from members who have been endorsed in the Sling has been very positive, so give it a go.

With your support and help, 2018 will be an exciting year for the Club.



↑ C206 SHZ is now on line.

Club Captain Report

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

The festive season is past and I trust you all had a Merry Christmas and that the New Year got off to a good start. Club flying activities have been very quiet since weather cancelled our December competition, we elected not to have a January competition in Murrayfield, and the Jandakot competition has yet to happen. By the time this is published Australia Day will be over, and as far as aviation is concerned it already is for this year. Valentine's Day is coming up so do something romantic, book a club aeroplane and take your significant other off to an exotic location for lunch or dinner. On the 30th of March we have Good Friday, and our annual Bun Run to Rottneest.

We are working towards finalising the basic flying calendar for 2018 and incorporating some of the ideas floated last year.

Aeroplane Flight Review Workshops: We intend on running at least one day where you can complete the paperwork component of an AFR as part of a group. This will allow you to discuss issues such as the new Graphical Area Forecast, work through the various questions on performance and regulations, all under the eagle eye of one of our instructors whose time will be charged across the group. To make it work we need groups of three or more able to do this together.

Formation Workshops: We would like to run

a couple of dedicated formation days to enable those wanting the endorsement or to brush up their skills the chance to do so. This will require groups of at least two and preferably three. They will have to run over two or three weekends to enable the requisite flight time to be achieved. They will probably follow the Sunday competitions at Murrayfield.

Streamer Cutting Workshops: Two to be run during the year As for the Formation Workshops these will run out of Murray Field after the Sunday Competitions.

Contact clubcaptain@royalareoclubwa.com.au to express your interest in any of the above and we will finalise the calendar shortly.

I am beginning to think that this aviation lark is best left to the birds. Your Club Captain's run of luck continued through the end of the year (note I did not say good luck – if it wasn't for bad luck I wouldn't have any luck). My Twin Comanche – VH-TXC - met an untimely end when an engine failure during a touch and go led to a runway over-run damaging the right wing, prop, engine, and landing gear. Fortunately there were no injuries and while the damage is substantial I am hopeful that Bumerangi II will live up to her name and return to the sky in 2018.

Be safe up there and I look forward to seeing you around the club.



Formation Flying at the December 3rd 2017 Catalina Commemorative Flight.
Photo Courtesy of Danielle Briggs.

Patron



**Her Excellency
Kerry Sanderson AC**

Committee

Andrew Eldridge

President:

0438 220 703 or 08 9221 4336
Andrew.Eldridge@bigpond.com

Mitchell Wells

Vice President:

0400 700 824
mitchellwells@hotmail.com

Ray Challen

Treasurer:

0408 321 262
ray@challen.com

Russell Philip

Club Captain:

0427 999 261
raphilip@westnet.com.au

Marco Surace

Committee Member:

0467 791 537
marco.surace@gmail.com

Sylvia Byers

Committee Member

0438 456 234
sbyers@inet.au

Jim di Menna

Committee Member:

0419 434 283
Jim.diMenna@zetta.com.au

Craig Hensley

Committee Member:

craighensley@y7mail.com

Steve Wilson:

Committee Member:

0407 772 324
steve@btel.net.au

Staff Changes at RACWA

"New regulatory changes to the flying training industry require training schools to fall under Part 142 or Part 141 of the new regulations." *David Currey, RACWA CEO.*

