

# TARMAC TOPICS

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

MAY 2019



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



*Featuring:*

- **RACWA is proud to present our newly qualified LAME - Toni Weston**
- **John Douglas 27,000 Flying Hours Milestone**
- **Wrap-up: Stirling Range Air Race and Fly In**
- **Inbound position of six south has been abolished**
- **Armidale Departure/New YPJT Inbound Points**
- **Congratulations to our Achievers**
- **Much, much more...**



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# April Old Fliers Group Meeting

A lot of our members were still away on the Easter/Anzac Day break but 68 did come to enjoy the buffet lunch and hear our presenters. *Steve Rogers*

Chocolates were on every table and three raffles were held for DVDs. Our first speaker was Shelley Yeo. She followed up on her first talk "Lost West Australian airmen", with a talk titled "Lest we forget", the stories of Roy Walter Mouritzen, Keith William Stronach and George Viner Wicks. Three gifted young men from here who wanted to fly. However, this was 1914-1918 and there were obstacles and heartache for their families.

We have wanted to hear Jan Ende's stories of his life and today he told us of his work with the RFDS and his love for the Kimberley, his Queen Air and a certain flight nurse, Penny Webb. The Kimberley in Jan's day was isolated and with none of the modern day comforts. Communication was primitive. Yet the dependence on one another led Jan and Penny to accomplish many successful flights in appalling weather because their patients had no one apart from these two to help. Jan told us of the aircraft the RFDS used, with their faults and good points. There was a progression from the Fox Moth (yes, VH-USJ still flies at Serpentine), Cessna 180, Beechcraft Baron to the Hawker 800XP. Jan was a LAME so was able to service aircraft, only returning to Perth for the 100 hourlies. Jan has many more stories in his flight bag and we would be delighted to have him back.

These and other videos can be seen at <https://www.youtube.com/user/OldFliersGroup>  
We have achieved 1,175,172 hits there and 2,320 users have subscribed. Have you?



Gordon Hamilton and Bevan Marshall, both with a long history of working in aviation as LAMEs, enjoyed the buffet lunch before the talks began.

## Hangar for Lease



**13.5 x 11m - Southern End of Jandakot**  
**Call 0419 172 986**

## Featured - Local Aviation

- 7 RACWA is proud to present our newly qualified LAME - Toni Weston**  
It takes a lot of hard work, yes, but IT'S WORTH IT!!
- 8 RACWA LAME Congratulations**  
I would like to thank Glen and his team, including Graeme Blakers who has moved to a chief engineer position elsewhere at Jandakot, for helping Toni achieve this milestone.
- 9 John Douglas 27,000 Flying Hours Milestone**  
Not many pilots ever exceed the 25,000 flying hours, and for JD to have accumulated 27,000 hours of mainly instructional flying is indeed an exceptional achievement.
- 10 Wrap-up: Stirling Range Air Race and Fly In**  
The airfield at the Stirling Range Retreat presented some fun. First there was the challenge for some of finding the airfield, cunningly disguised as a paddock and identifiable only by lines of car tyres, once painted white but highly weathered. Some crews found it, then lost it flying the circuit!
- 12 Inbound position of six south abolished**  
It has now been replaced with two individual inbound points; "BRICK WORKS" and "OAKFORD"
- 13 Armidale Departure/New YPJT Inbound Points**  
This is about the ARE departure itself.

## Regulars

- 2 Old Fliers Group Meeting**
- 4 Club President Editorial**  
Onwards and Upwards.
- 5 Club Captain Report**  
Have you considered the joys of Formation or exhilaration of Aerobatics? These can all be attained at the Club along with perhaps the sheer pleasure of Tailwheel aircraft flying?
- 6 Congratulations to our Achievers**
- 8 Industry Presentation**  
WAAC welcomed the always popular Royal Brunei Airlines Boeing 787 Captain Allan Bradley back, who spoke about what it takes to succeed in the Aviation Industry.
- 10 Welcome New Club Members**
- 11 Safe operation during winter**  
With the winter weather approaching it is time to think about the changes required for the safe operation of your aircraft.
- 15 Murrayfield Matters  
Club & College Diary**



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

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Front Cover:  
Stirling Ranges Fly Away  
& Great Western Air Race  
Photo courtesy Andrew Eldridge

# Club President Editorial

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

**H**ello members, I hope you've been making the most of the excellent Autumn weather. During the wet months early in the 2018/19 financial year we fell behind our budgeted flying hours, but the wonderful weather we have had recently has enabled us to claw back that deficit and more. We are now well ahead of budgeted flying hours for the year-to-date. For the first time in many years we have a comfortable cash position, and we have cleared our finance debts. We still owe a small amount on two of the Cessna 172 S models, but this will be paid out by year end. Winter is just around the corner, and might yet throw us a curve ball, however at this early stage CEO David Currey expects this year's financial result to be the strongest during his tenure. There are many positive consequences other than financial, of course. Many students are achieving their flying ambitions, and the Achiever's Bell has been ringing frequently.

