

TARMAC TOPICS

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

MARCH 2018



Featuring:

- **What is Airmanship**
- **Australia Day 2018**
- **"The Flying Knights" & the Outback Air Race**
- **When Your Training Kicks In**
- **Achievers**
- **Much, much more...**



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February Old Fliers Group

It was another good meeting of the OFG. Many people remained behind to chat to friends. Past speaker, Tim Jones, was in town from Queensland and joined us for lunch.

The first talk was on the subject of aviation English. Why was English chosen as the common International Aviation language when there are far more Spanish and Chinese speakers in the World? What was the origin of the phrase "Roger that" and what does it mean? Coloured paddles were once an acceptable means of conveying messages from ground to pilot. When did Morse code and then radio come into use and how was this standardised? You would be surprised to learn how recently this occurred.

Brian Hernan spoke about two ill-fated German

airmen, Hans Bertram and Adolf Klausmann, who came to grief in the Kimberley due to a bad navigational error on a night flight in May 1932. Heading for Darwin, they thought they had reached Melville Island, but in fact they landed their seaplane near the Berkley River to the north-west of Wyndham. Deprived of food and water for nearly six weeks they came close to death but, fortunately, were rescued by aboriginals. Klausmann was mentally affected and never fully recovered. Bertram arranged for the retrieval of the aircraft which he flew south some months later.

While in Perth he was entertained by members of this club and resided with Norman Brearley. Later, Bertram flew to the Eastern States and eventually back to Germany.



⤴ Left to right: Klausmann and Bertram with rescuers. Photo - WA Maritime Museum.

Welcome New Club Members!

- *Warren Davies*
- *Sophie Patterson*
- *Colin Eggleston*
- *Veeran Morar*
- *Wesley Underwood*
- *Kevin Burgoyne*
- *Matthew Jose*

MEMBERSHIP GUIDE

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Caring for Aircraft Windows

The acrylic windshield fitted to your aircraft require different cleaning than the glass items fitted to your car.

Vale Jiri Anthony

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Stewart; our cunning, furry, 4-inch friend appears to have sharpened his teeth, donned his bandana and turned into a fully-fledged Murrayfield anarchist.

Letters to Editor

PC9 intercept.

TAFE Induction Day

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

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

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Cover Photo: Australia Day Formation Flight
courtesy of Andrew Brown

President Editorial

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

I am writing this month's report from a hotel room in Timaru, New Zealand, where I have been attending the New Zealand National Flying Championships, and the Wings International Trans-Tasman competition between Australia and New Zealand. It has been a very enjoyable trip with a little bit of sightseeing in Fjordland, Queenstown and Wanaka, and recently around Canterbury and Christchurch. Flying is alive and well in New Zealand, and they particularly love their flying competitions. However, like us, clubs are battling with the pressures of increasing costs and diminishing demand. They too have a regulator which is guilty of over-reach, sometimes to the detriment of clubs and the viability of general aviation. However, the regulator here freely allows activities such as low-flying, and dropping objects in competition - activities that have undergone restrictions in recent years in Australia. New Zealand continues to demonstrate that these can be conducted safely without overt regulation, when properly taught and managed.

Amy Richards will be leaving us in March to take up a role with QANTAS, and I would like to wish Amy all the very best in her new career. I am very grateful for the hard work Amy has done since being thrust into the position of Head of Operations in February last year. It gives me great pleasure to welcome three of our senior instructors into new roles. David Royans has been appointed Head of Operations VFR. David will be supported by John Crisp as Manager of VFR. David Roses takes up the positions of Head of Operations IFR and Chief Pilot. Congratulations also to Jarod Rowe, who has achieved a Flight Examiner Rating,

entitling him to issue RPLs and PPLs. I wish these gentlemen every success in their new roles at the Club.

In an effort to ensure our instructors are given the greatest possible job security in a market which shows a high demand for instructors, we are offering full-time employment to more instructors as this becomes possible. Cameron Williams is doing a great job at Murrayfield since taking over from John Crisp. If you haven't been to Murrayfield for some time, it is a great destination for a cuppa, and you are always welcome to drop in.

It has been previously reported that there is a high demand for commercial pilot training and this is evident in our ongoing relationship with TAFE. We now have 12 students from TAFE doing their flying training through RACWA. At the same time, recent weather has been good to us. After some wet and difficult weather disruptions, we are now catching up some of the lost hours, with February beating budget convincingly. This has created more pressure on aircraft, and consequently one C152 has been returned from Murrayfield and put into service at Jandakot. This has created even more demand for the Sling at Murrayfield. VH-ZDR has been temporarily converted back to a standard fixed-pitch C172, while the MT propeller hub is sent to Germany for servicing. This creates an extra C172 for member hire, and I encourage you to fly this lovely aircraft. It will be fitted with Garmin G5 avionics in the coming months.

