

TARMAC TOPICS

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

JUNE 2018



Featuring:

- CASR Part 142 Approval Certification
- Bad weather flying
- RACWA Open Day 2018
- Achievers
- Much, much more...



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of Western Australia (Inc)

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May Old Fliers Group Meeting

The weather didn't deter our members who came for lunch and to hear Gordon Hamilton and Joshua Portlock speak to us. Gordon told us about a flight to Cocos and Christmas Islands that didn't go to plan. This three-day trip became much longer when the tire on a main wheel of their Turbo Commander deflated. A spare wheel had to be sourced. That was when things went pear shaped. However, the upside was time to spend in this tropical paradise, including The Grotto.

Joshua Portlock is founder and chairman of Electro. Aero. You may have seen their Pipistrel Alpha silently taxiing at the airport. Josh gave a comprehensive talk about their projects and plans for the future that include Trek Aerospace, Electrofans and the ElectroJet concept. We held a raffle for a flight in the World's first certified electric aircraft, which Bob Murphy won. Afterwards we were invited to get up close to this fascinating aircraft, which is flown by pilot, Rob Bodley.

Members of the Royal Aero Club and students are more than welcome to join us for lunch at our meetings. We may be the OLD Fliers Group but we are not OLD in enthusiasm. Buffet Lunch consists of fish, chips, beef, vegetables and buns: \$17.50. Cheers, Steve Rogers. <https://www.youtube.com/user/OldFliersGroup>



⤴ Joshua Portlock of Electro.Aero with Pipistrel Alpha flight Raffle Winner Bob Murphy



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Featured

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Under current CASA guidelines, if a training organisation wishes to deliver integrated training beyond 31/08/18, that operator must hold a CASR Part 142 Training Certificate.

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I'm thinking that students and club members could benefit from my seasoned bad weather flying experience, having instructed in Innisfail, the rainiest town in Australia, for 3 years.

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Darwin is often considered a long way away from Perth, and as such, is not on everybody's bucket list.

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Club Diary

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

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Cover Photo: Aaron Dempsey showing the Sling to avid members of the public at the 2018 Open Day

Club President Editorial

"Winter can produce exceptional flying conditions" *David Currey, Club CEO.*

I am very pleased to announce that the Club has received its Part 142 accreditation, which allows us to deliver integrated training. The exercise has been extremely costly, and absorbed a significant amount of our resources. I would like to record my appreciation of the efforts of David Royans and his team, who invested so much time and effort to get us past the finishing post. There are increased costs associated with this accreditation, but for the Club and College to survive, we had to be able to deliver integrated training.

Now that we have achieved this goal, we can focus more on confronting the everyday challenges and opportunities that confront the Club and College.

Congratulations to all staff, students and members who helped at our Open Day. Despite the weather, I believe the event was a success. We had to put on an additional PPL seminar to meet the demand, with almost 150 members of the public attending the seminars run by Jarod Rowe and Mike Thomas.

Winter has certainly come with a vengeance! The Bureau of Meteorology is forecasting June to be one of the wettest in many years. Unfortunately this has negatively impacted on our flying hours, but every cloud has a silver lining – in this case, Glen Caple's team has been able to catch up with the backlog of aircraft requiring scheduled maintenance. An event that epitomises what the club stands for occurred on Anzac Day. Members and their guests that were taking part in the traditional

Anzac memorial flight stood to attending in front of their aircraft while Andrew Eldridge played the Last Post from the viewing area. The poignant bugle call helped make the event even more special.

The world-wide shortage of pilots has finally being recognised by the international media, with regular reports on the impact that the shortage will have on RPT routes. This is translating into an increased demand for integrated training. WAAC student numbers continue to grow and we have been informed that the July TAFE intake will be at capacity. This augurs well for the future, and helps offset the steady decrease in the RPL and PPL market.

David Roses has been appointed to run the IF department, which has a welcome number of enrolments. Pressure will be mounting on the Partenavias, especially as CPL students opt to complete the CPL phase of their training in these aircraft.

We say farewell to Charlee Hateley who has moved to Skippers. Her position will be filled by the ever-smiling Merrilee Greenaway. Merrilee has been busy promoting the College at various school careers evenings, as well as the annual careers expo in the Perth Convention Centre. Stephanie Lumbayso will move from operations to fill the position of cashier, vacated by Merrilee. I am very, very pleased to announce that Mick Harcourt has stepped up to run the members' bar. Mick has already introduced new activities such as a monthly raffle and a weekly "chase the ace" competition. I urge all members to come and experience the

bar on a Friday afternoon to see Mick in action.

Unfortunately the price of avgas has jumped in the last two months, requiring an increase in our hire rates. These will increase further in July, due to increases in the Pilots' Award, landing fees and our rent. The Club will contain these costs as much as possible as we appreciate the impact that such increases have to our members.