The latest WAAC intake referred to as B19, began in May with another 8 students. WAAC continues to power along with strong enrolments and excellent results. A lot of hard work goes on behind the scenes to promote the College and Club. Merrilee Greenaway has been busy attending high school career days, and together with a contingent of staff and instructors, will attend the Careers Expo at the Convention Centre in mid-May. The upcoming Open Day on 25th May is a great opportunity to showcase both Club and College, and for budding pilots there will be one PPL seminar and two CPL seminars. This is a great event to attend if you would like to experience the magic that happens when the Club and College are open to the public. You are welcome to attend the event, to speak with prospective pilots, tell them about our great Club and share the joy of flying. Prior to the Open Day, Steve Wilson, Chairman of the House and Grounds Committee and a group of dedicated volunteers, will once again roll up their sleeves to make the clubhouse look spick and span, and I thank them for their hard work.

Some members are noticing a resurgence in recreational flying. I was recently fortunate to participate in a fly-in to the Katanning Airport which was organised by the West Australian Aviators & Events Group. The organisers were not expecting 50 aircraft and 80 people to arrive. It was a massive and surprising turnout, which proves that with the right event, and proper promotion, pilots are looking for places to fly and events to attend. Thankfully there was plenty of parking at the airport, and adequate room at the venue, but 3 additional bus transfers had to be arranged at short notice to transport everyone into town. Attendees were given a tour of the town and the beautifully refurbished Premier Roller Flour Mills building, which is now a café/restaurant and 5 star hotel.

Also held in May was the Great Western Air Race Stirling Ranges fly-in. Treasurer Ray Challen organised this extraordinary event, and it was my privilege to attend along with 8 other aircraft. I climbed Bluff Knoll for the first time. Ray's report is included later in this edition. Everyone who attended had a brilliant time, and I highly recommend the Great Western Air Race and other Club fly-aways. These events are a way to put your licence to the best possible use.

for this very reason. We are also conscious that there is a group of members who obtain their licence and then leave the Club for a period of time to pursue other activities, with a plan to return later. To enable these members to maintain a connection with the Club and preserve continuous membership, we have introduced a new class of membership known as Social Membership. This is a type of associate membership which doesn't convey voting rights, or the benefit of member hire rates (except for



Lunch with the Albany Aero Club as part of the Great Western Air Race/Stirling Ranges fly-in.

Congratulations to Toni Weston who achieved her Licensed Aircraft Maintenance Engineer qualification recently. Toni started as an apprentice in January 2014. RACWA has a proud tradition of welcoming and training apprentices, and there is a massive demand for LAMEs in General Aviation at the present time. Toni's new qualification is very welcome in the hangar, and we wish her well. (See page 7 for full article). We have an ongoing program of upgrading the rear bulkheads in our C152 fleet. This has the advantage of reducing the impact of SIDS. The program is close to completion and Glen Caple deserves credit for this excellent initiative which saves the Club a good deal of money.

I expect that many of you have recently been through the drama of changing to the NBN. The Club is about to embark on this journey. At the same time we are upgrading the telephone system. Telephone numbers will remain unchanged, and hopefully there will be minimal disruption, but if you do encounter problems contacting the Club, please be aware that we are going through a transition to a new system.

The Committee is conscious of the need to keep membership affordable, and indeed the ordinary membership fee was reduced for 2019

competitions). The Committee believes we need to revisit our existing classes of membership. For example, there is a need for a new ordinary class of membership that rewards loyalty and ensures we retain senior long-term members in the Club. This would potentially require a change to the Constitution and approval at the AGM. We anticipate reviewing the existing classes of membership and proposing one or more new classes of ordinary membership for the 2019 AGM. These proposed changes will be circulated prior to the AGM. If you have any suggestions, please let me know.

CASA holds Safety Seminars at the Club and indeed one was conducted in May. The Club supports these initiatives, and we also do our fair share when it comes to promoting safety in aviation. At the Safety Seminar and in our recent communications to members, we have helped get the message out regarding the new VFR reporting points inbound to Jandakot, and the new ATIS frequency. If you don't know what I'm talking about, please ensure you read the details in this edition (see pages 12 and 13), or pick up a new ERSAs and familiarise yourself with the new procedures. It has been said at our Industry Presentations that flying is a perishable skill, that is, "use it, or lose it". Please keep your skills current, and enjoy your flying.

# Club Captain Report

"Have you considered the joys of Formation or the exhilaration of Aerobatics? These can all be attained at the Club along with perhaps the sheer pleasure of Tailwheel aircraft flying." *Mick Harcourt, RACWA Club Captain.*

**W**INTER IS COMING.....Says John Snow and he's right, too!

But at the moment we are enjoying fabulous Autumn weather, perfect for flying, especially with the regular Murrayfield and Jandakot Comps as well as the Night Comps at Jandakot.

A variety of competitions to test and enhance your flying skills giving you confidence and competence from flying Right Hand Seat, to using only your Rudders for control – interesting!