The committee and management continue to pursue opportunities for development at Murrayfield. Club member Tony

Mercer, working for the Go2 Group, was commissioned to develop a set of prospective plans for development of the airfield. Members interested in seeing the plans are welcome to view them at the Club. Recently members of the Executive and CEO David Currey met with advisers from the Minister for Transport's office to impress upon them the importance of Murrayfield as a strategic aviation asset for the State. It is unclear at this stage whether anything will come from that meeting. In the meantime, further discussions are underway with the Shire of Murray and the Peel Development Commission.

CASA recently announced a number of quite progressive changes related to medicals. This initiative has been several years in the making, and is a credit to AOPA Australia, who lobbied very well on the issue, but also to CASA for listening and accommodating industry input. Certain operations such as aerial agriculture, flight instruction and flight examination now only require a Class 2 medical - no longer a Class 1 medical. In the near future, standard Class 2 medicals will be able to be issued on the spot by DAMEs, improving the turnaround time for medicals. Later this year CASA will introduce a new "Basic Class 2 medical". It will build on the concept of the Recreational Aviation Medical Practitioner's Certificate. The RAMPC enabled day VFR flight in private operations of a single-engine piston-powered aircraft with MTOW of 1500kg or less, carrying at most one passenger. The new Basic Class 2 medical will allow up to 5 non-fare-paying passengers in VFR, and it too will be able to be issued by a GP. More information is available on the CASA website.



⤴ Quick Trip Down Memory Lane - Andrew Jackson (CPL student) and Greg Robinson (Instructor) both ex RACWA some 20 years ago in Malaga (LEMG) on the Costa Del Sol. (Sunshine Coast) in southern Spain. Both "AJ" & Greg have been flying with Coastwatch all over the world for a number of years now and despite having numerous airline opportunities have stayed with Coastwatch, as both love the adrenalin of flying the Dornier at "zot" feet and the satisfaction of helping to save many lives in the process. Photo courtesy Mary Earnshaw

Club Captain Report

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

We have had a good start to the year's competitions with good turnouts at both Jandakot and Murrayfield. Our last Jandakot competition saw a 3-way tie for first place between Sylvia Byers, Rod Garnaut, and Martin Karl with perfect scores, in second place 1 point back was Jim DiMenna and a further point behind in third place, Jim Campbell. Janette Larobina, a student pilot at another school on the strip dropped in to see what we do and was persuaded by Rod and Sylvia to try her hand and achieved a creditable score. Well done everyone.

Currently there are only two RFACA affiliated clubs in WA who could host the event – RACWA and Curtin Flying Club, so we will be liaising with the Curtin group to hopefully jointly host and run 2019 in sunny Perth. Volunteers will be needed.

While starting to write this month's article an email popped into my inbox – From back in the days when Dean Martin was king – The Airline Pilot Sketch – type this URL into your favourite web browser for a look at how comedy used to be done. <https://www.chonday.com/16786/pilotstechfu4/>



⬆ Instructor Mike Thomas and Competitor Martin Karl taxiing back to the club after a successful competition flight in Jandakot 04/03/18

The current points standings are tabulated on the right.

Upcoming competitions are;

11/3: HMAS Murrayfield (Performance take-off and landing)

25/3: YPJT – Precision Circuit and Performance Landing

30/3: Good Friday Rottnest Bun Run – Keep your eyes peeled for details

8/4: Murrayfield Precision Circuit

16-22/4: RFACA Flying Training Conference and ALAC

29/4: YPJT Glide Approach

As you can see from above the ALAC is upon us and nearly slipped by without us sending someone. Jim DiMenna and Rod Garnaut are in the throes of deciding if they will attend.

And that brings us to this time next year when we are to host the conference and ALAC.

In February a group of us flew two aeroplanes to Busselton to have dinner. Off the ground at Jandakot at around 17:15, on the ground at YBLN at about 18.30 just before dark. A pleasant dinner followed by a return back to Jandakot in the dark, arriving back about 21.30. We were treated to a displaced threshold, having to fly over the bulldozer (or was it a roller?) parked at the end of the runway works, then an extended taxi past tall the closed taxiways (funny – taxi as related to aircraft always used to be spelled with a Y – don't you just love Microsoft) until we finally reached a point where we could exit the runway, then weave our way back several hundred metres to the parking lot and airside exit.

I can heartily recommend getting a few friends together and doing something similar. Places within easy flight of Jandakot (with lights) for a meal include Wagin, Narrogin, Northam, Bunbury and Busselton.