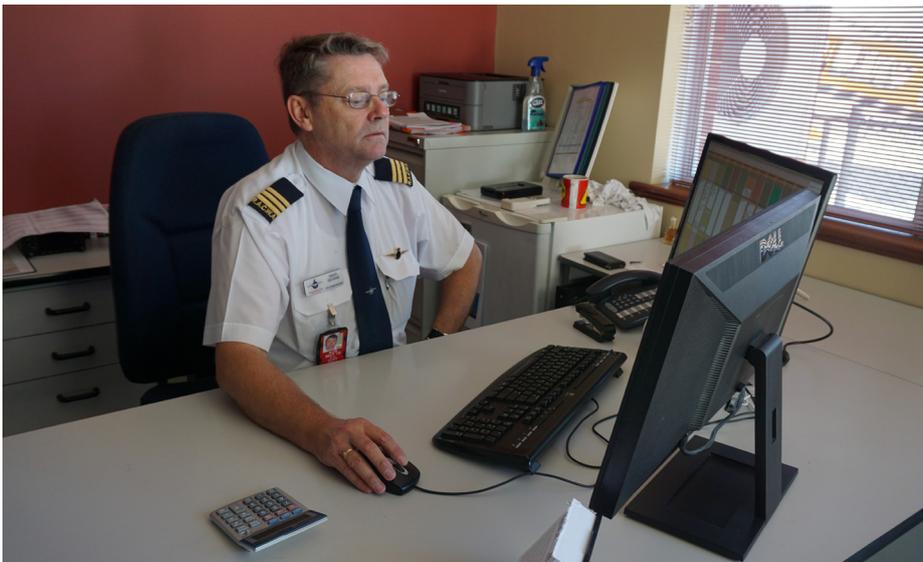
Part 142 training organisations are authorised to deliver integrated training (the 150 hour CPL course), whilst Part 141 schools can offer non-integrated flying training.

The Club has opted to apply for Part 142 accreditation for the WAAC and TAFE training, and conduct the rest of the training under Part 141 regulations. Part 142 accreditation requires considerably more management, which could challenge the competitiveness of the non-integrated courses we offer.

Traditionally, the CFI has also undertaken the responsibilities of the Chief Pilot. Under the new regulations, flying training is the responsibility of the Head of Operations. The charter side of our business now falls under a Head of Flying Operations.



⤴ Andy Wood speaking with John Crisp - New RACWA Manager VFR training.



⤴ David Royans - New RACWA Head of Operations.

Due to the additional workload that the regulations now require, these two positions have been split to ensure appropriate management of both sectors.

I am pleased to report that David Royans has accepted the Head of Operations role, taking over from Amy Richards. I would like to express my personal thanks to Amy for her dedication and hard work in this role. Amy is taking some very well deserved leave, after which she will be focusing on finalising the Club's Part 142 submission. Amy will be joining Qantas towards the end of March. We wish her all the best in this exciting chapter of her life.

It is hoped that the Head of Flying Operations position will be filled shortly.

The position of Manager VFR training will be filled by John Crisp. The considerable increase in student numbers from both WAAC and TAFE will certainly make this a very challenging position. John has an excellent track record, achieving a significant growth in business during his tenure as instructor in charge of Murrayfield.

Mark Heller has been promoted to the position of Compliance and Integrated Training Manager. The College has ASQA and CRICOS audits this year, which will require us to revise all policies and procedures to ensure they comply with the new training regulations.

There are exciting times ahead for both the Club and the College. I know that you will give David, John and Mark your total support in their new roles.



⤴ Mark Heller - New WAAC Compliance and Integrated Training Manager.



Royal Aero Club
of Western Australia (inc)



**Western Australian
Aviation College**



Monthly Achievers Prize Draw

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 at Jandakot or Murrayfield.**

Which competition will you choose?

**Glide Approach, Spot Landing, Flapless Glide
Approach, Instrument Circuit or No Instrument
Circuit Competition.**

January Winner: Cameron Ruck

February Winner: Jordan Eadon



If you want to know what competitions are
being held and where, visit or email:

**www.royalaeroclubwa.com.au/events/ or
clubcaptain@royalaeroclubwa.com.au**

* Club Competition Gift Vouchers can only be used for **Glide Approach, Spot Landing, Flapless Glide Approach, Instrument Circuit, No Instrument Circuit** Club Competition events as per the official 2018 Club Calendar. You must also register your participation with the RACWA Club Captain Russell Philip one week prior to the Competition date. Competitions are weather dependant.