As happens on a regular basis, thoughts turn to our new members and what their options are when flying training is completed. Those heading for Commercial Licences have a clear path ahead of them and motivate themselves for their careers in aviation whatever they may be. This doesn't mean that they can't get involved in Club activities.....

Those learning to fly for the pure fun of it are sometimes at a loss as to what to do once their PPL has been attained – there are only so many

times that one can take one's mates to events, competitions or lunch at Rotto!

The Flying Committee, representing Club activities, has always worked hard to create an interest in flying for our members, hopefully giving purpose to as to what to do 'post' PPL!

So, in the lead up to this, we are looking at ways to lend support to students, whether RPL or PPL in an effort to advise them of the many activities available once licensed.

As stated before, the regular comps are a great way of mixing with like minded people, but there are also many traditional flying events that come up from time to time throughout the year and fancy formation endorsements are not a requirement to be able to take part in them.

Speaking of which – Have you considered the joys of Formation or the exhilaration of Aerobatics?

These can all be attained at the Club along with perhaps the sheer pleasure of Tailwheel

aircraft flying.

Perhaps ask your Flying Instructor for more information, but in the meantime, don't be put off if you receive a call from either myself or one of the Flying Committee, asking if we can "buddy" you up and help you to get to know what is on at the Club.

Did you know that we have a Social Committee, too? Various activities are scheduled by this sub-committee throughout the year.

**Catering:** Last month I mentioned that it is quite important to let us know if you are attending an event (comp, etc) so that we can cater food for everyone. It would seem the days of writing names and details on the notice board are past – electronic media being the way to go, so in an effort to move forward we are going to try a new method of registry soon. I'll give you details as they come to hand once we have something in place.

Meanwhile – Have FUN Flying!



**Martin Karl's 80th Birthday Celebration!** Beverley organised a little surprise celebration for husband Karl, Past RACWA Club Captain, in the Clubs Members Lounge April 26. New and old friends from the Club attended to wish him well. If you're a current or past Club Member, you're always welcome to celebrate your Birthday with us too!!

# Achievers



**JAN MIELKE**  
- Round of applause on your First Solo.



**GLEN MCIVOR**  
- Kudos on your RPL.



**SCOTT DOLLING**  
- Congrats on your RPL.



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**OTHER RPL:**  
Stefan-Ari Elliott-Shircore



**RONG SONG**  
- Good work on your PPL.



**CORY GREEN**  
- Kudos on your PPL.



**DAVID PRANDI**  
- Singing your praises on your PPL.



**LACHLAN TRIPP**  
- Let's hear it on your PPL.



**JOSHUA DILLES**  
- Awesome work on your PPL.



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



**JOSEPH RAYNER**  
- Let's hear it for your CPL.



**KATIE BASSO**  
- Well done on your CPL.



**DEVAN HOLMES**  
- Round of applause on your Initial FIR



**JERRY JI WOONG**  
- You worked hard for your Initial FIR.



**LEILA ASKARI**  
- Good job on your Initial FIR.



**ROBERT MOLLARD**  
- Good job on your Initial FIR.



**RHYS HOGAN**  
- Round of applause on your Initial FIR



**DOMINIK SWALSKI**  
- You worked hard for your Initial FIR.



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**INSTRUMENT RATINGS:**

*Ubaid Mithawalla  
Natachi Addison  
Timothy Berryman  
Luca Amante*



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**NVFR RATING:**  
*Andrew Eldridge  
Kristy Stephen*

**ME CLASS RATING:**  
*Terence Tay*



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## LOCAL AVIATION

# RACWA is proud to present our newly qualified LAME - Toni Weston

**W**hat got you interested in aviation and aircraft originally? I've always had an interest and passion for anything with an engine, the bigger the engine the better. When I first started the Aviation Pre-Apprenticeship course at TAFE, I was instantly interested in learning more. My work experience at the Royal Aero Club of WA is how I knew this career path was the one for me. I didn't want a job; I wanted a career. Something that would always challenge me. With the aviation industry things are always progressing, changing, so I'll always be learning and that's what I wanted.

### What was involved attaining your LAME?

A lot of hard work, long study periods and dedication. When my mates were partying and gaming I was studying, sitting licensing exams and writing my CASA schedule of experience logbooks. I could have easily slacked off and joined my mates but I knew if I wanted to obtain my future plans I needed to make some small sacrifices now. I also received help and support from my co-workers, my mum and my girlfriend through it all. It would have been difficult without them, I cannot thank them enough.

What advice would you give to other people wanting to follow a similar career path? **DON'T GIVE UP!!** It takes a lot of hard work, yes, but **IT'S WORTH IT!!** Focus on one licence at a time and keep chipping away at it till you achieve it. I personally pre-book my CASA exams a month in advance - this gave me a goal to work towards each month. Don't be discouraged if you fail an exam either. Study those areas a bit more or ask a LAME to explain anything you're stuck on and go for it

again. If you're looking to obtain an apprenticeship in the industry – get out there and talk with the chief engineers – drop in regularly with updated resumes so they can put a face to the name, ask for work experience, and show you're serious about the job. Trust me finally becoming a LAME is an amazing feeling.