Club Competition Results	
Name	Running Score
Russell Philip	561
Peter Marshall	483
Jim Campbell	429
John Look	354
Stephen Wilson	342
Haydn Vernon	323
Sylvia Byers	296
Michael Stenson	284
Rod Garnaut	282
Jim DiMenna	272
Adrian Page	167
Debbie Speak	150
Keith Milner	144
Rob van Hamersveld	141
Martin Karl	106
Kayla Aitken	100
Linda Maule	94
Cheryl Simpson	90
Alex Hartner	83
Janette Larobina	76
Mandy Newell	70
Jeff Stein	66
Sue Eldridge	60
James Robertson	53
Martin Jones	43

GENERAL AVIATION

What is Airmanship?

"Good airmanship is like fuel, if you want to keep flying you need to have it." *Elliott Montagu, retired airline pilot and WA Royal Aero Club student 1959.*

Born in Budapest Hungary, Eric Weisz, who later become known internationally as Houdini the magician and escapologist, claimed to be the twenty fifth person in the world to fly a powered aircraft. It was reported that Houdini, an American, who had emigrated at a young age, was to receive a large sum of money to carry out several powered flights in Australia with his Voisin aircraft thereby being the first pilot to make a controlled powered flight in Australia.

The headmaster of Melbourne's Wesley College didn't want an American to have that honour. He thought that honour should go to an Australian pilot or at the least a British pilot. As he was unable to find an Australian pilot to take the challenge he contracted a British pilot to fly a machine which the headmaster had acquired. The flight was to take place from a field near Diggers Rest, a small settlement off the now Calder Freeway about 35 kilometres northwest of Melbourne, where a plaque now commemorates the event.

Both pilots transported their machines to the field and on the morning of March 1st, 1910 the British pilot, Ralph Banks, decided it was time to take to the air and beat Houdini to the honour. To determine if conditions were suitable for flight, the procedure then was for the pilot to light a match and if the flame was blown out by the wind, conditions were considered to be unsuitable for flight. The two pilots were at the field that morning and made their separate assessments of the conditions.

Houdini's match was blown out and he elected to stay on the ground. Banks' match was also blown out but he decided to fly. Banks got airborne but almost immediately crashed, demolishing the machine but fortunately not himself. Harry Houdini was to fly another day.

Seventeen days later on the 18th of March 1910 Houdini became the first aviator to make

a controlled powered flight from Australian soil. Would Harry's decision not to fly when his match blew out in the wind, even though there was so much at stake, now be considered an early example of good airmanship?

So what is airmanship? Airmanship cannot be defined in a few words, however, it is universally recognised that a pilot should possess it. Airmanship is not bestowed upon a pilot at birth; it is a learned attribute which, if pursued, will come with aeronautical experience. It results from a pilot's desire to pursue airmanship attributes, to develop attitudes and skills, to gather knowledge and learning, all of which are to be applied to the task every time the pilot plans to or goes flying. It results from the pilot's general attitude towards aviation, i.e. his or her personal aviation culture.

Some attributes that could help define good airmanship include adequate stick and rudder skills, flight management skills and good decision making ability. The ability to function under pressure (sometimes extreme), good situational awareness, ability to honestly self assess, to manage risk, handle peer pressure and management pressures.

Ability to prioritise tasks and information and attend to detail while maintaining an overview of the present situation. Ability to project the effect of present happenings into likely future outcomes. The ability to smell a rat. By this I mean to recognise, have a feeling or a sense that things are not going in the right direction and having recognised this, positively stop it right there and change direction. To have personal discipline and be able to stay focused and not be distracted. To have a good knowledge and understanding of the aircraft, meteorology, theory of flight, air legislation, and all the subjects that one is required to study when applying for a particular license or endorsement.

The ability and the desire to retain and apply

all of the above are essential elements of airmanship. But the desire to retain and apply means nothing unless it is actually put into practice. A good example of putting it into practice was a Captain's handling of a double engine failure and a successful ditching in the Hudson River in New York. Compare that example of airmanship to the example set by the crew that managed to destroy an apparently serviceable B777 during a routine visual approach in good conditions at San Francisco.

Note that additional skills are required to be a successful crew member, e.g. communication skills, leadership, followership, resource managerial skills, conflict resolution, stress management, team building and others. A 'good' pilot is not necessarily going to make a 'good' crew member.

The challenge throughout the life of a pilot is to always make decisions that contain the ingredients of good airmanship e.g. when pressured by operational or commercial circumstances, tempted to fly in IMC when not trained or current, when feeling good or feeling bad, when behind schedule, hassled, tempted to show off, tempted to indulge in low flying or unauthorised aerobatics, not report a heavy or hard landing and so on.

No matter whether flying for a living or flying for fun, duties must be carried out in a careful, thorough and professional manner at ALL times. Good airmanship is like fuel, if you want to keep flying you need to have it.

