

TARMAC TOPICS

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

JULY 2018

Featuring:

- **WA & Australian Light Aircraft Championships**
- **Welcome to the new Manager Client Services**
- **Annual General Meeting Notification**
- **Achievers**
- **Much, much more...**



Royal Aero Club
of Western Australia (inc)



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June Old Fliers Group Meeting

Richard Ewing told us that his Sonex has had its first flight and flew well. There are some adjustments to make on the engine.

Bob Murphy was just 14 years old when he was hired to throw bundles of newspapers out of low and slow flying aircraft on a route of S.W. country towns. This didn't always go to plan, as he told in a very funny talk. He rated the DH Rapide as his favorite aircraft and the Anson, not as good. The DH90 Dragonfly was horrible and Bob said that Colin Cook and Wally Andrews did all pilots a service when their Dragonfly was written off.

Nineteen years in the RAF, of which nine years was as Captain on Vulcan bombers and including stints in 617 Squadron, gives Adrian Lambourne great authority to talk about the Dam Busters. Wing Cdr. Guy Gibson had very little time to organise and train the men needed for a mission to bust dams. Adrian was able to give us the back-story on the approval required to get Barnes Wallis's bouncing bomb developed. Adrian has a number of such RAF stories to tell and we hope to get him back to the Old Fliers.



⤴ Squadran Leader Maudesley & Wing Commander Gibson

We had over 80 attend our lunch. The next meeting is on July 27th at noon. Will we see you there? Steve Rogers. <https://www.youtube.com/user/OldFliersGroup>.



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Lets take a sneak peak at our 2018 Wings Presentation Dinner Live Entertainment!

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In news that surprised no one, June and July have provided us with days of wildly varying flying conditions.

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Department of Parks & Wildlife Deputy Chief Pilot, Michael Cirillo and Pilot, Jayson Omodei.

Club Diary

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

RACWA

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Cover Photo Courtesy: Jon Hewson

Club President Editorial

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

After the tantalising prospect of a drier than average winter, it seems like we've had several weeks of fronts and heavy rain, which has made it difficult to meet our flying budget. The silver lining of course, is that our farmers are happy, and we wish them well. I took a flight to Manjimup at night in the rain recently, which required me to use all my instrument skills. It was very rewarding to achieve a safe outcome in challenging conditions. If you would like to broaden your skills and fly in a wider range of conditions, I can thoroughly recommend an instrument rating. We have a very keen and capable IFR department at the Club, ready to help.

Looking back at the financial year just gone, we have struggled with a number of weather events, but it has been a successful year overall and we anticipate a small surplus. CEO David Currey and his team have done a great job, and I thank all our staff for another successful year. Enrolments in the Western Australian Aviation College have been as high as ever, and this has provided a strong financial underpinning for the Club. However, other flying has been decreasing and we will shortly commence a campaign to reinvigorate private flying and private training. I encourage members who haven't flown for some time to keep an eye on the Club calendar, as we plan to offer new opportunities to encourage you back into the air, including assistance with your AFR.

A number of our members will be participating in the Outback Air Race in August, raising funds for the RFDS, which of course is a cause close to our hearts. We wish all the participants safe flying, and an enjoyable event. For those who perhaps can't afford such a large commitment, I would encourage you to consider the Club's own "Great Western Air Race" event in October. Please pencil in October 20 and 21 for a 2 day event navigating through the Goldfields. It promises to be a great event.

Many of you would be aware of the address

delivered by Dick Smith in Wagga Wagga in April. Mr Smith is proposing that the Civil Aviation Act is amended to include wording that requires CASA to safeguard the viability of the GA sector, and encourage people into aviation. As it stands now, safety is the primary consideration for CASA, which leads to the situation where impractical impositions can be enforced without considering other consequences, such as cost. AOPA and Dick Smith have cooperated to call a General Aviation Summit in Wagga in early July, at which they hope to get support from the new Minister for Transport and Infrastructure, the Hon. Michael McCormack, and the Shadow Minister, the Hon. Anthony Albanese.

Speaking about Government, I reported previously that we had a meeting with advisors to the State Minister for Transport, regarding the opportunities for development at Murrayfield. While the State Government showed little interest at that time, the Shire of Murray has recognised the importance of Murrayfield as a strategic asset for the state and their region, and we continue our dialogue with them. The Shire of Murray recently launched their "Transform Peel" initiative. They have proposed a Peel Business Park off Lakes Road, just to the west of Murrayfield. They are encouraging agri business in the region, and Murrayfield is seen as a potential airport for transporting produce to the rest of the country by air. This is the model adopted by the very successful Wellcamp Airport (aka West Brisbane), near Toowoomba in Queensland.