RACWA CEO David Currey congratulates Toni, along with Chief Engineer Glen Caple.

Are there many women in your industry? No, but I'd like to see more enter the industry. It's still a male-dominated industry where very few companies take on apprentices, and when they do, employers tend to look to male apprentices over females. There are also a lot fewer females applying for apprenticeships in the industry, but, I'm confident that this will continue to change. This isn't a male job, I'm proof that females can succeed in this industry.

What are your plans now that you're a LAME? I'm currently working towards my next license for the category engines, so even more hard work and studying ahead of me. I still have a lot to learn in the meantime, as a new LAME I'll be taking on more responsibility, by playing a vital role in teaching/

supporting apprentices as they progress.

What do you like most about your job? On an aircraft I'd have to say engines. I'm a gear head at heart, I love doing an engine overhaul/ Top overhaul, stripping it down, inspecting all the parts and rebuilding it. But overall I'd say it's the challenge. I'm constantly learning and being challenged by new problems or experiences every day, there is always something new to learn or improve, and I always will be.

## LOCAL AVIATION

# RACWA LAME Congratulations

David Currey, RACWA CEO.

**C**ongratulations to Toni on becoming a licensed aircraft maintenance engineer (LAME). It is not an easy road to travel, and has made more difficult by regulatory changes by CASA and the training authorities. At a time when the shortage of LAMEs is even greater than the shortage of pilots, it seems incredible that the industry is not encouraging our youth to enter this discipline. Indeed, many maintenance organisations at Jandakot, and throughout Australia, have ceased taking on apprentices and

trainees. The reasons given for stopping this essential training is the lack of clarity of the regulations surrounding the LAME licence, the cost of training an apprentice/trainee and the resources required for the training.

Glen Caple and his team have bucked this trend, with the Club investing heavily in engineering training. We currently have three staff training to become LAMEs. This requires a significant financial and manpower investment by RACWA, but without sufficient LAMEs in

the industry, aircraft will simply be grounded for longer and longer periods.

I would like to thank Glen and his team, including Graeme Blakers who has moved to a chief engineer position elsewhere at Jandakot, for helping Toni achieve this milestone. Congratulations Toni for your hard work and dedication, which are essential traits required to become a LAME. I look forward to your broad grin as you inform me that you have added an engine licence to your qualifications.

## WAAC - INDUSTRY PRESENTATION

## Royal Brunei Airlines Captain Allan Bradley

**A**viation contains many perishable skills than must be practised on a regular basis, said Captain Allan Bradley at the May Industry Presentation. He gave an example of a large jet performing a less than text-book crosswind landing. "You can be sure that the pilot received a 'please explain' message from the fleet manager after that landing, as the aircraft nowadays contain sophisticated monitoring telemetry that record all actions by the crew.

Allan, a regular contributor to the College industry presentations is a captain for Royal Brunei Airlines. His passion for aviation and desire to impart his knowledge and experience to students has made him a very popular speaker.

He gave students an overview of his career, starting from training at RACWA, smoke spot-

ting to fund his multi engine instrument rating before securing a number of airline positions, culminating in joining Royal Brunei Airlines in 1993. His tenure with Royal Brunei Airlines has seen Allan progress from the 757 to the 767, then the A320 before his current position as 787 captain, an aircraft that Allan loves to fly.

Allan gave examples of incidents where standard operating procedures were not followed, and the resulting consequences. He stressed the importance of following SOPs and not allowing distractions to prevent you following the checklists. "A proper pre-flight check including a comprehensive walk around is absolutely essential. Remember, nowadays the public is recording a lot of your actions. As a pilot, you have to demonstrate professionalism at all times. You can be sure that any poor judgement you display could well end up on social media with the ensuing 'Please explain'

from management."

Students were divided into teams where they had to undertake a typical pilot interview game to evaluate the candidate's ability to work as a team. "These games have a purpose and do count towards your assessment," he advised. The winning team received prizes donated by Allan.

Prior to the presentation, students had been given a weight and balance exercise for the 'RACWA A320' that Allan had devised. The answers were all very close, and the winning submission was by WAAC student Silvester Wong with a TAFE team coming a very close second. Silvester will treasure a very exclusive watch that Allan purchased for the winner of the exercise.



Students mastering the recruitment game.



Silvester Wong, Allan Bradley and Herman Tseng.



Winners of the game.



Runners up in the weight & balance exercise.

## LOCAL AVIATION

# John Douglas 27,000 Flying Hours Milestone!

David Currey, RACWA CEO.

Little did John Douglas (JD), AKA Examiner of Airmen, know when he left school to work on his father's dairy farm, that one day he would celebrate 27,000 hours of flying and most of that, in another country.

John Douglas grew up on a farm on the shores of a harbour overlooking Auckland City and the international airport. After completing a building apprenticeship, he went on to combine farming, building houses and playing rugby.