Understand what it is, nurture it, incorporate it in your personal aviation culture and apply it every time you go flying. As a PIC or other crew member you owe that to those who put their trust in you and whose lives you are responsible for, you owe it to your loved ones, you owe that to other airspace users, your employer or your flying club and you owe it to ab initio pilots you may influence.



⬆ On January 15, 2009, Captain Chesley "Sully" Sullenberger landed an Airbus A320-214 in New York's freezing Hudson River following a bird strike-induced loss of both engines. All 155 passengers and crew on board US Airways Flight 1549 survived. Photo Daily Mail.

Achievers



BRENDON COX
- Congratulations on your First Solo.



JEREMY SMITH
- Well done on your First Solo.



DILLON LALOR
- Round of applause on your First Solo.



JI WOONG
- Kudos on your First Solo.



MAXINE SMITH
- Pat on the back on your First Solo.



IMESH ABEYSGOONWARDENA
- Congrats on your First Solo.



EMMA WHYTE
- Good work on your First Solo.



MEHMET DAGLARKIRAN
- Gold star on your First Solo.



JOSHUA DILLES
- Hats off on your First Solo.



JOSEPH RAYNOR
- Singing your praises on your First Solo.



FAUZAN AHMED
- Let's hear it for your First Solo.



JAMES PIESSE
- Congratulations on your First Solo.



KIM MCDUGALL
- Good work on your First Solo.

ADDITIONAL FIRST SOLOS:

Daniel Gardner.
Simran Sandhu.



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MACKENZIE RATTEN
- Well done on your RPL.



GLEN SPARKS
- Well done on your RPL.

Achievers



YONG CHERNG LOW
- Round of applause on your RPL.



CRAIG CHALLEN
- Pat on the back for your RPL.



JOSEPH LONGDEN
- Good work on your RPL.



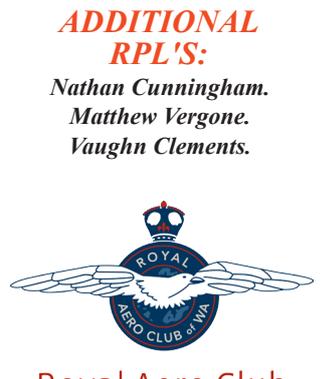
SANJEER SAI
- Hats off on your RPL.



CLIVE LACEY
- Let's hear it for your RPL.



**RYAN HENG
MUN MOK**
- Kudos on yur RPL.



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TONY MERCER
- Congrats on your PPL.



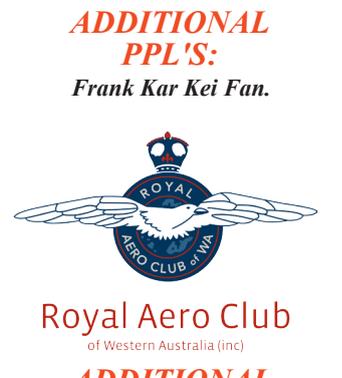
GIOVANNI ANTHONY
- Well done on your PPL.



**JONATHAN
ANDERSON**
- Good job on your PPL.



**CHUN-CHANG
(REMI) TSENG**
- Congrats on your PPL.



Royal Aero Club
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**ADDITIONAL
CPL'S:**
Shahmir Ahmadinezhad.



DANIEL COLE
- Commendations on your CPL & Initial FIR.



JAYDEN ROEPEN
- Singing your praises on your CPL.



SIMONE HAMMOND
- Let's hear it for your CPL.



WAYNE GUNSON
- Congrats on your CPL.

Achievers

ADDITIONAL INSTRUMENT RATINGS:

Timothy Kuruckchi.

ADDITIONAL NVFR RATING:

*Jehtie Slater.
Shane McNeice.
Michael Yeates.*

ME CLASS RATINGS:

*Troy Harris.
Timothy Kuruckchi.*



KEITH CHANDRA
- Round of applause on you Initial FIR.



LIAM ELDON
- Felicitations on your Instrument Ratings.



CHARLEE HATELEY
- Congratulations on your Instrument Ratings.

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WA AVIATION

Australia Day 2018

"The Tigers sorted themselves out into a wide formation and approaching South Fremantle, I was tasked (as number seven), to take up a position on the right flank, to produce a "Missing Man" formation, to recognise the absence of Peter and Endah, whom we so tragically lost last year.." *Mick Harcourt, RACWA Club Member. Photos Courtesy: John Rogers.*

The news reports came in quickly after we had landed and saw in full colour, the tragedy unfold on the TV News. The date was 26th January, 2017 and two of the members of our aviation group had lost their lives in a tragic accident.

After two and a half decades of safe display flying over Perth waters to help celebrate Australia Day in Perth Western Australia, this should happen. The whole event was closed down and more than 200,000 spectators made up of families, friends and relatives dispersed from around the foreshore of the Swan River in shock, sadness and disbelief at what had occurred on this normally happy and celebratory occasion.