Since our first meeting with members of the State Government, QANTAS announced that it was seeking to establish a pilot training academy at a suitable location in Australia. Of all the candidate airports in WA, Murrayfield is definitely the closest to controlled airspace, and perhaps holds the greatest potential. We recently had contact from the office of the Hon Alannah MacTiernan, Minister for Regional Development; Agri-culture and Food; and Minister Assisting the Minister

for State Development. We hope to open a dialogue with Minister MacTiernan in the near future.

The 2018 Flying Training Conference of the Royal Federation of Aero Clubs of Australia, and the Australian Light Aircraft Championships will be hosted by RACWA in 2019. Planning is already well underway. We were delighted that the Sport Aircraft Builders Club have offered to partner with us to host the ALACs at Serpentine Airport, a venue that has not previously been used for the championships. The Conference and Light Aircraft Championships promise to be a great opportunity for Western Australian clubs and pilots. If you are interested in competition flying, 2019 provides an extraordinary opportunity to compete with the best pilots from around Australia. I encourage all members to enter a team in the championships. We have two Club competitions every month to hone your skills, and the WA Light Aircraft Championships will be run in November under the ALAC rules, providing an excellent opportunity to try your hand before the Australian Championships.

At the beginning of July, the proposed new Club Constitution was published on the Club website for member consideration and feedback. The draft has been through a number of review cycles by the Committee, and the Constitution Sub-Committee, chaired by Bruce Rathbone. We believe it is ready, but we would like your feedback, preferably by the end of August. If you do not have access to the Club website, please contact Operations so we can provide you with a copy. The Committee will propose that the new constitution be adopted at the AGM on 26th September this year.

Every year, the positions of approximately half of the Committee come up for election. This year's vacancies will include the positions of President, Vice President, Treasurer and Club Captain. Nominations close on 5th September, and I encourage members to nominate.



Club Captain Report

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

The weather gods have not been kind to us. All competitions during the month of May/June failed to get off the ground due to an excess of weather. Consequently I have nothing to report.

Ring Ring.....Ring Ring... "Russell Philip The weather has improved slightly and we have managed to complete our last two daytime competitions, each one a circuit without reference to the instruments at Jandakot and at Murrayfield. While I missed the competition at Jandakot, at Murrayfield a group of seven competitors with varying levels of experience managed to complete the competition with a minimum of fuss on a glorious sunny winter morning. The winner was Jim diMenna, one of our more experienced competitors while in second place, 1 point behind him, was Chris Shepherd who has only recently got his licence. As in all aircraft Power + Attitude = Performance, so provided you are out there in VFR conditions with a horizon for reference having your ASI, AH, or DG fail shouldn't be a major problem and even a total failure of all your instruments can be only a minor inconvenience. Part 3 of the night trilogy was again cancelled due to atrocious weather. This has been rescheduled for Wednesday 18/7 and by the time this goes to print we will likely have completed it and have figured out which of us has the best bat-like instincts. Eat your carrots.

Our next competition will be a Rudder Only Circuit – at 300 feet after takeoff your ailerons will mysteriously jam on you. What are you going to do? I know what I am going to do – Have a word with the Chief Engineer about this rash of mysterious equipment failures we are experiencing in competition flying!!!!

Upcoming events to add to your calendar:

29/7 Jandakot Rudder Circuit.

12/8 Murrayfield Rudder Circuit.

26/8 Jandakot Flapless Glide Approach.

1/9 Murrayfield Moon – A night comp at Murrayfield with barbecue facilities available. Camp out and enjoy a few quiet ales after flying if you feel that way inclined.

9/9 Murrayfield Flapless Glide Approach.

15/9 Battle of Britain Dawn Patrol.

What else has been happening or is going to happen? Organisation for the WALACs and ALACs is gathering speed – Volunteers will be required in early November and mid-March for these two competitions. Elsewhere in TT you will read about some upcoming seminars in competition and other club flying.

My efforts to accumulate all the necessary bits and pieces to resurrect VH-TXC are slowly coming to fruition with each mail delivery seeming to have another package incoming. Stripping paint off various bits of the airframe

is a bit like archaeology – I have counted 8 layers of paint in some locations, even uncovering what I believe to be traces of the original colour scheme – probably white and yellow. I have hopes of getting close to putting pieces back on someday soon.

Until next month enjoy the flying on the days when it is clear and on the other days remember "It is always better to be DOWN HERE wishing you were UP THERE than to be UP HERE wishing you were DOWN THERE!"

Current standings in the competitions are tabulated below.