A school friend then took him for a fly in a brand new Victa and he was hooked. The year was late 1965.

A year later, JD had completed a PPL and CPL, followed by an Instructor Rating, with no intention of going full time flying. That changed when David, his South African instructor took up a job in Narrogin, WA and put extreme pressure on JD to join him in the 'State of Excitement', which he eventually did.

After six months, David left Narrogin to start his own business in Port Hedland and so JD had to get stuck in and build the Narrogin Flying Club into the largest rural training organisation in Australia. With instructors based in Narrogin and Northam and servicing 14 satellite centres from Albany to Perenjori and east to Hyden and Merredin, the club was recording more hours annually than any businesses at Jandakot. Pilots came from far and wide to fly Tiger Moths, Chipmunks, Austers, Bonanzas, along with Piper and Cessna aircraft.

viability threatened. They saw what was happening at Narrogin and put a lot of pressure on JD to come to Jandakot and take the role of CFI/Manager. He was happy in the country and did not think a move to the city was a good idea. He did however, make the move and with a willing team, turned RACWA's fortunes around inside of 12 months with a fleet restructure, new aircraft, expanded operations and a seven day a week commitment, which saw RACWA's future blossom. Club membership grew eventually to a record of 2,000 members with annual flying exceeding 36,000 hours, making RACWA one of the largest organisations of its kind in the world.



JD received an OAM for services to aviation

JD's career highlights include:

- Air Race Director of the famous Great Western Air races of the 70's and 80's, with over 90



In 1973, RACWA was doing it tough with membership and flying hours low and their

aircraft participating.

- The 1976 Perth to Sydney Air Race.

- The 1983 Perth to Broome Centennial Air Race.
- The 1988 GE Around Australia Air Race.
- Participation as a formation and aerobatic pilot at most of the major flying events in the state, including the RAAF Airshows.
- Many national and international awards, including an OAM for services to aviation.
- 46 years with RACWA, 35 as General Manager and.....27,000 fabulous hours in the air!

On behalf of the Club and the many, many pilots who have been trained by JD, I would like to congratulate him on this epic milestone. Not many pilots ever exceed the 25,000 flying hours, and those that do, generally have most of these hours flown at flight levels by George, the autopilot. For JD to have accumulated 27,000 hours of mainly instructional flying is indeed an exceptional achievement. It would be very interesting to calculate the number of landings that John has recorded – this would indeed be very close to a world record!



Former Australian Prime Minister Bob Hawke & JD

JD's positive attitude to life (and aviation) has had an impact on so many students that were, at times during their training, doubting their decision to learn to fly. JD's ability to bring out the best in staff and students has greatly benefited the aviation industry. The high standards he sets has ensured the Club is recognised as producing safe, well trained pilots. We are very fortunate to have JD at the helm of our instructor training school to make sure we continue to maintain these high standards.

## Lost ring of great sentimental value

At an Old Fliers Group Meeting (Friday, March 29) a 100 year old gentleman believes he may have lost a very sentimentally important

ring in our Members Lounge - similar to the photo (minus the pearl shell setting). If you happen to find it, could you please contact our friendly Operations Team on 9417 0000.



# Wrap-up: Stirling Range Air Race and Fly In

Words by Ray Challen. Photos: Andrew Eldridge & Mark Dawson - RACWA Club Members

It seems extraordinarily common that a long-planned flying day begins with cloud. So it was on the morning of 4th May when pilots and passengers were ready to start the Stirlings Air Race and Fly-In while a weak cold front passed over Jandakot with a cloud base not much greater than 1000' and the top of the Scarp obscured.

The plan had been to have a full Saturday of flying. This would have started with a two hour navigation race from Jandakot to Wagin, then a stop at Wagin for lunch as guests of the local Aero Club and take in the smell of jet fuel at a meeting of the WestJet model aircraft club, and finally a time trial from Wagin to a farm airstrip adjacent to the Stirling Range Retreat, close to the foot of Bluff Knoll in the Stirling Ranges.

Not to be deterred by a bit of cloud, we exercise sound judgement to make a later start, and reduced the competition to a time trial from Jandakot to Stirling Range Retreat.

For the uninitiated, the time trial event involves the team for each aircraft nominating an expected flight time for the trip (commencement of take-off roll to arrival overhead) and scoring points for minimising the difference between nominated and actual flight times. A forecast of strong, variable tail winds and the possibility of diversions to avoid rain showers would add to the challenge of this time trial.

Nominated times for 176 nm distance ranged from 60 minutes for Baron VH-OVP to 88 minutes for Cessna 172 VH-KTV and RACWA's Sling2 VH-RWV.

Nine aircraft with ten engines amongst them finally departed late morning from Jandakot, Northam and Serpentine.

North westerly tail winds were indeed strong and variable, ranging from about 25 knots at 2500' to 50 knots at 7,500'. It was pleasing to see 210 knots ground speed on the display of the RV14 I was flying as I raced ahead to time the arriving aircraft. Unfortunately I neglected to take a photo of the screen although I did go through the mental exercise of working out that this gave me a fuel economy of 33 miles per gallon, which is a whole lot better than I achieve in my car. I filed this number away for responding to future accusations about the environmental friendliness of my aviation hobby.