Announcements throughout the rest of the year made it quite clear that The Skyshow (involving scores of aircraft, both Civil and Military) part of Australia Day celebrations would be "on hold" for many reasons.

There are a core of aviators in Western Australia, who have traditionally kept this day free for nothing but flying, so it was, that an idea was passed around among us, to hold a "non official" commemoration flight for our two lost comrades.

It was agreed that we could all meet up at Serpentine Airfield, sort ourselves into groups and be briefed as to a plan and route to take for this flight.

Werner Buhlmann as well as being a highly professional pilot, is a name also synonymous with Club and Sport flying in West Australia, and he agreed to lead the formations in both the flight and briefing, which to a noisy crowd of nearly 60 people he managed successfully!

His plan was simple: Establish pilots' formation credentials (most of whom were endorsed), group them in similar performance formations and let the non formation guys bring up the rear. He then proceeded with a very thorough route, airmanship and emergency brief.

First off were the Tiger Moths, Werner leading in VH-DWD with Gail, followed by Nigel and Lesley Emmans, then Bill Durlle, Barry Markham, Clark Rees with Glenn Darlington, Bert Filippi and Mick Harcourt with John Rogers in VH-FAS.



Next came Chipmunk Formation – Warren and Joyce Reynolds, Glen Caple and Liz Smith, Kevin and Vicki Bailey and Frank Smit.

Two more formations comprising of Dave Gard, then Sue Clarke and Martin Jones in Victa VH-MRI, as well as a Mooney formation that included RACWA Club President, Andrew Eldridge, Adrian Thomas and his brother Bill, flying in a North American Havard.

A group of five non-formation pilots brought up the rear, including David Currey, CEO of the Royal Aero of WA.



Take off was meticulously planned to ensure no one had completed their flight before the last group got off! The plan was for the slow aircraft to be overtaken by the faster aircraft in a strict manner and different levels were used to achieve this both smoothly and safely. Radio procedure was to be adhered to.

The Flight. What can I say? The weather was perfect. A beautiful mid-summer Perth evening with the Sou'westerly abating and a magnificent blue green ocean, dazzled by a setting sun on the far off horizon, the heat of

the day waning to allow a perfect evening.

The Tigers sorted themselves out into a wide formation and approaching South Fremantle, I was tasked (as number seven), to take up a position on the right flank, to produce a "Missing Man" formation, to recognise the absence of Peter and Endah, whom we so tragically lost last year.

The eclectic collection of aircraft headed on north just inland of the coast, faster ones advising the passing of slower ones and everyone revelling in the sight of so many different aircraft types on view.

Turning around Scarborough and tracking south, we sorted ourselves into those going back to Jandakot and those carrying on to land at Serpentine. After splitting, we established contact with Jandakot Tower and were vectored for our landing – all without incident.

So, what of the people of Perth? Did they know of the Flight we just did? Or the reason why? Probably not, but WE did.



WA AVIATION

"The Flying Knights" RFDS Fundraisers

Circumnavigating Australia in the 2018 Outback Air Race

“Donations go directly to the Royal Flying Doctor Service - which are utilised in the purchase and maintenance of specialised medical equipment and to fund the incredibly dedicated teams of doctors and nurses who in 2016 on any given day made an average of 775 patient contacts, 145 patient transports and flew 71,664 kilometers.” *Stuart McDonald, RACWA Club Member.*

My name is Stuart McDonald and I've been a member of the Royal Aero Club of WA since 2012, when I commenced my PPL training. During August this year, I am piloting a Cessna 172RG (VH-FCI), undertaking a circumnavigation of Australia in the 2018 Outback Air Race, along with my faithful navigator Mr. James Harrison.

The Outback Air Race, held every three years, raises funds for the Royal Flying Doctor Service. It is a challenging event for pilots and their passengers - spanning two weeks flying over some of Australia's most geographically challenging and stunning landscapes.

The challenges reflect those often faced by the Royal Flying Doctor Service as they assist

everyday Aussies in remote areas during medical emergencies, where they also go above and beyond in their daily delivery of health, family and community support. Despite growing demand for services, Federal Government funding has remained largely unchanged since 2006.

Our team, "The Flying Knights", is registered to participate in this year's race and aims to raise at least \$5,000 by the conclusion of the event in September 2018, via our teams' fundraising page: <https://oar18.everydayhero.com/au/the-flying-knights>.

The donations go directly to the Royal Flying Doctor Service, which are utilised in the purchase and maintenance of specialised medical equipment and to fund the incredibly dedicated teams of doctors and nurses who in

2016 on any given day made an average of 775 patient contacts, 145 patient transports and flew 71,664 kilometers.