On a brighter note, the Club has continued to undergo a very overdue refurbishment. Most of the ground floor has been painted with offices given a blue feature wall. There is still a lot to do, but costs have to be kept in check.

Winter can produce exceptional flying conditions, so keep an eye on forecasts to take advantage of good flying weather. If you have a booking and the weather conditions do not appear to be conducive to flying, please contact your instructor or our operations before cancelling. The weather South of Jandakot may be significantly different to weather in the Northern suburbs.



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 speaking"..... "What do you mean just because nothing happened I've still got to fill up my column?" "Oh alright then, if I have to"

Ok, so nothing much has happened from a club flying perspective since our first night competition in May, which was won by Nic French who tells us he hadn't flown for about two years. Since then wind, rain, or rain and wind have put the kibosh on our planned events.

Many thanks to all those who attended the club working bee in May to prepare for the open day. Likewise a big thank you to those who manned the Flying Committee's table selling club merchandise and spruiking the benefits of club flying. In spite of some truly atrocious weather the wannabe flying public turned out in droves to look at the aeroplanes and attend the various learn-to-fly seminars.

The social committee are planning a Quiz Night for July so sharpen up your aviation general knowledge – you never know your luck,

maybe this time they'll include some flying related questions.

So with that in mind:

Q1. What type of aircraft was involved in the first fatal crash in WA?

Q2. What was the name of Australia's first regularly scheduled airline?

Q3. What aircraft type was utilised by WA Airways for their initial service?

Q4. What was the official route for this service?

For anyone following the trials and tribulations of VH-TXC the replacement wing is due to arrive before this goes into print. I am ever hopeful that reassembly may start in the not too distant future. Hopefully I will be able to find where I have put all the various bits and pieces. There is probably a script for a good (bad?) soap opera in this.

Random aviation facts for June;

1959 – Max Conrad flies a Piper Comanche from Casablanca to New York, setting a new lightplane distance record of 7,683 miles (12,365 km). That is non-stop unrefuelled - One of my personal favorites.

1944 – A huge airborne armada, nine planes wide and 200 miles long, carries American and British troops across the British Channel for the D-Day invasion of Europe. Can you guess what the date was?

1919 – Flying a Caudron G.3, Raymonde de Laroche of France sets a women's altitude record of nearly 13,000 feet (3,962 m). Women have been at least as good as men at this flying lark since very early on!

1988 – Nippon Airways announces that painting eyeballs on Jets cut bird collisions by 20%.

1989 – A Soviet Air Force Mikoyan MiG-29 suffers a bird strike during a display at the Paris Air Show. Pilot Anatoli Kvochur manages to prevent the plane from injuring anyone, and saves himself by ejecting at only 400 feet. Apparently the Russians hadn't been reading the Japanese research.

Happy flying and here is hoping we get a bit better weather for June/July

Answers 1. Avro 504 belonging to John McIntosh, 28 March 1921, near Pithara. **2.** Western Australian Airways Ltd. **3.** Bristol Tourer **4.** Geraldton Carnarvon Onslow Roebourne Pt Hedland Broome Derby



⊕ RACWA and Club Flying Committee at the 2018 RACWA Open Day. L to R: Jarod Rowe, Russell Philip, Mick Harcourt, David Currey, Gary Evans & David O'Brien.

LOCAL AVIATION

CASR Part 142 Approval Certification

"Under current CASA guidelines, if a training organisation wishes to deliver integrated training beyond 31/08/18, that operator must hold a CASR Part 142 Training Certificate". *David Royans, RACWA Head of Operations.*

With no guarantee of any more extensions from the Director, the single most important task for RACWA's continued operation beyond this date has been the successful submission and issue of a Part 142 Training approval. This certificate enables us to continue to deliver integrated training into the future.

Thanks to the foundations that were laid by Trevor Jones, my team managed to complete the work he started within 3 months of my tenure as the Head of Operations.

I won't name anyone employed by the club, as I would possibly forget some people who were instrumental in the mammoth task left to us to complete. I would, however like to thank the entire team at RACWA, even those who were not directly involved in the preparation of the submission, as they kept the organisation running and the flying unaffected by the whole process. Of every person who I recruited to assist, no matter how large or small a task given, no one let me down. The entire team completed 12 months' worth of work in 3 months.

I feel very humbled, and privileged to be the Head of such a dedicated team.



⤴ David Currey, RACWA CEO, being presented with the CASR Part 142 Training Certificate by David Royans, RACWA Head of Operations.

There is one person I will single out for particular thanks. On behalf of the entire organisation I would like to thank Aaron Dempsey, who is not employed by RACWA, but devoted many hours to the formatting and correcting of the documents prepared by my team. Without

Aaron's willing assistance I'm reasonably certain the process would have been more difficult and taken more of the team's time to complete. **From me personally, thank you to the entire team at RACWA, Trevor Jones and Aaron Dempsey.**

Bad weather flying

"I'm thinking that students and club members could benefit from my seasoned bad weather flying experience, having instructed in Innisfail, the rainiest town in Australia, for 3 years!" *David Roses, Chief Flying Instructor, ME & IFR.*

The adverse winter weather tends to have a significant impact on the Aero Club's flying hours, such that July 2017 was one of the worst months in over 8 years, and the club fell 42% short of its monthly budget.