The airfield at the Stirling Range Retreat presented some fun. First there was the challenge for some of finding the airfield, cunningly disguised as a paddock and identifiable only

by lines of car tyres, once painted white but highly weathered. Some crews found it, then lost it flying the circuit!

Once the airfield was located, pilots had a "choose your own adventure" for the landing: 1000m of runway with a 15 knot cross wind, or a 600m cross-strip with 40' trees just before the threshold. The selections were ultimately evenly divided and each seemed to work just fine, although we were watching with some interest as Cirrus SR22 VH-SXR finally got its wheels on the ground in the last few hundred metres of the short runway.

The time trial was a close run thing with several teams within a minute of nominated time: the prize being taken by team VH-SPN (Andrew Eldridge, Mark Dawson and Cairenn Dawson) with a time difference of five seconds from a nominated time of 70 minutes. A commendable result given the stories they subsequently told of first being behind time and climbing to catch stronger tail winds, only to then find themselves so far ahead of time that there was a period of wheels and flaps down.

The remainder of the afternoon was whiled away with aviation talk over lunch and coffee at the Bluff Knoll Café, before a slight shift to more aviation talk over beer and wine at the function centre of the Stirling Range Resort. The big attraction here was one of the local sheep flock that was slowly roasting over a fire fuelled by well-aged fence posts. (Photo 1 below)

The Borden Primary School Parents & Citizens had kindly offered to cater as a fund raiser and are obviously well-practised masters of the spit roast: including we understand manufacturing the rotisserie two days earlier from bits of machinery found at the back of the shed. We were treated to a three course meal of hearty soups, lots of roast lamb and multiple desserts. An absolutely awesome feed and great conversation with some of the local farmers.

After a very comfortable night's sleep in the cabins and chalets of the Stirling Range Resort, (Photo 2 below) there was a choice of activity on Sunday morning. Seven of the group opted for a walk up Bluff Knoll in perfect conditions to experience the mountain. A bit of cloud and



Borden Primary School Parents & Citizens Spit Roast.



Cabins and chalets of the Stirling Range Resort.

mist, giving way to spectacular views at the top and the spectacle of strong vertical winds blowing straight up the cliff face: nobody tried a body surf, but it looked strong enough. Can certainly see why the glider pilots make their pilgrimages to this part of the world. (Below)



The remainder of us revisited the Bluff Knoll Café for a buffet breakfast and then headed to the aircraft to take several of the locals on scenic flights around the ranges. There were some

wide smiles amongst some very satisfied “I-want-to-be-a-pilot” children.

The fleet then took to the air for a short hop over the Porongurups to a get-together and lunch with the Albany Aero Club.

Unfortunately time with our Albany brethren was cut short by the need for a prompt departure to tackle 25 to 35 knot headwinds back home and allow sufficient flight time for the prospect of rain and diversions. A good bit of log book time built up on this leg: 2:30 at C172 speed, and a steady yoke hand required to stay as much as possible out of the wind at 2500' in light to moderate turbulence.

Ultimately all aircraft made it back home safely, the only casualty being one aircraft electrical system that knocked off early resulting in one

radio-less arrival at Jandakot (and flapless and trimless and without engine and fuel gauges – makes one hanker after those old analogue instruments and manual controls!). The tip here is, whatever else the standard procedures for radio failure, have the Jandakot Tower phone number already programmed into your mobile and just give them a call if you have a problem. The tower staff were very helpful.

All in all, a highly successful outing. Great camaraderie, beautiful location, fantastic country hospitality and the opportunity to share our passion for aviation. Some pilots were taken a little out of the comfort zone, but well within acceptable margins of safety and came home with greater skills than they set out with. Everything we could possibly want in a flying event.



The Club greatly appreciates the assistance provided in holding this event from Marcus Souness and the Paper Collar Grazing Company for allowing use of the airstrip, the Stirling Range Resort, the Borden Primary School P&C and the Albany and Wagin Aero Clubs.



## SAFETY

# Safe operation during winter!

*Glen Caple, RACWA Chief Engineer*

**W**ith the winter weather approaching it is time to think about the changes required for the safe operation of your aircraft.

During the wet months the windscreen covers will be removed from the aircraft and stored in the hangar. This is due to sun protection no longer being required and if the covers are installed wet they grow mould and mildew. If you are fortunate enough to be able to fly to more sunny destinations the cover is available from the store in the hangar.

As strong winds are a possibility the aircraft should never be left in any of the following conditions following your pre-flight inspection: not chocked, no control lock fitted, doors open or flaps down.

As the capacity of the battery to crank the engine decreases with decrease in temperature you should try to keep the current draw of the battery to a minimum during your pre-flight inspection.

To enable the engine to start more quickly more

priming is required than in warmer temperatures and the time between priming and cranking should be kept short as the priming fuel condenses more quickly at lower temps. Carburettor icing can occur very quickly in cold moist air and pilots should be aware that icing is very likely to form in the time between the run up bay and the runway threshold or take off roll.