Please follow our progress and the race through the Outback Air Race Website, www.outbackairrace.com.au



Ⓜ Left to right: Stuart McDonald (Team Captain - Pilot) and James Harrison (Team Member - Navigator) - "The Flying Knights"!

Where Did the Oil Go?

"There have been several incidents where oil has been added over the maximum level requiring the engineers to drain the sump." *Tim Berryman, RACWA Flight Instructor & Safety Manager.*

Checking the oil is a critical element of every pre-flight inspection. Pilots must know the minimum and maximum oil quantities for their aircraft and the oil should be within those limits. If the oil level is getting close to the bottom of the permissible range then it is good practice to top it up prior to commencing the flight.

Usually the oil is easy to see on the dipstick with the colour ranging from a honey colour to nearly black, however fresh, clean oil can be colourless and very difficult to see, particularly when the engine is warm.

So if you can't see anything on the dipstick, don't just add oil & over fill it - double check and if required ask an instructor for assistance.



⤴ This dipstick has oil over 5 quart mark

Tips for checking the oil:

- Know the minimum and maximum permissible quantities for the aircraft.
- Know the type of oil required – usually labelled on the inside of the oil flap - straight oil (black bottle from the RACWA hangar) is usually used during engine run ins.

- Take a rag to wipe the dipstick when checking oil – if it looks like there is no oil wipe it off first and check again. Even if the oil level is low it would be extremely unusual for there to be no oil at all on the dipstick.

- Top the oil up if it is getting close to the bottom of the permissible range by:

- Confirming the correct oil type / grade.
- Collect the oil from the hangar, complete the details on the sign out sheet, along with a funnel and rag.
- Carefully pour the complete quart of oil into the engine sump, using the funnel and avoiding spills.
- Wipe down any oil drips.
- Record the oil used on the VDO card.

Caring for Aircraft Windows

"The acrylic windshield fitted to your aircraft require different cleaning than the glass items fitted to your car." *Glen Caple, RACWA Chief Engineer.*

Glass cleaner is NOT the right choice for cleaning aircraft windows and can damage the acrylic beyond repair.

As the acrylic is relatively soft it is best to rinse off contaminants with clean water and not to

try to remove them with a dry cloth which will scratch the surface. If large quantities of clean water are not available an acrylic cleaner and a CLEAN cloth can be used but as any contaminants trapped in the cloth will scratch the surface it is essential to keep a CLEAN section of the cloth against the surface.

It is important not to have jewellery touch the plastic as it WILL damage the surface. In the past we have had to replace windshields damaged by diamond rings when removing condensation from the inside by rubbing with the back of hands, so this sort of damage may occur during cleaning as well.

Vale Jiri Anthony *John Douglas, RACWA Chief Flying Instructor*

Jiri Anthony, a long standing member of the Club, passed away on February 14, 2018 at Bunbury hospital after a short illness.

Jiri was an adventurer and a very talented man. Not long after graduating from University and having worked as a Jackaroo on Fossil Downs, he, along with brother Paul, built one of the first Ferro-cement keelers in the State and eventually sailed it to Africa, no mean feat.

Jiri bought two old Tigers from a farm sale and had one beautifully restored by the late Stan Chappell, who was once the legendary CE of the Club. I first met Jiri when he came down

to Narrogin in the early 70s to get endorsed on the Tiger, a friendship that endured more than 40 years. Jiri had the Tiger completely refurbished again in recent times by Rob Felton and Viv Pavlinovich. It is now based in Busselton taking tourists over the Jetty.

Jiri was a talented designer and built a number of high rise apartment blocks in Perth., but will be remembered by old club members for his love of Tigers, aerobatic and formation flying. A fitting tribute was organised by Clarke Reese for a formation of Tigers that flew over Jiri's wake, held at the Fremantle Sailing Club, on the following Friday afternoon.



⤴ Long standing Member Jiri Anthony



⤴ Jiri flying his de Havilland Tiger Moth - VH-AZT



⤴ Jiri and passenger

GENERAL AVIATION

When your training kicks in...