Name	Score
Russell Philip	867
Peter Marshall	769
Jim Campbell	708
Jim DiMenna	652
Haydn Vernon	535
Stephen Wilson	521
Michael Stenson	429
John Look	426
Sylvia Byers	414
Rod Garnaut	382
Rob van Hamersveld	289
Jeff Stein	254
Linda Maule	189
Adrian Page	167
Debbie Speak	150
Keith Milner	144
Ian McDonald	144
Martin Karl	106
John Althaus	106
Liz Garcia	104
Gary Evans	104
Kayla Aitken	100
Nic French	100
Mark rodoreda	98
Chris Shepherd	98
Brendan Cox	95
Mike Burns	95
Stuart McDonald	91
Cheryl Simpson	90
Rex Borchers	90
Alex Hartner	83
Daniel Nugawela	83
Janette Larobina	76
Anthony Watts	74
Mandy Newell	70
Sue Eldridge	60
David Currey	60
James Robertson	53
Lewis Newman	53
Elizna Coetzee	48
Martin Jones	43
Braam Coetzee	19



GENERAL AVIATION

Flying in Alaska

"Who could resist the opportunity to operate a big wheeled taildragger out of river beds, highways and unprepared strips, fly in the mountains and off the lakes that are so prevalent in the wilderness here?" *Martin Graville, RACWA Club Member.*

I didn't need an excuse to go on a bush flying course in Alaska with a float plane course as an extra challenge. Who could resist the opportunity to operate a big wheeled taildragger out of river beds, highways and unprepared strips, fly in the mountains and off the lakes that are so prevalent in the wilderness here?



So I organised ten days in Talkeetna Alaska, at Alaska Skis and Floats, run by the renowned bush pilot Don Lee. The company has its own floatplane lake (Lake Christensen) and are also located next to Talkeetna airfield (PATK). They operate a number of vintage PA22/20 taildraggers (yes with 31" bush wheels), float planes and ski planes in the winter. They also offer excellent accommodation on the lakeside for their students and partners.

Our arrival was met with a helicopter lifting the wreckage of a crashed aircraft into the lot outside our cabin. Before planning this trip I had done some research into the accident rates in Alaska – they are not great and this wreckage outside the cabin door was a stark reminder. Fortunately no one was hurt this time.

The first few days were allocated to the bush flying course. The first take-off in the PA22/20 showed my lack of familiarity with this aircraft - however we got airborne okay and headed off for some air handling exercise and mountain flying around the lower parts of the Denali Mountain range. Mt Denali itself is over 20000'. The weather was perfect for mountain flying and after a few ridge crossings and seemingly endless glaciers, cliff faces and peaks, we headed back low level along a river to Talkeetna for a respectable landing on those great big tyres.

But this course was not predominantly a mountain flying course, much more aimed at unprepared strips and off field landings. The pre course material stated that you shouldn't overload the taildragger with too much moose if you want to get on and off some of the landing areas. Consequently Angela had to stay on the ground for some of the more intensive short field sessions.

Briefings and flights included some low level flying, landing on a river sandbar, touch and go on a real live Alaskan highway, flying low level down a narrow canyon (under high power lines) and landing in strips restricted by terrain, length and width.

Having scared my instructor enough with my bush flying, it was time to find another fresh instructor. Thus started the float plane course aimed at a FAA seaplane rating. After a briefing session it was time to get into a mighty Piper with floats and start the fun stuff. There is a lot that can bite when it goes wrong especially in glassy water conditions or when the surface

conditions are rough. There are a few basic piloting techniques to learn to start with. Many of the lakes in Alaska are quite confined by terrain requiring very confident handling to get enough length both in and out. Preparation and predetermined abort points are essential. Simulated engine failure is an eye opener as the required rate of descent to maintain a glide is phenomenal and the windscreen just fills with ground.

As in all flying there is always something to learn. It was immense fun and I am sure I shall want to do some more of this. The accommodation is shared by many pilots of all sorts from around the world, evening campfires and a social atmosphere leading to a convivial atmosphere. The instructional staff were all clearly accomplished pilots with a love of their chosen field and all very friendly.

The USA offers some fantastic flying and more importantly, a positive and supportive attitude to GA. I shall certainly be exploring an FAA licence and future trips over here.



↑ Flying a PA20 floatplane over its natural habitat.



↑ Martin & PA22 landed on a sandbar mid Susitna river

Achievers



ABIGAIL LOGAN
- Round of applause on your First Solo.



GAUTAMAN SENIVASAN
- Kudos on your First Solo.



JASMINE KING
- Pat on the back on your First Solo.



KARTHEGASU BAKAVATHI
- Congrats on your First Solo.



DOUG BELLWORTHY
- Good work on your First Solo.



CRAIG HARDY
- Gold star on your First Solo.



MONIQUE GENTRY
- Singing your praises on your First Solo.

ADDITIONAL FIRST SOLOS:
Thomas Bellamy

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NATHAN GILMOUR
- Let's hear it for your RPL.

ADDITIONAL RPL
Louise Langford
- see Murrayfield Matters p.14

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EMMA WHYTE
- Well done on your PPL.



ABHIMANYU SAIN
- Well done on your PPL.