OBJECTIVE: To teach you what precautions to take when flying in marginal weather.

MOTIVATION: It's always better to be on the ground wishing you were flying, than to be flying wishing you were on the ground.

PRINCIPLES:

- Don't just use TAFs and GAFs to study the weather, but all available resources like the BOM website, weather radar, the Weather Cam Network, pilots who are flying or who have just flown, and personal observations from persons in another town. I have made phone calls to air traffic controllers, mainte-

nance organisations at other airports, airport safety officers, or even the local pub before departure (that last one isn't very useful unless the pub owner has a PPL). I also sometimes use the rain radar app while flying to help me make an early decision.

- Regularly check synoptic charts to increase your meteorologist skills (www.bom.gov.au/australia/charts/). Learning to understand why the weather is what it is in a certain region on a daily basis will give you a head start when planning for the week ahead.

- Never cancel a booking due to weather the day before, and avoid cancelling a flight even two hours before departure! As an example, there was a particular day last July where the forecast indicated 100% chance of rain all day and the club ended up recording 30.7 hours of flying.

- Test the waters with your instructor. How do you know where the limits are if you have never been anywhere near them? It's better to go flying in dodgy weather with your instructor during training than only doing CAVOK navs during training and then experimenting where your personal limitations are after you get your licence!

- Know the rules. Maybe you think that the more you follow the rules, the less you can do. I think that the better you know the rules, the more things you will be confident to do. As an example, 90% of private pilots have never attempted "VFR on top". And why would you - if you don't know how to, it would be dangerous! If you're curious, study the AIP and ask your instructor for advice during your next flight review. The same applies to Special VFR.

- **If you need to go, go by road!** Going flying is always optional, so if you absolutely have to

Bad weather flying (cont...)

get there no matter what, drive.

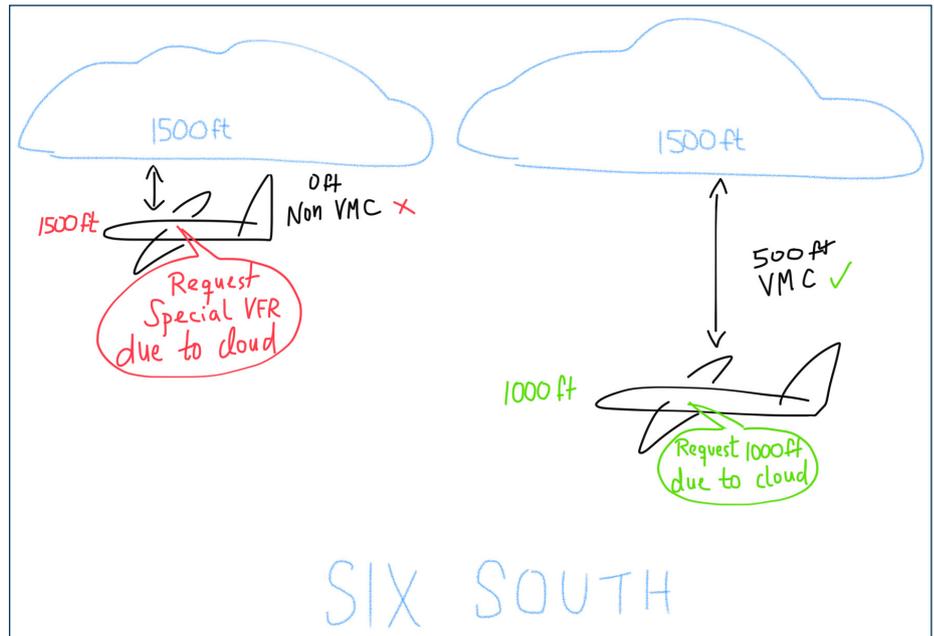
• **Leave yourself an out:** When testing the waters by flying into the edges of dodgy weather, always make absolutely sure that if you can't continue, you will definitely be able to turn back. Never get into a situation where the only way is forward. To make a U-turn, turn into the wind, this will give you a smaller turn radius over the ground.

• When flying under low cloud or in bad visibility, slow down. With 5000m visibility, flying at 145kts gives you 1 minute to react once an obstacle first becomes visible. At 80kts, you have 2 minutes to react. Don't bury your head in the cockpit: map up, head up.

• CAR157 states that you can descend below 500ft when under the stress of weather there is no other option. However it would be extremely unwise to continue flying once cloud forces you to fly at 500ft. If you get down to as low as 500ft and you can't turn back, you face the decision to go down, or to go up. In other words, to conduct a precautionary search and landing, or to climb into IMC. If you conduct a precautionary search and landing, once you're on the ground you're safe. If you climb into cloud, your problems are only just starting!