Achievers



KAYLA AITKEN
- Congratulations on your First Solo.



ANDRE DE OLIVEIRA
- Well done on your RPL.



HAMISH MICKLE
- Good work on your RPL!



IVAN PUA
- Kudos on your PPL!



JORDAN EADON
- Round of applause on your CPL.



PIA DURK
- Gold Star on your CPL.



HERMAN TSANG
- Good work on your Initial FIRs.



MICHAEL KIDD
- Congrats on your Instrument Ratings & ME Class Ratings.



DALE RAYNER
- You worked hard for your Instruments Ratings.

Additional PPLs:
Nguyen Pham



Royal Aero Club
of Western Australia (inc)

WELCOME NEW MEMBERS!

You are a part of a Club with a proud aviation history, with over 88 years of service. The Club has a number of activities that you, your family and friends can get involved in! Club flying activities are a great way to meet fellow aviators and enjoy your flying.

Download Membership Guide:
www.royalaeroclubwa.com.au/content/page/join-racwa.html

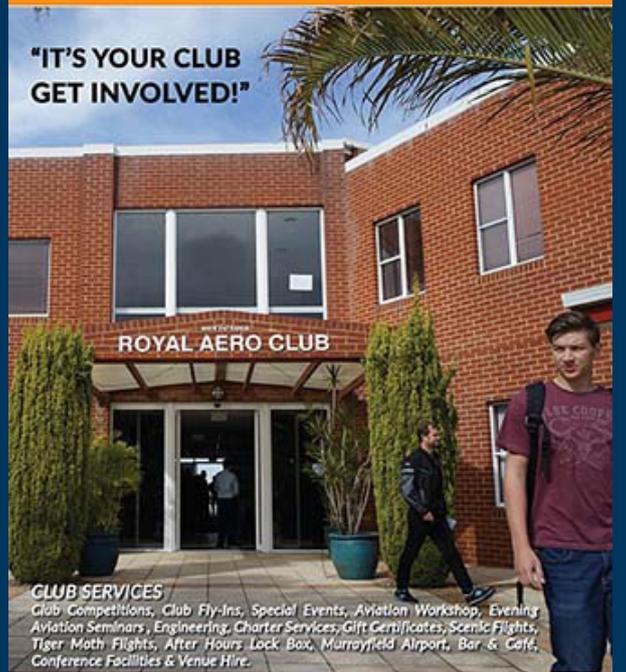
- Craig Challen
- Colin Newington
- Stefanie Brown
- Monique Gentry
- Chris Burns
- Sanjeev Sai
- Seung Lee
- Michael Von Bertouch
- Scott Stolnitz
- Caroline Watson

MEMBERSHIP GUIDE

2017

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

"IT'S YOUR CLUB GET INVOLVED!"



CLUB SERVICES

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



Experience flying at 25,000 ft without oxygen...
 Feel the symptoms of hypoxia for yourself...
 Learn what to do if you experience these inflight...

AvMed
Solutions

Book the first normobaric hypoxia chamber of its kind in Australia online at www.avmed.net.au or call 0476 229 333
 10b Maule Road, Jandakot Airport

Congratulations Amy & Carl!



⤴ RACWA Head of Operations / Chief Pilot/ IFR Co-ordinator Amy Richards had her engagement photos taken with fiancé Carl and the RACWA DH82 Tiger Moth on the tarmac of the Royal Aero Club of WA.

⤵ Blushing bride Amy and Carl Edwards tie the knot in front of friends and family November 25, 2017.

WA AVIATION

P-Factor Accidents

"What is P-Factor? If you ask around our industry you will get a fair range of answers even from those that have been flying for a long time. It is something to do with the Prop isn't? It is not well understood." *John Douglas, RACWA Chief Flying Instructor.*

In broad terms P-Factor occurs when on takeoff, at low speeds, the aircraft tends to rotate (roll) and yaw to the left during and after liftoff. Is that such a big problem? Well it has been in a number of recent accidents and has been a major factor in more than a dozen aircraft write-offs that I have witnessed.