"I would say it took me around 45 seconds to register that I was in trouble and then my training kicked in." *Ian Wright, RACWA Club Member.*

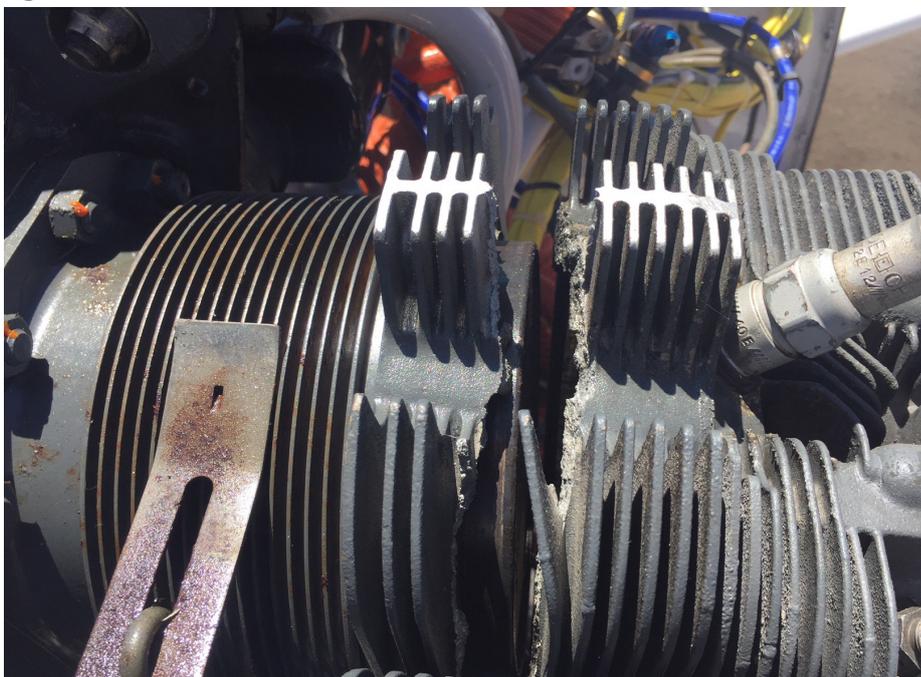
Departing Serpentine Airfield on 10th February for a local flight down to Bunbury, I had no idea that this flight was to be so eventful. After practising approaches at Bunbury, I headed for home. Abeam Binningup there an almighty bang with an instant loss of power. I would say it took me around 45 seconds to register that I was in trouble and then my training kicked in. I knew that I was approximately 8 miles from the Preston Field Airstrip which is also known as the Blair Howe Airstrip with the DC3 parked on the front lawn in front of the homestead. A great landmark from the air.

What followed next can be summarised by the emergency procedures that were carried out:

- Still had partial power so would try and make Preston Field Airstrip.
- Checked the JPI 830 engine monitor to ascertain the state of the engine. I could see that I still had partial power available on number 1, 2 and 3 cylinders and the oil pressure was still ok, but on number 4 cylinder, the bar graph was bright red and the cylinder was no longer functioning.
- At the time, I thought that I had hit a big bird so it was at this point I broadcast a mayday call. There was no response from Melbourne Centre but that was the least of my worries at the time as I know that they could track my position on ADSB.
- There was no vibration from the propeller, so in hindsight, I now knew that I hadn't hit a big bird. The engine was now only just running on 3 cylinders and the noise was frightening to say the least. Preston Field as this was my best option whilst I still had partial engine power available.
- I knew that I would be landing downwind.
- I was taught to plan to arrive with height to spare on the final approach as it was better to hit the fence at the end of the strip from a safety point of view as one could always side-slip to lose height which is what I did on this day.
- After a successful landing and regaining my thoughts of events, I surveyed the aircraft. There was a lot of oil everywhere in the engine bay and I could see the damage to number 4 cylinder.
- Air Search and Rescue from Canberra called me ½ an hour after landing to make sure I was OK along with a brief explanation of events. They also rang me back 1 hour later to check that I was still OK which was very much appreciated.
- The following Wednesday a LAME flew



⤴ Club Member, Ian Wright, with the damaged number 4 cylinder



⤴ Close up of the damage to the number 4 cylinder

me back down to Blair Howe's airfield where he removed the number 4 cylinder, fitted an exchange cylinder and rings. Some 4 hours later, ITW was now ready for a ground run and I then flew ITW back up to Jandakot for the remaining cylinders to be replaced.

In summary, I can't stress enough, practise forced landings as you never know when an engine failure or partial engine failure may happen to you. There is no substitute

for practising emergency procedures along with making a note of airstrips along your flight path as you just never know when you may need to use one. On this occasion, I was fortunate that I knew where Preston field was and approximately how far away the airstrip was when the partial engine failure occurred.

Finally, I would like to thank Blair and Sue Howe for their very kind hospitality in the time of need which was very much appreciated.

Murrayfield Matters

I imagine right now you may be wondering why I would expect you to be interested in the folly of me and my mouse... this is a flying magazine after all. In truth, all of this is a rather long winded way to say; if you have attempted to ring us here at Murrayfield this month and had the line redirect to Jandakot, Stewart's fleeting rebellion may have been a rather likely culprit.

Cameron Williams, Grade 2 Flight Instructor.