• If you ever end up in inadvertent IMC, remember to trust your instruments, note your heading and altitude, and attempt to exit cloud by doing a 180 degree Rate 1 turn. If this doesn't help, consider the terrain around you and climb to a safe altitude (at least 1000ft above the highest obstacle within 20NM), then contact ATC/ATS for assistance. They are trained in the situation and know what to do to help you.

• A "Special VFR" clearance in class D airspace is intended to allow you to return home even though you can't maintain VMC, or to depart the aerodrome into known VMC. It must not serve to conduct circuits or to fly in prolonged non-VMC. If you require "Special



⤴ Special VFR examples.

VFR", ensure you specify "due to cloud" or "due to visibility". This is because "due to visibility" requires increased separation standards similar to IFR to be implemented by ATC, and in fact only one aeroplane at a time is allowed in the entire CTR. So "Special VFR" should be a last resort and can often be avoided by simply flying at a lower altitude.

• Study your VFR alternate requirements, and know the difference between those and the actual VMC requirements. Alternate requirements need to be applied when sitting on the ground planning, and VMC requirements need to be applied when sitting in the plane flying.

• To conduct circuits at Murrayfield the minimum cloud base is just above 1100ft, and in Jandakot it's 1500ft. In both cases the minimum visibility is 5000m.

• Learn to judge distances in the air by comparing them to familiar places. The distance

from ADWD to the Tower is 3NM or 5.5Km. The distance from FDL to the Tower is 5NM or 9Km. These will help you assess visibility.

THREAT AND ERROR MANAGEMENT

Threat: Marginal weather.

Error: Get-there-itis. Failing to turn back, and flying into less than VMC.

Undesired aircraft state: Non-VMC with significantly reduced safety margins.

Management: Study the weather by all available means. Know your personal limitations and that weather can be unpredictable. If you decide to go flying in doubtful weather, maintain VMC and make sure that at all times you have the option to turn back.

If in doubt, seek the professional advice of a flight instructor.

Safe flying and as David Currey would say, I look forward to blue skies and an empty aircraft parking area!

MEMBERSHIP GUIDE
2017

"IT'S YOUR CLUB GET INVOLVED!"

ROYAL AERO CLUB

CLUB SERVICES
Club Competitions, Club Flights, Special Events, Aviation Workshops, Evening Aviation Seminars, Engineering, Charter Services, Gift Certificates, Scenic Flights, Tiger Moth Flights, After Hours Lock Box, Murrayfield Airport, Bar & Grill, Conference Facilities & Venue Hire.

Welcome to our New Club Members!

- *Graham Bull*
- *Iain Currill*
- *Vincent Fitzgibbons*
- *Jasmine King*



Royal Aero Club
of Western Australia (Inc)

Download our Club Membership Guide:

www.royalaeroclubwa.com.au/content/page/join-racwa.html

Achievers



CASEY DWYER
- Round of applause on your First Solo.



JAMES TAMPLIN
- Kudos on your First Solo.



CALVYN CLACK
- Pat on the back on your First Solo.



AHMAD EL KHATIB
- Congrats on your First Solo.

ADDITIONAL FIRST SOLOS:
Lennard Lee, Phillip Lee,
Stefan Shircore



Royal Aero Club
of Western Australia (inc)



DILLON LALOR
- Good work on your RPL.



EMMA WHYTE
- Gold star on your RPL.



IMESH ABEYGOONWARDENA
- Singing your praises on your RPL.



AYUSH GUPTA
- Let's hear it for your RPL.

ADDITIONAL RPL
Benjamin Dunleavy,
Christopher Shepard



Royal Aero Club
of Western Australia (inc)



MICHAEL A. THOMAS
- Well done on your PPL.



LUKE HOWE
- Well done on your PPL.



RYAN MOK
- Well done on your PPL.



FRANSUA GROBLER
- Well done on your PPL.



JACK MARTINDALE
- Round of applause on your CPL.



JEFFREY SPAGNOL
- Kudos on your CPL.

Achievers



ADDITIONAL CPLS:

Chris Burns



Royal Aero Club
of Western Australia (inc)



NVFR RATING:

Haidar Serdahi,
Elizabeth Garcia



Royal Aero Club
of Western Australia (inc)

BROXON BROOKFIELD

- Pat on the back on your CPL.

ANDREW BROWN

- Good work on your
Instrument Rating.

GENERAL AVIATION

A recent visit to Darwin...