DANIEL GARDNER
- Well done on your PPL.



HENRY WANG
- Well done on your PPL.

ADDITIONAL PPLS:
Jeremy Smith, Alexander Kay & Benjamin Adcock

Royal Aero Club
of Western Australia (inc)

NVFR RATING:
Joseph Duckworth & Pia Durk

Royal Aero Club
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WALAC

Western Australian Light Aircraft Championships



FRIDAY 2ND NOV: Jandakot (Formation)

SATURDAY Murrayfield (Forced Landing,
3RD NOV: Spot Landing, Streamer
Cutting, Aerobatics)



Royal Aero Club
of Western Australia (inc)

PH (08) 9417 0000

Registration Forms will be available at royalaeroclubwa.com.au and **MUST BE SUBMITTED BY 23rd of October.**

In addition please be present for registration by 6pm on the 1st of November.

For more information contact Russell Philip:
0427 999 261 or clubcaptain@royalaeroclubwa.com.au

GENERAL AVIATION

Discover a whole new world of flying!

"There are some secrets in aviation that you may never discover unless you go about seeking them out." *John Douglas, RACWA Examiner of Airmen.*

You have held a pilot license for some time now and maybe looking for a challenge and something new to try. Over the next few months the Club is going to help you unlock your potential and open up a whole new world of flying that will truly excite you.

FORMATION FLYING - Starting very soon the Club will be offering a chance to experience a flight in a formation of aircraft to see how exciting it is to fly in a group - maybe up the beaches of Perth just before the sun sets- you could be at the controls under the watchful

around to try and cut it. It is great fun and is becoming a very popular flying competition. The Club will introduce you to this whole new sport and you may become the new Club Champion.

SLING TWO – What a great sporty little two seater the Sling is. If you have not flown it you will be amazed. It far exceeded my expectations in performance, control and general ease of flying. The Sling will be based at Jandakot from July 1 on a permanent basis and is well worth a try. Apart from being a delight to fly it is economical too.



↑ Formation Flying

eye of your instructor. If you elect to give it a try you could be solo in a very short time.

AEROBATICS – No pilot should ever learn to fly and not do a loop. Years ago aerobatics was part of all flying courses and if you talk to any old pilot the thing that they remember most is the joy of doing some aerobatics. So the Club is doing something about it. On offer is an introduction to Aeros flight at solo rates just to taste the rare thrill of seeing the world from a different angle. My personal experience is that even if a person only has a scant interest the flight usually results in a person getting really excited and at least wanting to do a few more flights. The tangible benefits are well proven and I call them the 3Cs – Confidence, Control, Co-ordination. Come and give some Aeros a go.

STREAMER CUTTING – Have you ever thrown a toilet roll out the window and spun



↑ Streamer Cutting

Australian Light Aircraft Championships (ALAC) and Western Australia's Light Aircraft Championships (WALAC) – The Club is hosting the WALAC in November and the ALAC in March 2019 at Serpentine Airfield. The KIWI's are joining us in March and bringing a team over the ditch to compete. It will be great fun. The tangible benefits are the people you meet and the places you go to. Who knows, if you take a liking to some of the above endorsements you could be flying in the Comps and opening up a whole new world of flying.

Aerobatics ↓



CLUB NEWS

Welcome to the new Manager Client Services

"You may have met the ever smiling Merrilee Greenaway when she was part of RACWA's Operations Team, we're excited to now see her stepping into a brand new role." *Jodie Atkinson, Marketing Manager.*

If you want to learn to fly and don't quite know where to start, or if you've already started on your flying journey, but have slightly lost your way, Merrilee is the 'one stop shop' to help you with any questions that you may have about theory courses or extra flying endorsements. Merrilee loves talking with prospective students - either WAAC or private - so that she can help them achieve their personal goals. No matter how complicated or simple a question, Merrilee's door is always open to provide you with a friendly, professional and above all results driven solution.

A typical day for Merrilee starts with returning emails from the WAAC & RACWA websites about full time courses, part time weekend theory, night classes, MEIR and IT. Throughout the day she meets with prospective students or prepares the admin side of upcoming courses. There's also school Careers Expos to attend during the evenings with Flight Instructors, but currently Merrilee's main focus is on the next WAAC intake that commences on August 27th. There are vacancies still available for this Course, or for the following intake that commences the 2nd of January 2019.

Places at WAAC are not restricted to Perth residents only, many students come through the course from all around Australia, as well as Internationally. The WAAC course is fully accredited and recognised, so if you have any questions regarding VISA applications, Merrilee can help you with those too. Never think you're too old to start a career in aviation either, with every student intake they see a varying mix of young and mature age students.

Married for 27 years to Shane, Merrilee has two adult sons, Tyler (22) and Lawson (19) and has a good understanding of the thought processes of young adults, as well as a parent's concerns when it comes to career paths and education.