Let's have a look at what causes these P-Factor problems: Assuming a clockwise prop rotation as view from the pilot's seat. Takeoff below V_{mc}. Slipstream Effect, Torque Effect, Asymmetric Blade Effect, Pilot inattention and Unexpected Go Rounds.

The first cause is allowing the aircraft to become airborne at too low a speed –below V_{mc}. This may be because the pilot has lost directional control and pulls the aircraft into the air as it yaws off the side of the runway. Or it might occur after an unexpected go round with aft Cof G and a lot of back trim.

Slipstream effect yaws the aircraft to the left at low speed and high power. This may

contribute to the loss of directional control mentioned before.

Torque effect causes the aircraft to rotate opposite to the plane of rotation of the prop. Engineers will tell you that on aircraft with big motors 300 HP, the left side of the front tyre wears more and needs rotating at a service. Often the left main tyre also wears faster. Torque effect also affects smaller aircraft too. It causes a roll to the left. The pilot usually applies opposite-right aileron - which due to aileron drag, yaws and rolls the wing further to the left. The aircraft now heads off the runway at very low airspeed. If the pilot lowers the nose the aircraft will hit the ground. If he raises the nose a stall will occur. The aircraft will now, most likely, take the pilot to the scene of the accident.

Asymmetric Blade Effect happens, usually after a baulked landing or go round, with a high nose attitude, the down going prop blade produces more thrust on the right side of the blade causing a yaw to the left. This effect further adds to the problems already discussed.

Pilot distraction or inattention can lead to an error along with incorrect use of controls. Having to carry out a Go Round unexpectedly can catch the pilot unprepared. Murphy will have the P-Factor force waiting for you.

So if you hear of, or see, an aircraft accident on takeoff you can almost bet it will be on the left side of the runway, about halfway to two thirds down the runway. It might even be in the paddock next door.

How to prevent a P-Factor Accident.

1. Load aircraft correctly – not tail heavy.
2. Never lift off below minimum safety takeoff speed.
3. Be prepared for a Go Round – Don't get caught out unexpectedly.
4. Keep nose attitude low on T/O until established in a stable climb (Trim is important)
5. Don't use aileron to control the roll attributed to Torque. Use lots of rudder early.
6. Abort quickly if directional control is lost and before liftoff.
7. Be prepared – Big engines have LOADS of TORQUE.

Excess Insurance Cover

"All Club aircraft are insured against damage. As with most insurance, an excess is charged for each and every claim."

All Club aircraft are insured under a Hull and Liability policy. The hull is insured for current market value (ranging from \$55,000 for the C152 fleet to \$190,000 for more advanced singles and twins) whilst the liability policy is for a combined single limit of \$10,000,000.

In the event of an incident where the pilot is responsible for damage to the aircraft, the pilot will be liable for the insurance excess which is \$2,000.

Members can insure against being charged this excess by paying a nominal fee (currently \$100). There is no obligation to take out this

insurance – it is a facility that the Club offers to its members. Should you wish to take up this offer, please contact our Operations Team.

To view the Insurance Policy Extract visit http://www.royalaeroclubwa.com.au/useruploads/files/aviation_insurance_extract1.pdf



AIRPORT EMERGENCY

TWO AIRCRAFT COLLIDE AT PARAFIELD AIRPORT
NO PILOT IN EITHER PLANE DURING CRASH

9NEWS
.com.au

GENERAL AVIATION

Sopwith Pup VH-NDH "NORMIE" Celebrating 100 years

“Normie reminds us of the humble beginnings of aviation all those years ago.” *Werner Buhlmann, RACWA Club Member.*

The Sopwith Scout, nicknamed the Pup, in many ways changed the course of the war. The Fokker was decimating the Royal Flying Corp because of the better machines and more experienced pilots. During Bloody April the average longevity of new pilots in combat was two days. The nimble Pup, with only one machine gun, but synchronized with the propeller, proved superior to the German Air power, including the Flying Circus of which Von Richthofen was the Commander. Diana, another daughter was a keen pilot and club committee member until her untimely passing a number of years ago.