"Darwin is often considered a long way away from Perth, and as such, is not on everybody's bucket list." *John Douglas, RACWA Examiner of Airmen.*

But I was fortunate recently to have the opportunity to go to Darwin and to see the transformation since my last visit many years ago. The climate this time of the year, the surrounding water, the crimson sunsets, modern buildings, great eating places all combined to make the visit special. Not to mention the friendly folks up there and the general buzz around town. The aviation museums are world class and the Stokes Wharf virtual reality presentation of the bombing of Darwin is frighteningly real. A beer at the Trailer boat club on Fanny Bay at sunset, a visit to the Mindil Beach markets on Sunday evening, a dinner at Seafood on Cullen's (another sunset over the bay experience) only added a kilo or two.



The Flying scene in and around Darwin is very busy and only added to by the glorious weather and the tourist season. From a pilots standpoint opportunities abound. There is a lot of single engine charter in a wide range of aircraft up to Airvans and Caravans. There is a critical shortage of pilots from the small Charters to the larger Airlines. It is a matter to know what they require and equip one's self with

the relevant prerequisites, with knowledge and understanding of what is needed to fly in the tropics. Some experience on the larger singles is important. But the essential ingredient is attitude and enthusiasm. The Darwin operators are wary of the Rayban Brigade and those that think they have a licence and a few hours and expect a job.

The only Flight School in Darwin, Flight

Standards, run an induction course (GA Employment "Starter Pack") on how to fly in the Tropics, what to be aware of flying in the wet season, and to assist pilots to find their first job in the NT. You can find this on the Web at www.flightstandards.com.au.

I recommend to any pilot contemplating a job in the NT to take this course and the road to your first job up there will be so much easier.



Ex RACWA Instructors, Carrie Munroe and Alex Clift just after JD renewed Alex's Instructor Rating. They are both having a ball and thoroughly enjoying the Darwin scene.

LOCAL AVIATION

Royal Aero Club of WA Open Day May 26

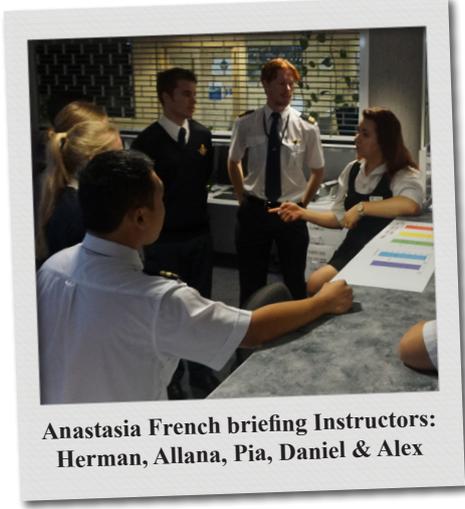
"Thank you to everyone who contributed to making our Open Day such a success. A little bit of rain couldn't put a dampener on the day!" *Jodie Atkinson, Marketing Manager.*

Despite the unfavourable weather, the clubhouse was buzzing with activity. A total of 147 people attended our CPL & PPL Learn to Fly Seminars, in fact, there was such demand, we decided to hold an additional impromptu seminar at 2pm. It is events such as this when staff, students and members combine together, that one sees the true spirit of our Club and College.

It was a pleasure to have Exhibitors attend from: Australian Air Force Cadets, Australian Women Pilots' Association, Royal Aero Club of WA Club Flying Committee, Muzz Buzz, R.P.A.S. - Drones Courses for All, Skydive the Beach and Western Australian Aviation College Students, Instructors and Operations Team Members! Our static aircraft display of Cessna 152, Cessna 172, de Havilland Tiger Moth, Partenavia and Sling also drew the crowds out onto the apron, regardless of how wet and windy it got! Photos courtesy Leila Askari, WA Aviation Student.



WAAC Student volunteers Ajay Nair & Rae Iversen setting up Apron boundary markers



Anastasia French briefing Instructors: Herman, Allana, Pia, Daniel & Alex



RACWA/WAAC Instructor Ashley Lee bringing BBQ under cover



WAAC Student volunteer Aaron Dempsey bringing additional boundary marker weights



RACWA's David O'Brien co-ordinating WAAC Student volunteers Ajay, Jordan, Alex, David & Rae



WAAC Student volunteer Ji (Jerry) Woong & RACWA/WAAC Instructors Herman Tsang & Daniel Cole



RACWA Volunteer Jo Berryman & RPAS Exhibitor Janine Wood



RACWA/WAAC Grade 1 Instructor Mike Thomas



RACWA/WAAC HR/Office Coordinator Coril Bere & Instructor Herman Tsang



AWPA Exhibitors Margaret Hawke, Kristy Del Borrello & Katy Miller



All hands are on on deck as we open to the public...