⤴ The Greenaway family at the Grand Canyon, in Arizona, U.S.A.



⤴ The Greenaway family at Kennedy Space Center, Florida, U.S.A.



⤴ At the Capilano Suspension Bridge, Vancouver, Canada.



⤴ Enjoying skiing, Sun Peaks Ski Resort, British Columbia, Canada.

There's been a lot of media attention recently regarding the global pilot shortage, which is also now being felt in Australia, with "Pilot shortages forcing Qantas to put jumbo jets on domestic services", while they wait for new pilots to be trained. (For the full story visit <https://www.smh.com.au/business/companies/pilot-shortage-forces-qantas-to-put-jumbo-jets-on-domestic-services-20180703-p4zp63.html>.)

For those wanting to learn to fly, it's a good time to be looking at a career in aviation.

Annual General Meeting

Notice is hereby given:

That the 89th ANNUAL GENERAL MEETING of the ROYAL AERO CLUB OF W.A (INC) will be held in the Clubhouse, Jandakot Airport, at 7pm Wednesday 26th September 2018.

The business of the meeting shall be:

- a) To receive and adopt the Committee's Report;
- b) To receive and adopt the Auditor's Report on the Balance Sheet and Revenue and Expenditure Accounts;
- c) To receive the declaration by the Chairman of the names of the Committee for the ensuing year;
- d) To receive the declaration by the Chairman of the name of the Auditor for the ensuing year;
- e) To fix the remuneration of the auditor;
- f) To receive the report by the Chairman of Budget proposals for the ensuing year;
- g) Any other business the retiring Committee or any Members may wish to bring forward, notice of which has been given in the manner provided in Rule 46.

Rule 43 Reads as follows:

- (1) The Secretary shall twenty-one days at least before the date fixed for any General Meeting send notice stating the business of the meeting to every member at the address appearing on the Register of Members.
- (2) Such notice shall be deemed to have been given on the date of publication of the same in "Tarmac Topics" or on the day after such notice was posted by prepaid letter.

Rule 46 – Reads as Follows:

Any member eligible to vote may give notice of any motion to be included in the business of any General Meeting by delivering such notice in writing to the Secretary at least 28 days before the date fixed for any General Meeting.

- a) Notice of such motion shall be given forthwith to all Members in the same manner as is provided in Rule 43.
- b) Any motion passed in pursuance of such notice upon being carried by a General Meeting with such amendments as are made by the General Meeting shall be binding on the Club.
- c) A motion carried by any General Meeting without notice shall not be binding on the Club except by resolution of the Committee.

David Currey
SECRETARY

Annual Election of Officers Election of Office Bearers and Committee

In accordance with Rule 24 (2) of the Rules of the ROYAL AERO CLUB OF WA (INC) nominations are hereby called for the election of officers for the Year 2018 – 2019 for the offices which shall be vacated at the Annual General Meeting on 26th September 2018 by constitutional retirement of the following Office holders.

PRESIDENT	Mr A Eldridge
VICE PRESIDENT	Mr M Wells
TREASURER	Mr R Challen
CLUB CAPTAIN	Mr Russell Philip
COMMITTEE:	Mr S Wilson Director
	Mr M Surace Director

Nominations shall be lodged with the Secretary on the nomination form available on request not later than 5pm Wednesday 5th September 2018.

David Currey
SECRETARY

Contact details for the Secretary are as follows:

Royal Aero Club of WA (inc)	Email: dcurrey@royalaeroclubwa.com.au
41 Eagle Drive, Jandakot, WA, 6164	Fax: (08) 9417.0040
Attn: The Secretary	Phone: (08) 9417.0000

SAFETY

Unservicabilities & Minimum Equipment Lists

"Remember to thoroughly check the maintenance release before EVERY flight." *Tim Berryman, RACWA Fight Instructor.*

You're planning a flight over to Rottnest in a C172 with a couple of friends for lunch. As part of your pre-flight you notice that the maintenance release has been endorsed with "GPS unserviceable", but there is no clearing endorsement to confirm it has been repaired. It is CAVOK & you couldn't have picked a better day for a flight over to Rottnest.

Answer the following questions:

1. You are booked in EWC, which is noted as in the "Aerial Work" category on the MR. Can you conduct the flight?

a. Yes – it's a private flight under the VFR so the fact that the GPS isn't working doesn't matter since it can't be relied on for the flight anyway.

b. No – all equipment must be serviceable, regardless of whether it is required for the flight.

c. Maybe, depending on how long ago the GPS was noted unserviceable on the maintenance release.