For the bulk of the world's population, February has been a rather frigid affair. The Winter Olympics have come and gone, and at the time of writing, it appears that the weather gods have deemed that the United Kingdom should be made to resemble the region north of the wall from Game of Thrones. I appreciate that many (probably most) readers of this article may not catch that reference, so please allow me to try again. The UK is coming to resemble Minnesota and North Dakota from the excellent film Fargo. Still no? I'll go back a little further... It's coming to resemble the hotel grounds from the climax of The Shining. We're now in pre-1980 reference territory, if nothing has hit yet, I am afraid I have nothing for you. Yet I imagine you get the point; our northern friends have been rather chilly. But down here on the quiet side of the equator; life has been rather blissful during the tail end of summer. The sky has been running a light cloudless blue, and each day at Murrayfield has ringing with the familiar soundtrack of piston engines, "clear prop"ing, fuel pumping, and the occasional mouse chasing.

One of my favourite childhood films was Mouse Hunt, the slapstick tale of two men who incidentally and accidentally destroy their house in the pursuit of a devious little mouse. Over this past month, I have come to understand these men. To sympathise with their struggle, to empathise. This is because Stewart; our cunning, furry, 4-inch friend appears to have sharpened his teeth, donned his bandana and turned into a fully-fledged Murrayfield anarchist. For on the morning of the 13th, I arrived to find our phone and internet cables shredded to pieces. I of course took this rather personally, only two months into the job and my one Murrayfield companion has decided to mutiny. So that evening I embraced the conflict, replaced the shredded cables and lay mouse traps by the scene of the crime. Mouse traps which I believed would put an end to his little overthrow, but which turned out to be mere amusements to him, as I arrived into work the following morning to find all mouse traps untouched, and my brand new internet and phone cables shredded once more. He had now turned up the heat and claimed his second victory, but I am hopeful that I have won the

war by repositioning the cables to now run along the ceiling. I will continue in my mouse trapping ways over the coming month, however much like how Spanish matadors may give the rare appraisal of a bull's performance to be so legendary that it may earn its freedom, and be released to green pastures. I have decided that if Stewart keeps his wits about him and avoids the mouth-watering treats I am planning on leaving him throughout March, I will abandon my mouse-trapping crusade, let bygones be bygones and allow him the chance to reclaim his Murrayfield position. Firmly, at number 2. Sorry Mike, he's still got you beat.

I imagine right now you may be wondering why I would expect you to be interested in the folly of me and my mouse... this is a flying magazine after all. In truth, all of this is a rather long winded way to say; if you have attempted to ring us here at Murrayfield this month, and had the line redirect to Jandakot, Stewart's fleeting rebellion may have been a rather likely culprit. It is now over, and unlike Ernie and Lars from Mouse Hunt, I have not reduced the residence to a flaming husk in my feeble attempts to thwart him. We are once again easily contactable on 9581 6222 and at murrayfield@royalaeroclubwa.com.au.

If you call on a Saturday, you may even get to speak to our newest team member; Jet. Yes, he may have a name that runs alongside Maverick and Ace in levels of aviation cliché, but he is a great guy, a fantastic instructor and a really great addition to our team down here at Murrayfield. I'll be telling you all a little more about Jet next month.

This was a movie-themed article after all, I couldn't pass on an opportunity to end on a cliff-hanger.



Image courtesy "Mouse Hunt" the movie.

Letters to Editor *Aaron Dempsey, PPL Holder & WAAC Student.*

One of the best experiences while flying... Conducting a solo training navigation exercise as part of a weekend of navigation. The following was my flight plan: Jandakot via V66, to Northam, up to Wongan Hills, over to Moora past D193/R156, out to Lancelin, down the coast around Rottnest Island, arriving at Murrayfield. Little did I know that my adventure was about to take a surprising turn, one that will stay with me for the rest of my life.

The track from Jandakot to Moora was un-

eventful with all tasks and requirements completed. A beautiful day with not a cloud to be seen; CAVOK. One of the smoothest days I had flown in all summer in fact. Out of Moora, I checked with Melbourne Centre the status of R156; it was active so advised I would maintain 2500" to remain clear all the way to Lancelin.

Overhead, the view from Lancelin south was superb. However, just north of Two Rocks, Centre contacted me, (this is where the fun begins) 'SPN be advised two PC9s at your

12 o'clock low 400"'. To which I responded "Traffic not sighted - SPN", sitting nicely at 1500" with my eyes out radially scanning. I then sighted the two PC9s at my 10 o'clock low. Soon after, they rapidly climbed in an almost vertical motion. Their movements were so smooth, fluid and synchronised, almost as though it was a perfect symphony in the air. One can only respect and stare in awe at the symbiotic mixture of man and machine. It is days like these that remind us all why we are in aviation, and the passion we all have for flight is what drives us all, day-to-day.



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