Built in 1917, members from RACWA & SABC decided to celebrate Normie's 100th year with a special flight.

Normie reminds us of the humble beginning of aviation all those years ago and of the sacrifice men and women made during the wars. Back then “General Aviation” was in the infancy. In 1917 Normie was defending the freedom of people.

In 2017 Normie is trying to defend General Aviation against ever increasing restrictions from bodies who try to kill it.

The 12 aviators who took to the sky in support of Normie on that morning still have the passion for general aviation and Normie is calling for more aviators to stand up for General Aviation before it will be lost forever.



⤴ This unique aircraft has the original “rotating” engine. The rpm is controlled with the blip i.e. turning the ignition Off and On. This makes it sound as if the aircraft was going from one engine failure to the other.



⤴ VH-NHD was registered and nicknamed after WW1 pilot Norman Herford Dimmock.



⤴ On December 15th 2017, eleven RACWA & SABC pilots flew in formation with the Sopwith Pup “Normie” at 04:45 over Serpentine. Photos accompanying this article courtesy of Gail Neylan.

Oil has never looked so good!

“If you find what appears to be no oil on the dip stick, wipe the dip stick with a CLEAN rag, dip again and have a close look.” *Glen Caple, RACWA Chief Engineer.*

Occasionally we are asked to drain oil from an engine that has been overfilled. This usually occurs following maintenance when the oil has been changed and the pilot carrying out the pre-flight inspection fails to see the oil level on the dip stick due to the new oil being almost transparent.

The detergent type oil used in aero engines very quickly becomes dark in colour so the darker oil is what the pilot usually sees on the dip stick.

If you find what appears to be no oil on the dip stick, wipe the dip stick with a CLEAN rag, dip again and have a close look.

Another clue can be found on the M/R as it will show if the aircraft has had a 50 or 100 hour service at which time the oil will have been changed.



⬆ Checking oil on pre-flight inspection.

Cessna 206 now online

“The 206 is now online and available for check flights and private hire and after having spent a few hours in this particular aircraft I can say it is a joy to fly” *Jarod Rowe, Grade 1 Flight Instructor. FER-PPL.*



Sturdy in the air, very straight and easy to trim up, what more could you ask for? 6 seats and some baggage and you still have enough endurance to go further than the bowser, that makes this a tempting prospect for those without a multi endorsement and those in need of that crucial 2 series time before embarking on a job hunt up north. As this is a cross hire the owners do have some stipulations for what must be covered in the check flight and please see the terms & conditions for private hire from operations. Hope to fly with you soon to check you off on it.

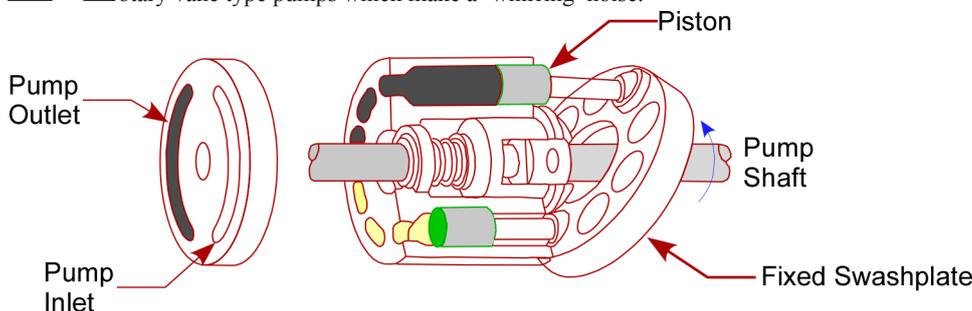


Please don't forget to check for your personal items before exiting your aircraft!