2. You are booked in EEN, which is noted as in the "Charter" category on the MR, but there is no Minimum Equipment List (MEL). Can you conduct the flight?

a. Yes – it's a private flight under the VFR so the fact that the GPS isn't working doesn't matter since it can't be relied on for the flight anyway.

b. No – all equipment on the aircraft must be serviceable, regardless of whether it is required for the flight.

c. Maybe, depending on how long ago was the GPS was noted as unserviceable on the maintenance release.

3. You are booked in BOF, which is noted as in the "Charter" category on the MR. There is a Minimum Equipment List (MEL) and on it the entry for the GPS notes that the minimum required for dispatch is 0. Can you conduct the flight?

a. Yes – it's a private flight under the VFR so the fact that the GPS isn't working doesn't matter since it can't be relied on for the flight anyway.

b. No – all equipment on the aircraft must be serviceable, regardless of whether it is required for the flight.

c. Maybe, depending on how long ago was the GPS was noted as unserviceable on the maintenance release.

Answers:

If you answered all (a), then you're close but not quite there. CAO 20.18 specifies the requirements for serviceability for aircraft, which is specified by the aircraft category, not the type of operation being conducted in it. So the requirements for equipment serviceability for an aircraft in the charter category must be complied with, even when it is operated on a private flight. From CAO 20.18. *"In the case of a charter or RPT aircraft, all instruments and equipment that it carries, or is fitted with, under subregulation 201 (2) of CAR 1988 must be serviceable before take-off unless: (a) Flight with unserviceable instruments or equipment*

has been approved by CASA, subject to such conditions as CASA specifies; or (b) The unserviceability is a permissible unserviceability set out in the minimum equipment list for the aircraft and any applicable conditions under subregulation 37 (2) of CAR 1988 have been complied with;"

So the answers are:

1. (a) Aircraft in the private or aerial work category are required to have all instruments and equipment required to be fitted to the aircraft under subsection 3 of CAO 20.18 serviceable before take-off. The GPS is not required to be fitted to the aircraft, so for EWC if it isn't working you are still good to go on a private VFR flight.

2. (b) EEN is in the Charter category with no MEL, therefore EVERY instrument and piece of equipment on the aircraft must be serviceable prior to take off. So even though the GPS is not required for a private flight under the VFR, if it isn't working the aircraft is grounded.

3. (c) The flight may proceed provided the unserviceability was noted in the Maintenance release not more than 120 days prior to the flight (category D equipment), since the GPS is not required for the flight. However if more than 120 days pass since a category D item unserviceability is recorded and it hasn't been repaired, it doesn't matter whether the equipment is required for the flight or not, the aircraft is unserviceable.

Remember to thoroughly check the maintenance release before EVERY flight.



SAFETY

Taxy technique *Glen Caple, RACWA Chief Engineer.*

We frequently receive enquiries regarding taxying issues with our fleet aircraft. These are usually associated with a recent conversion to a different make/model of aircraft.

Our tricycle undercarriage aircraft can be divided into two methods of nose wheel steering:

1. Direct connection of the rudder pedals to the nose gear via cables or rods. e.g. M20J and Sling.
2. Indirect connection via springs or bungee tubes. e.g. Cessna and P68B.

Each system requires a slightly different technique to taxi correctly.

In the case of the direct connection aircraft operation of the rudder pedals will cause the nose wheel to move in the appropriate direction in proportion to the amount of pedal travel therefore attempting to push a rudder pedal to the floor with the aircraft stationary will cause excessive force on the mechanism due to the friction of the non-rotating rubber tyre on the tarmac. [This is the same reason your car steering wheel is harder

to turn when you are not moving]. Taxying, these types of turns are made with pedal input only and brake input in the direction of turn is not required. For very tight turns GENTLE application of the appropriate brake may ease the effort of pedal input.

NOTES

1. The nose wheel will ALWAYS be pointing wherever you have arranged the rudder pedals.
2. Avoid forcing movement of the pedals whenever the aircraft is not moving forward.
3. Application of the brakes is not required during taxi if engine power is correct.

In the case of the indirect connection steering, pushing the rudder pedals compresses and/or stretches a spring which applies the turning force to the nose gear. The rudder can be moved from stop to stop without moving the nose wheel. This is usually the case if the aircraft is not moving forward as the tyre/tarmac friction is greater than the force the spring can exert on the nose wheel.

When entering a tight turn e.g. 90 degree taxiway turn some use of the appropriate brake may be required to encourage the wheel to turn in the required direction.

The application of the brake should be gentle and be almost imperceptible to the occupants.

NOTES

1. The nose wheel may not always be aligned with the rudder pedals.
2. Application of the brake is not required during taxi in a straight line if the engine power is correct.

Things to remember which apply to both systems.