RACWA Operations Team: Merrilee Greenaway, Bronwen Prinsloo & Anastasia French



Andy Wood, WAAC Chief Ground School Instructor talking to attendees



Australian Air Force Cadets Exhibitors: Alex Harttner, Damien Quirk & Ben Dunleavy



WAAC Student volunteer Ji (Jerry) Woong showing attendees the Cessna 172 on display



WAAC Student volunteers Jordan, Aaron & Alex showing attendees the Sling



Partenavia on display



WAAC Student volunteers Alex & Ji (Jerry) showing attendees the Cessna 152



RACWA/WAAC Grade 1 Instructor Mike Thomas presented the PPL Seminars



RACWA/WAAC Grade 1 Instructor Jarod Rowe presented the CPL Seminars



Attendees at one of two CPL Seminars

SAFETY

Last light

"A good rule of thumb is plan to be back 30 minutes before last light." *Tim Berryman, RACWA Fight Instructor.*

I'm writing this as the first decent cold front of the season is lashing Perth, keeping the fleet grounded for the day. Days like this are a reality during the winter months, however we also have beautiful, crisp, clear days where the cooler air allows our aircraft to perform superbly. Flying on those days is an absolute delight.

However, during the cooler months, the days are shorter and end of daylight considerations become a factor requiring more attention than in the summer months, where that afternoon sun lasts well after the closing time of the club.

The AIP states that a "VFR flight must not" "depart from an aerodrome unless the ETA for the destination (or alternate) is at least 10

minutes before last light allowing for any required holding." (ENR 1.2 clause 1.1.2b). At the end of May, end of daylight at Jandakot is 5:46pm (WST) and stays around that time through the winter solstice and daylight only lasts longer than 6pm local time after around July 24th.

So in June, for a 2 ½ hour flight, so long as we're ready to go by 3pm we should be OK, right? Probably not. Factors that should be taken into consideration include:

- Briefing your passengers, getting everybody secure in the aircraft and running through the checklists and getting the aircraft started all take time.
- Allow for taxi time, time to warm the engine

as well as the pre take off checklist including run ups.

- The estimated elapsed time for each leg is based on a direct track, so any manoeuvring in the circuit area to get on track will all add time.
- The actual conditions may be different to forecast and headwinds may be potentially greater than forecast, which will add time.
- Any course corrections, 1:60s or other deviations will also add time.

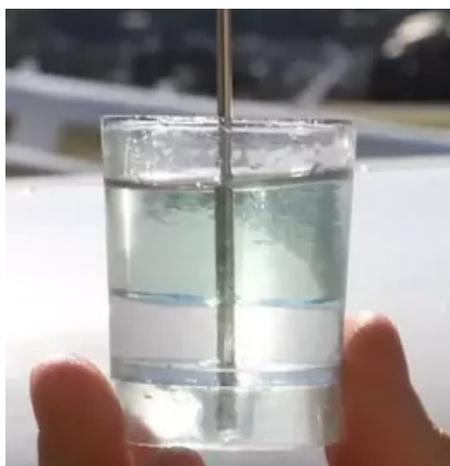
It is good airmanship to add additional buffers to allow for unforeseen circumstances. Planning appropriate buffers is the pilot in command's responsibility, however a good rule of thumb is plan to be back 30 minutes before last light.



Some things just don't mix!

Glen Caple, RACWA Chief Engineer.

The aircraft you fly will be exposed to wet condition in the near future and this will increase the possibility of you finding water in the fuel system during your pre flight inspection.



⬆ Light blue liquid is aviation gas.
Clear liquid is water.

Water can enter the fuel system from a contaminated supply, eg. The fuel bowser, truck or drum stocks, condensation from within the aircraft's fuel tank or from a leak in the fuel cap.

ANY water found in the fuel drains requires you to take additional action prior to flight.

Water in the system will gravitate to the lowest point in the tank/system. This is where the drain points are located. Draining ALL the points, wing and fuselage, will remove the water if the aircraft is parked on level ground. If the aircraft is parked on a slope you will have to move it to ensure ALL water is removed.

Rocking the wings up and down and pushing down on the tail can encourage the water to the drain points.

The flight manual of the aircraft may give additional information on water draining.

The main things to remember are that NO

water remaining in the system is acceptable for flight and if there is more than a small amount and/or if it spread throughout the system i.e. wing and fuselage drain points, do not fly and report it as a defect via the M/R.

NB. To report a defect via the M/R, fill out a SNAG sheet - one of the yellow A5 forms available at the front desk or from a member of our friendly Operations Team.

ROYAL AERO CLUB OF W.A.
ADVICE TO ENGINEERING

All defects must be entered in the Maintenance Release Students - Please have an instructor enter the defect on the MR

Is the aircraft unserviceable requiring it to be offline? Yes No

Aircraft Registration:

Date/Time:

Your name:

Your Contact Details (M) (H)

This allows us to contact you if more information is needed

Is this a MEL item? Yes No

If yes, what is the MEL expiration and requirement:

Describe the Exact Problem Please (Please be as specific as possible)

.....