There is no such thing as a silly question

“This golden rule especially applies to aviation.” *Glen Caple, RACWA Chief Engineer.*

Recently we were asked to check the electric fuel pump on an on line aircraft as it made a ‘ticking’ noise. The aircraft was checked by a LAME and it was found to be operating normally. I realised that this particular aircraft was the only one on line with a piston type electric pump. These pumps make a ‘ticking’ noise when operating. All other on line aircraft that have electric fuel pumps are fitted with rotary vane type pumps which make a ‘whirring’ noise.



A general rule all fuel injected engines use a rotary vane type pump and carburetted engines can use piston or low pressure versions of the rotary vane type. There may be exceptions to this but I have yet to find any so far. If you are unsure of the type of pump used in the aircraft you fly or any other question on anything else you can't find in the POH or FM do not hesitate to ask.

Industry Presentation

"Your work ethic will determine your aviation career" advised Ben Mason from Horizontal Falls Float plane Adventures, at the January Industry Presentation.. *David Currey, CEO.*

Ben is the Chief Pilot for Horizontal Falls Floatplane Adventures, a very successful company that has won numerous tourism awards for putting the Horizontal Falls well and truly on the tourist map.

The company operates Cessna Caravan float planes, and has a permanent docking facility moored close to the Horizontal Falls that can accommodate four float planes and a number of helicopters and boats to satisfy up to 250 persons a day.

Ben outlined his aviation career that included becoming an AME before he completed his commercial pilot licence. He managed to secure a deployment to Derby in a Beaver on floats before the "right place, right time" scenario kicked in and he started flying Caravans for Broome Aviation. The business grew rapidly and Ben was appointed chief pilot of the newly created Horizontal Falls Floatplane Adventures. His first task was the onerous requirement to prepare and submit reams of documentation to satisfy CASA that the new company should be granted an AOC. Ben strongly recommended pilots consider an instructor rating. "I wish I had obtained one as it would have really helped me in my current role", he said.

Flying up North can be very challenging and will sharpen a pilot's decision making skills, especially with constantly changing weather patterns.

The growth in business resulted in a doubling of pilots to 12 pilots during the peak season



⤴ Part of the 50 + highly-attentive audience at Ben Mason's presentation.

to undertake regular scenic trips to the Horizontal Falls and the surrounding countryside, RFDS work in remote locations, freight trips for fishing operators and survey work for government departments.

Pilots have a 12 hour duty day, commencing at 5.15 and can fly up to 10 sectors a day, logging up to 8 hours flight time. Scenic flights have a strict schedule with offloading and reloading passengers kept to a minimum. Tourists are treated to two orbits of the falls with no more than two aircraft orbiting the Horizontal Falls at one time. "Effective communication is very important to ensure we are safe and on time."

Building a reputation is essential for any pilot. "Always keep your aircraft clean and tidy, as the next pilot might be the owner", advised

Ben, "Cleaning your aircraft must become part of a pilot's ritual".

When evaluating new pilots, Ben evaluates a number of skills such as their personality, attitude, the ability of the pilot to keep the balance ball in the centre and the use of a checklist.

For pilots wanting to obtain employment up North, Ben recommended that pilots have up to 15 hours command time in a Cessna 200 series. "Don't send bulk emails to a number of operators, they will not read them", he advised, "Come in to the office, looking smart and make sure you know all about their business". He also suggested that operators would look more favourably on an application if the pilot had secured a second job, which would guarantee they could provide for themselves.



⤴ Ivan Pua, Rae Iverson, Elan Eason, Tony Pham and Frank Fan receiving their wings from Chief Pilot, Ben Mason of Horizontal Falls.