1. Avoid the use of brake during taxi. Use engine power to control speed.
2. Ensure engine run ups are carried out with the nose wheel pointing straight ahead. This will require the aircraft to be taxied in a straight line for a short distance to ensure that it is. This is very important as damage to the nose gear/tyre can occur if it is not aligned.
3. In some aircraft use of rudder trim will affect the direction the nose wheel tends to move i.e. if rudder trim is to the left the aircraft will tend to turn left when taxiing without rudder input.

If you require any further information on the aircraft you are flying do not hesitate to ask.

CLUB SOCIAL ACTIVITY

Wings Presentation Dinner Entertainment

Jodie Atkinson, Marketing Manager.

Let's take a sneak peak at our 2018 Wings Presentation Dinner Live Entertainment!

Perth 5 piece cover band, Alcatraz, perform many genres and styles of music including jazz standards, dinner/dance and ballad tunes, funk/soul/R&B material right through to contemporary and Top 40 hits.

From Ella Fitzgerald to Stevie Wonder, Alcatraz promises to entertain and bedazzle!

Coril Bere (HR/Office Coordinator & Music Connoisseur) and I, have already supplied a preferred set list, but if you have anything (particularly along the jazz persuasion), that you'd like performed on the night, please let me know and we'll add it to their set list!



Murrayfield Matters

"In news that surprised no one, June and July have provided us with days of wildly varying flying conditions." *Cameron Williams, RACWA Grade 2 Flight Instructor.*

From the calm winter mornings we all love so much, to days spent on the ground, hiding from the rain and waiting for cloud and winds to pass. It was on a day much resembling the former that Lou Langford took to the skies for her recent PRL flight test, which she passed with flying colours (pictured below). Lou is now continuing her PPL and CPL training with the WA Aviation College based out of RACWA at Jandakot, and joins the ranks of Clive Read and Jamie Barton as the Murrayfield deserters who've left our communal little aerodrome to venture toward the fulltime courses at our Jandakot base.

As stoked as we are to see our students achieving their goals, it's also hard to see them off from our little airport down yonder, and up to the hustle and bustle of Jandakot life. It's much like what I imagine the feeling of sending your child to their first day of school would feel like, although thankfully I can't claim to know that feeling yet. Other students of mine like to jest that the recent monthly trappings of Murrayfield students into RACWA's Jandakot courses could be a sign of them having such a good time at Murrayfield that they can't help but pursue their flying further and enrol in a full-time course, or that maybe they had such a horrible time at Murrayfield that the only way they could continue to pursue their dream is to move to the nearest possible alternate. Given the positive mental disposition towards aviation that the three share, I am quietly confident (and hopeful) that I know which it is. Lou is also one of a few students of ours who began their training elsewhere, but then due to

external circumstances (living arrangements etc.), have continued their flight training at Murrayfield. Requests like this are not uncommon, quite often we find ourselves asked about continuing on from prior training, converting overseas licences and RAAus certificates, as well as requirements to pass a flight review after years of not flying. These enquiries are always the type which excite me the most, but they are often also the type which are rather tricky to give a hard-and-fast answer before commencing any training. Whether it be continuing prior training, or converting a licence or brushing the dust off, all flight training is competency based and simply meeting the hours requirement is very rarely if ever

the goal. How many hours does it take to be deemed competent? Well we can most certainly give you a rough estimation based on where you are at, as well as our experience with prior students. However the best way to get an idea is to simply take the first step and head up for that first flight back. From there both the instructor and student will develop a more accurate picture of the training going forward and what we'll both need to do to achieve that goal. Everyone is different and no two people will fit any one standard model. But if you find yourself in a situation similar to one of these, where you are wishing to reengage in aviation, simply give us a call and we'll get that ball rolling and prop turning in no time.

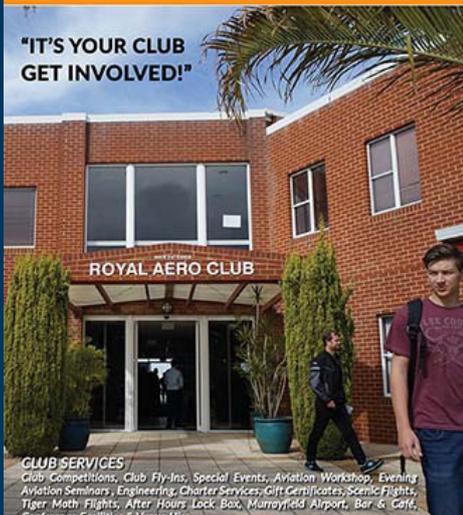


Ⓢ Lou Langford being congratulated by John Douglas on achieving her RPL

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 Math Flights, After Hours Lock Box, Murrayfield Airport, Bar & Cafe, Conference Facilities & Venue Hire.

A warm welcome to our brand new Club Members!