The Airman's Dream

I'd been a pilot many a year
My health was lately poor
Grounded by a doctor's hand
Result of wounds of war

One day whilst laying in the sun
Of West Australian spring
I saw an eagle flying high
A-wheeling on the wing

As I watched I fell asleep
And dreamed a dream absurd
Instead of laying on the ground
I was that carefree bird

Released from earth I soared aloft
Lightly as a bubble
I hovered, skimmed and sailed along
Devoid of human trouble

I wheeled across the sky- blue space
Looking down from high
Saw a man in slumber deep
Deprived of wings to fly

Unfettered joy – my swift flight brought
Above the land and sea
I gazed upon the works of men
And thanked God I was free

Completely was my soul enthroned
Within the eagle's breast
Earthbound beings I despised
Convinced that birds were blest

For countless hours I winged my way
O'er town and countryside
My soul enchanted sang with praise
As boundless did I glide

At last for rest I felt a need
From joy and sheer delight
So on a halcyon breeze I soared
Downward to alight

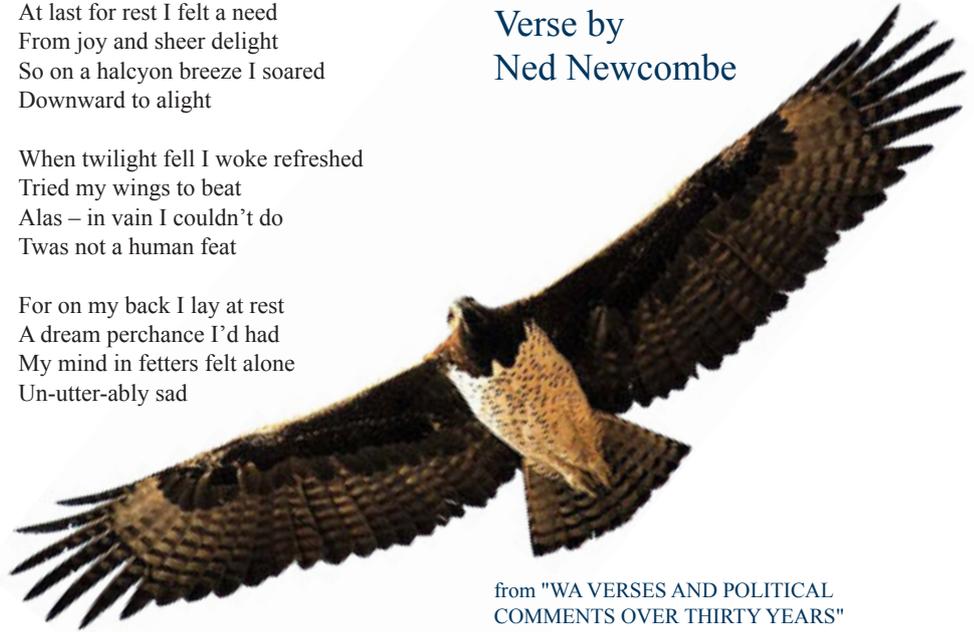
When twilight fell I woke refreshed
Tried my wings to beat
Alas – in vain I couldn't do
Twas not a human feat

For on my back I lay at rest
A dream perchance I'd had
My mind in fetters felt alone
Un-utter-ably sad

That rapture winging in the air
Had left my mind askew
Did I, a human, dream that I
Feathered freely flew

Or maybe-and I've strived to find
To God I've prayed I can
Am I an eagle deep in sleep
Dreaming I'm a man.

Verse by
Ned Newcombe



from "WA VERSES AND POLITICAL
COMMENTS OVER THIRTY YEARS"
By Vivid Publishing, Fremantle.



**FINAL NIGHT CIRCUIT
COMPETITION - JULY 4TH
REGISTRATION 17:45 JANDAKOT**

Murrayfield Matters

"The coming month will feature many Murrayfield regular fliers conducting a Flight Test for their Recreational Pilot's Licence." *Cameron Williams, RACWA Grade 2 Flight Instructor.*

The South-West is now settled firmly into the year's winter weather, and with it comes the usual abundance of varying conditions for flying. A little too often do we find ourselves on the ground, wanting to fly and waiting for that magical break when the clouds dissipate. But the Winter weather has a real Yin to its Yang, in the form of also featuring the most still, glassy flying that one can experience for the whole year. I don't know of any pilot that doesn't get excited at the sight of a calm windsock on a cool morning, and it was exactly one of those recent mornings when Murrayfield's current youngest student, Sam Taylor, took to the skies for his first solo. With his regular weekly spectators of his Mum and Grandad watching from the ground, he conducted his solo on a smooth morning that most pilots can only dream of. A few moments later he was back on the ground, with his own excitement only bested by that of his Mum's, who moments ago had been equal parts ecstatic and terrified.



⤴ Cameron Williams congratulating Sam Taylor on achieving his First Solo.