Murrayfield Matters

As we leave 2017, so too do we leave behind many fleeting icons of the past year. Whilst their flame once burnt bright, their moment in the limelight has come to a close, and in it's place comes a new and improved version for 2018. *Cameron Williams. Grade 2 Flight Instructor.*

I am of course speaking of the likes of Fidget Spinners, Despacito, Pokémon Go and John Crisp.

John has really made his mark on Murrayfield over the past year; from the remodelled operations and briefing areas, to the uptake in club flying at the aerodrome, to the increased bruising to Mike Kidd's battered ego. He's been a fantastic Murrayfield Manager and I am well aware of the large, pointy, dress shoes I am here to fill. John still has a large presence at the Club based out of Jandakot, whilst I have now relocated in the opposite direction down to Murrayfield, and am doing my best to keep it growing and running smoothly for the foreseeable future.

I have worked for RACWA at Jandakot for the past 2.5 years, yet I would not blame many Jandakot regulars for a blank, unfamiliar gaze being thrown my way. This is because the majority of my 2017 was spent traveling through 12 European countries on my bicycle with ex-RACWA instructor Hugh Sterle. We carried with us our camping gear, food, cooking, clothes and all other essentials needed to embrace our inner bush-grub's, and after 6 months away, I had covered a distance of 7600km. We had swapped our control yolks

for handlebars, our AVGAS for aching legs, and our incident reports with the good old "she'll be right" attitude, but aviation always finds interesting ways to weave itself back into your life. For me, it was in early-October, when I was riding solo through the Bosnian countryside in search of an abandoned military airport last used during the 1993 Yugoslav war. As the sun set and I had still not found my way through the forest to the runways (it was surprisingly hard to find), I decided to set up camp on the one aviation relic I had found; an old, bullet riddled DC-3 sprawled out in the middle of the bush.

With my tiny kerosene stove atop the DC-3's immense radial engines, and my sleeping bag laid out on the wing, I settled in for the night. A few hours later I woke to the sounds of wild dogs dropping in to say g'day and have a bit of a sniff, and as I went to sit up, I also found that I had nearly slid off the wing in my sleep, as my legs were now dangling off the trailing edge. Nevertheless it was an amazing experience. These are the type of things that I'll never forget, which were well balanced out by some of the times with Hugh which we are both struggling to remember.

Upon returning to work at Jandakot I spent a

few days refamiliarising myself with aviation, all the while doing my best to resist the pleas of upper management for me to tame my uncut, dishevelled hair. My rebellion lasted all of 10 days, before my spirit broke under the barrage of jokes and digs (I can't deny it, they were all fair play) and so I dragged myself to a barber. In the immortal words of Bobby Fuller: I fought the law, and the law won.

But now 6 weeks after arriving back in the country, I find myself down at Murrayfield and absolutely loving it. I'm really enjoying the rhythm and atmosphere of aerodrome, and have had a blast taking the Sling for a burn with John. What a magnificently fun little aeroplane. I've had the opportunity to meet many of the local Murrayfield members and volunteers, in addition to Stewart; the resident Murrayfield mouse. I am looking forward to meeting and flying with more of you over the coming months. If you find yourself in the neighbourhood and want to drop in for a chat, or head up for a flight, please don't hesitate to get in touch. Until then I'll be doing my utmost to live up to the high standards set by John, and also repair any damage he did to poor old Mike's ego. By the looks of it, both of these are going to take a fair bit of work.



⤴ Cam's bed in Bosnia - a bullet riddled DC-3.



⤴ Cam on the road in Europe, with flowing locks.



⤴ Cam gembracing his inner bush-grub in Europe.



⤴ Cam gets the keys for Murrayfield, after submitting to getting his locks cut.

Letters to Editor

On January 7, a local aerobatic flight in RWY, became anything but routine. A substantial loss of engine power caused by a carburettor issue, resulted in an Emergency Landing being made on Lake Walyungup.