Especially for the first flight of the day more run up time will be required to get the oil and cylinder head temps into the green arc ready for full power to be applied.



LOCAL AVIATION

# Inbound position of six south has been abolished

Jarod Rowe, RACWA Flight Examiner, Deputy Head of Operations/Flying Operations, CFI VFR

**T**hursday 23rd of May 2019, mark it down as there are big changes at Jandakot! Firstly you will notice the inbound position of six south has been abolished (and probably for good reason considering when you see where some people report from!) It has now been replaced with two individual inbound points; “BRICK WORKS” and “OAKFORD”, these will both merge on to the singular point of Forrestdale Lake just like arrivals from the West (Powerhouse and Boatyard) merge at Adventure World.

through could occur of the ATIS on 119.4. Airservices had tried numerous fixes for this but sadly none have worked so the last resort is a change of the frequency. ATIS and after hours AWIS will now be broadcast over VHF on 128.65, 281 will remain the NDB frequency.

If you need any more info on any of the changes for the aerodrome as well as the current works in progress for the runway and lighting upgrades please don't hesitate to talk to one of our friendly instructor team when you're in next or alternatively give them a call on 9417 0000.

**ATS COMMUNICATIONS FACILITIES**

FIA	PERTH CENTRE	135.25	On Ground (Outside JT TWR HR)
ATIS	JANDAKOT ATIS (1)	128.65	281
SMC	JANDAKOT GROUND	124.3	
TWR	JANDAKOT TOWER	118.1	119.4
(1)	ATIS AVBL by phone 08 9476 8755 H24.		

Inm to the south of the Armadale outbound point is Austral Bricks yard, this is the point known as Brick Works. Due to its close proximity with Armadale, pilots are advised to familiarise themselves with the location before using it as aircraft will be at similar altitude outbound just to the north.

Oakford is very close to where pilots may have called six south prior under the old arrivals plan. Oakford is defined as the intersection between Nicholson Road and Thomas Road and is located approximately 2.5nm to the south of the western edge of Forrestdale Lake where pilots should be making their next call.

Another upcoming change is the ATIS frequency. Some of you may have noticed in the past a bleed



BRIC inbound



BRIC from EAST



OAKFORD inbound



BRIC from ARE



OAKFORD

## LOCAL AVIATION

# Armidale Departure/New YPJT Inbound Points

David Royans, RACWA Head of Operations

**A**n added consideration to the new inbound points which become effective on 23 May is the proximity of the Brick Works (BRIC) to Armadale (ARE). Reference your VTC and ERSA to assist with the following.

The new inbound points have been detailed by the CFI of the VFR department, and this is not an article to replace that. This is about the ARE departure itself. If conducted correctly it will minimise the consideration of outbound traffic conflicting with inbound traffic at BRIC. Although there is a lot of concern that the two points are too close to each other, you should be aware that traffic inbound to YPJT from the MUE/CDM direction have been doing just what the new procedure is recommending for years. The new procedure simply makes this practice formal.

The one issue we do have is the fact that a lot of pilots struggle with the correct ARE departure. I have seen many pilots depart to the North-east, tracking towards Gosnells or Kelmscott, or tracking to the South-east, crossing Armadale Road and flying over the brickworks south of Armadale (yes, the new BRIC inbound point). The argument that the BRIC is too close to ARE is not as valid as the argument that a lot of pilots don't know where the ARE tracking point is, or how to get there from YPJT.

When departing via ARE from runway 06R/24L the correct procedure is to depart from the end of crosswind at 1000'.

When departing from Runway 12 climb upwind to 500' then make a slight track correction to the left (approx. 10 degrees) continuing the climb to 1000'.

Departing from Runway 30 you should make a RIGHT circuit (as published in ERSA) and track to ARE from the end of the right downwind position. Remain clear of the Perth CTR and final for Runway 30.

From all of these positions, the big feature to look for to find the ARE VFR tracking point is the Armadale shopping centre. Keep the valley that the Brookton Highway runs through on the left of the nose, the shopping centre on the nose and you will not VCA laterally – provided you actually know where the shopping centre is. The tracking point is on the North west corner of the Armadale Rd/South West Hwy/Albany Hwy intersection. The shopping centre is on the Southwest corner of the intersection.

Be mindful that the track on the VTC from YPJT to ARE will not take you to the tracking point. The reason for this is that the track is from the Aerodrome reference point (ARP). If you are correctly departing to ARE you will not be on this track because you are not tracking from the ARP. The ARE departure is a visual departure, just the same as YGB and FREM.