The coming month will also feature many Murrayfield regular fliers conducting a Flight Test for their Recreational Pilot's Licence. Prior to the big day, one scenario that I will often throw their way is a scenario that I am asked about on a regular basis, which is that of operating at Murrayfield during the hours at which skydiving is occurring overhead. On the surface it may seem like a rather precarious situation, to be flying at an aerodrome whilst people descend under canopies above. However guidelines have long been established which enable both canopies and aircraft to safely use the airspace, guidelines which I will now attempt to give a brief rundown of here for any interested members and readers.

Murrayfield is not the primary drop location for any parachuting operations, however when the conditions do not suit a safe beach landing at Rockingham, our aerodrome may be used instead. Parachutists will be dropped from upwards of 10,000ft, with canopies then being opened at or above 5,000ft. Parachutists will then descend overhead the aerodrome, but will always remain to the North-Western side (dead-side) of runway 05/23 when at or below 1,000ft. What this means for us as pilots is that circuits can be safely conducted on any runway during hours of parachute operations, with the only extra consideration being that upon commencing a go-around, pilots should exercise caution in tracking to the dead-side, and may instead elect to simply maintain runway heading. Unlike circuits however, departures and arrivals from overhead Murrayfield are not recommended during times of skydiving operations, it is instead recommended that pilots depart from one of the legs of the circuit (upwind, crosswind, downwind etc.). If a pilot does wish to depart from overhead, then upon hearing a broadcast from a skydiving pilot regarding an upcoming parachute drop (broadcasts are made on both Perth Centre and Murrayfield CTAF), that pilot wishing to depart should contact the skydiving aircraft and state their intentions, whereby the two pilots may assess who will be needing to use the area first, whilst the other will simply hold clear of the

zone until the first aircraft/parachutists are clear. It's the same logic as a round-about really; whoever wishes to use an area first should have a right to do so, while anyone else who arrives moments later will only have a short wait until the area is clear for them too.

For any pilots operating within the training area but also within the vicinity of Murrayfield, we advise that you keep an ear out for such radio calls on Perth Centre, and also monitor the CTAF when within close proximity to Murrayfield, as dropping onto the aerodrome of course means dropping through the training area too. When dropping is occurring, simply remain clear of overhead the aerodrome, and rest assured knowing that all canopies will be on the ground within 5-7 minutes.

I find myself consistently impressed at the standard to which students and members are able to safely operate around skydivers, but I wished to publish this in order to answer any lingering questions in the minds of members and other pilots. One final word of wisdom I will leave you with; if you ever find yourself in any situation where you are unsure of whether you can safely operate in the vicinity of skydiving at Murrayfield, then simply make yourself heard over the radio. For in order for all pilots to safely aviate and navigate, we must all have the ability to communicate.



⤴ Skydiving at Murrayfield Aerodrome.

Industry Presentation

"Royal Flying Doctor Service Captain Terry Robinson". *Ji (Jerry) Woong, WAAC Student.*

On Friday the 1st of June, we were very lucky to get an industry presentation from ex-RACWA Instructor and Captain from the Royal Flying Doctor Service, Terry Robinson.

This industry presentation like all the other industry presentations came with valuable tips and advice on how students like me can increase our chances on getting that first job, including being prepared as best we can and being disciplined in the way we fly. These tips are not surprising to me because seeing the way the pilots from the service fly their air-

craft, every takeoff and landing I've seen them done at Jandakot has been perfect, regardless of the weather conditions and the amount of traffic. It's like they never make any mistakes!

In my opinion, to have a chance to fly for the Royal Flying Doctor Service is definitely something not many pilots get to do as the type of flying they do carries a certain level of responsibility and skill, specially for cases where they fly into remote areas with airstrips that are short and unsealed and also when they do medical evacuation flights for any patients that are seeking immediate medical attention and facilities that the smaller towns are unable

to provide.

It was also the cherry on the top when we heard that the Royal Flying Doctor Service was going to bring one of their PC-12 aircraft to showcase it in front of the RACWA building for everyone to have a look inside to see what facilities they have on board and what kind of systems they run in their cockpit to ensure a good flight. We were told that the Royal Flying Doctor Service has 2 PC-24 aircraft ordered due to arrive in October and due to start service in January 2019 and this is something I am definitely looking forward to see.



⤴ L to R: Hamish Mickle, Ji Woong, Joseph Rayner, James Piesse Dillon Lalor, Fauzan Ahmed & RFDS Captain: Terry Robinson, who presented the WAAC students with their Wings!



⤴ One of the Foyal Flying Doctor Service PC-12s on the Royal Aero Club of WA's apron - open for viewing by WA Aviation College students and interested members of the public.

Hangar for Rent

Southern End of Jandakot

Call 0419 172 986

July Club Diary

- 4** Jandakot Night Competition #3
- 8** Murrayfield No Instrument Circuit Challenge
- 27** Formation Fridays with the 'Formicators'!
- 29** Jandakot Rudder Circuit Competition

College Diary

- 2** CPL Aerodynamics Course Commences
- 2** Instrument Rating Course Commences
- 27** Industry Presentation

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