- Clive Read*
- Kobi Pecotich*
- Douglas Bellworthy*
- Trevor Tang*
- Tigon Leong*
- Levi Morris*
- Dean Allison*
- Revel Downing*
- Julian Adams*



Royal Aero Club
of Western Australia (Inc)

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

Industry Presentation

"Department of Parks & Wildlife". *Louise Langford, WAAC Student.*

On the 28th June, Deputy Chief Pilot, Michael Cirillo and Pilot, Jayson Omodei gave an informative presentation on the fire spotting aviation program to students and other attendees. It's been a quiet few weeks with our heads in the books at WAAC due to the wild winter weather, but when the Scout arrived on the apron at the front of the RACWA building the students piled out to view the aircraft and to have a chat to Jayson about the specifics of flying the Scout.

Back in the presentation room we were introduced to the structure of the organisation and the importance of the work they do in bush fire detection and surveillance. We heard that there are career alternatives outside of the airlines in general aviation. Jayson mentioned that he had thoroughly enjoyed a 10-year career with the Department of Parks and Wildlife as a pilot and to keep giving applications a crack as he applied twice before he was accepted.

They use a fleet of 10 American Champion Scout detection aircraft, 5 used in aerial surveillance, 4 used in air attack supervision and 1 rotating spare. They operate out of 4 fixed bases in Perth, Bunbury, Manjimup and Albany with 14 full time pilots employed during the fire season. The pilots are busy with 8 hour flying days and can expect 300 hours a season.

While working conditions can be challenging operating around smoke and during the summer heat, there are also rewards such as helping protect the Western Australian community against bushfires, a unique flying environment & free zoo passes.

Michael stressed that many of the skills we are taught in our WAAC training are used on the job and if we maintain a high standard during our training it will pay off later in securing a job. Also, if successful in gaining a fire spotting role, we could be assured of great training by experienced pilots. Items he made special mention to focus on during PPL/CPL were:

- * The importance of navigation skills, communication and a good lookout. The ability of the pilot to quickly and correctly relay information about a fire's position to 80 metres is the key in ensuring fires are dealt with while small, before they pose a threat to lives, property and bushland.

- * Carburettor icing is a real threat in the field and a quick diagnosis of the issue and application of carburettor heat is vital. Always ensure you use carburettor heat when needed and hit the RPM required at different phases of flight.

- * Maintaining accurate separation in the air and selecting the correct QNH is essential to

safe operations. With many aircraft operating around a bush fire there must be precision by all pilots.

- * Start to finish management of flight is required as you are often operating in remote locations and will need to ensure you maintain a high standard of work and adherence to procedures under minimal supervision.

- * Keep your aircraft clean and tidy to ensure you can spot faults or irregularities.

There is a 2-week window for applications around July each year on the WA Government jobs website. Michael advised to make relevant qualifications stand out on the resume as they receive around 100 applications a year.

Mandatory requirements for selection are:

- * CPL
- * Class 1 Medical
- * ASIC
- * Dangerous Goods Awareness Course
- * Tailwheel Endorsement + 10 hours command on a tailwheel aircraft.

Successful applicants will attend 5 days of training in Dwellingup with 3 days of ground school followed by 2 days of flying to further evaluate the pilot's ability. They will then be required to work full time for 6-8 months.



⤴ WAAC students inspecting the Depart. of Parks & Wildlife Scout



⤴ L to R: Henry Wang & Thomas Keamy take a closer look

August Club Diary

12 Murrayfield Rudder Circuit Competition

8 Jandakot Flapless Glide Approach Competition

31 Formation Fridays with the 'Formicators'!

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

College Diary

20 CPL Flight Performance and Loading Commences

24 Industry Presentation

29 CPL Human Factors Course Commences

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

2019 Australian Light Aircraft Championships



Royal Aero Club
of Western Australia (inc)

- March 18 & 19: Informal practice days**
- March 20: Wings International Competition (Australia vs New Zealand)**
- March 21: ALAC Practice Day**
- March 22 & 23: ALAC Competition Day**
- March 23: ALAC Awards Dinner**

Photograph courtesy of Danielle Briggs



VENUE: Serpentine Airfield, 286 Yangedi Road, Hopeland, WA.

This is your chance to compete in Streamer Cutting, Forced Landing, Formation Flying, Aerobatics or Spot Landing Competitions against the best in Australia and New Zealand. Open to amateur pilots holding a minimum current GFPT/RPL and former professional pilots. All entrants are subject to the Rules of the Australian Light Aircraft Championships 2019.

For more information and entry forms contact Russell Philip, clubcaptain@royalaeroclubwa.com.au. For Serpentine Airfield information contact Sport Aircraft Builders Club: Bill Dearle, wjd1@iinet.net.au or Viv Harris, viv@ezelectrical.com.au



**Sport Aircraft
Builders Club
of WA (Inc)**



THE ROYAL FEDERATION OF
AERO CLUBS OF AUSTRALIA