Rather than give a blow by blow account of the incident which is still under investigation, I would like to use the opportunity to highlight some of what I have learned from experience and hope that it may help others.

1. We practice engine failures and forced landings regularly. Often these drills assume total loss of power. The accident statistics are poor for partial power loss incidents. I suspect this

is because in the absence of a total failure, there is critical additional early decision to be made about whether the engine will sustain flight and if it can be treated as reliable power. I am not sure how well we are trained or prepared to make that assessment under stress. Think in advance about how to make this assessment and use it to make timely decisions about a forced landing.

2. The identification of a landing area as part of the pre aerobatic HASELL checks was invaluable. Take the trouble to check out your pre identified area carefully, it may look great from the air but not be so good when you get close. The same care applies for routine en route identification of landing areas, you may



⤴ Martin Graville after his very successful forced landing near Rockingham.

I was thrilled to be announced the winner of the Best Mask competition at the recent Wings Dinner, and many people approached me and asked me what the ornaments on it represented – my answer was “The story of my journey in Aviation”.

I began my lessons in the 70,s in Port Hedland, with David Walker and eventually gained my PPL. The cost at that time was \$34 hour, I was married, working for Mt Newman and BHP and had four children, so as to meet the extra expense I managed by taking extra money paying jobs where possible – this included cooking fish n chips at the local drive in on a Friday night, selling Avon, teaching music, playing and performing at various venues etc.

(The RFDS Hangar bashes were fun, as were the Marble Bar Race Balls and I do confess to being an involuntary witness to the “mystery” aviation person who attended the Ball and who climbed the flag pole to take their race flag! ... needless to say my lips are sealed forever!)

On my mask were various items to represent this adventure, the keyboard and musical instruments, with sheet music; the aboriginal motifs of the 30 years I spent in the North West, the aeroplane to commemorate my lessons and my flying, and the little Lady Birds for the memory of the Mobil Outback Air Race, raising funds for the RFDS. Myself and two other Women Pilots, hired a Cessna 172 and our team name, was The Lady Birds.

actually have to use one.

3. Always know the wind direction and strength and use it.

4. The rehearsed drills are important but in some cases you may need to adapt them for the circumstances. Try not to make a really bad decision because it is in a practiced drill. If in doubt though, do the drill.

5. Whatever you do, remember to fly. e.g adoption of a nicely trimmed best glide speed with a partially powered or erratically powered engine may not be possible or appropriate but maintaining an appropriate flying attitude is essential.

6. Keep ATC informed and don't be timid about making the MAYDAY call if you need to, everyone is there to help. Consider a PAN PAN call initially whilst you are working through the problem.

7. Practice, practice and practice some more. I found that when I was into the approach and landing phase, the outcome was never in doubt.

8. Always prepare to be on the ground unexpectedly, have some water etc

I would like to thank the club for its response to the situation which was fantastic and a special thanks to Mike Thomas for coordinating it. ATC, Fire services, police, the local land yacht club all deserve mention for their helpful responses. - Martin Graville

I would like to thank all involved in the Wings Dinner and the wonderful prize of the Indoor Sky Dive. Not forgetting my very talented daughter Ingrid who actually made this mask for me. Kind regards – Merlene Smith



February Club Diary | College Diary

11 Fastest Circuit & Precision Circuit Murrayfield Club Competition.

23 Old Fliers Luncheon & Presentation. Formation Friday.

25 Precision Circuit Jandakot Club Competition.

6 PPL Night Theory Course. 6th Feb to 12th April.

23 Industry Presentation with Qantas A330 Captain Matt Smith.

Give an unforgettable experience...



Royal Aero Club
of Western Australia (inc)

Flight Gift Vouchers

Call (08) 9417 0000 or visit www.royalaeroclubwa.com.au.

Availabe from Jandakot Airport, Perth or Murrayfield Aerodrome, Mandurah.