Whichever runway is in use, upon leaving the YPJT CTR commence a climb, remaining outside the vertical limits of the Perth CTR, continuing your track to ARE. The best visual way to ascertain you have left the JT CTR is that if you have crossed the Tonkin Highway you are safe to commence the climb. Don't forget to change frequency from JT TWR to PH CEN, and the transponder from 3000 to 1200 at this point. Prioritisation should be given to the climb, radio frequency then transponder code, in that order. If you are departing via ARE for a clearance in to the PH CTR

you should squawk your discrete transponder code as soon as you receive it on the ground at YPJT (SBY on the ground, ALT entering the runway). You may request traffic as you are approaching ARE, this is at the pilot's discretion. Use your discretion wisely. If you hear PH CTR give traffic information to another pilot in your vicinity, do you really need to use up valuable transmission time to request traffic that you just heard being given to another pilot?

Under all circumstances you should remain clear of the Perth CTR and FDL. Remember, if you cross Armadale Road prior to reaching ARE you will more than likely be tracking toward BRIC.

The ARE departure should be a simple VFR departure. Most pilots depart via YGB without the use of a map as it is a visual departure. For some reason ARE appears to give some pilots much more difficulty. Familiarise yourself with the above procedures (taken directly from ERSA) and above all else familiarise yourself with where the ARE tracking point actually is and you will minimise the possibility of conflict with inbound traffic or a VCA.

Once again, the BRIC position has been used by pilots as an unofficial inbound point for years (the mythical "Six Southeast"). The new procedure is no more, or less safe than has always been the case, although it will prevent pilots inbound from the East tracking to SIXS - replaced by Oakford (OAKF) – perpendicular to inbound traffic from the South which may be tracking to the OAKF inbound point.

**The big consideration is that we actually departing via the correct position at ARE.**

## Welcome to our new Club Members!

Leonard Chua  
Flynn Jacques  
Matthew Langley  
Jackson Liu  
Mitchell Walker  
Vicki Wu  
Syahmi Zahid  
Syafiq Zahid



Royal Aero Club  
of Western Australia (Inc)

Download our Membership Guide:

[www.royalaeroclubwa.com.au/content/page/join-racwa.html](http://www.royalaeroclubwa.com.au/content/page/join-racwa.html)

LOCAL AVIATION

# CIRRUS Reports

*Herman Prinsloo, RACWA Safety & Maintenance Manager.*

**E**ver wondered how Jandakot Tower or Perth Centre communicate safety matters to the safety team here at RACWA? Pilots involved in certain types of incidents may have heard of CIRRUS reports and wondered what they are, why we get them, what to do with them and what they have to do with RACWA's safety reporting. Well the safety team get the CIRRUS reports and they had the same question, so asked Dave Royans to find out more.

CIRRUS stands for "Corporate Integrated Reporting and Risk Information System" which is the system Airservices Australia uses to capture safety, environment and risk management information. CIRRUS is comprised of several modules, one of which is the ATS Occurrence Module.

Under the Transport Safety Act, Airservices is required to report certain types of safety occurrences to the ATSB, either immediately or as a matter of routine, depending on the occurrence factors. CASA also sets a requirement for Airservices as the air navigation service provider (ANSP) to report certain types of ATS occurrences as soon as possible. Air Traffic Controllers are responsible for reporting ATS occurrences in the CIRRUS ATS Occurrence Module, which generates an occurrence notification to both the ATSB and CASA.

RACWA also receive ATS CIRRUS Reports involving our aircraft as they are automatically forwarded to operators who have provided their details through Airservices' Safety Liaison Function. Operators who receive reports are able to integrate Airservices' CIRRUS reports into their own occurrence / Incident Reporting

procedures in support of their own Safety Management System. Airservices performs a great deal of benchmarking with other similar international organisations to ensure that ATS occurrence reporting is consistent with other agencies.

CIRRUS is the engine that drives Airservices' understanding of safety performance and helps generate valuable insight on why and where to reduce risk. Airservices conducts systematic investigations and analysis of occurrence data which is then reported back to the industry, to encourage safety improvement.

Like RACWA, Airservices supports a just culture, so the need to capture reliable occurrence

data requires disciplined and honest reporting. CIRRUS occurrences are not about blame or retribution, but to provide valuable information to learn from the past and safe guard the future.

So for RACWA the CIRRUS report is a notification from the tower or centre of an occurrence that can be used to either initiate or support internal reviews or investigation to help improve safety performance. Usually there is no further action or response required to the CIRRUS reports, but depending on the issue occasionally there may be follow up information requested. When that is required it is stated on the CIRRUS report.

Thanks to Dave Royans for his research input.



WAAC Stand at Perth Careers Expo May 16 - 19

## WAAC - WHERE THEY'RE NOW

# Shaun Williams

**F**ormer WAAC student, Shaun Williams has just finished his type rating for the 737 with Ryanair in the UK to become a first officer (& he's loving every minute!)



## LOCAL AVIATION

# Murrayfield Matters

*Mike Yeates - Instructor in Charge - Murrayfield Aerodrome*

I hope everyone had a fabulous Easter holidays and got to spend quality time with family, friends and plenty of chocolate bunnies, although not so many that you had to adjust your weight and balance charts.

I love this time of year. The mornings are a bit chilly but the air is so smooth and that makes flying a real treat. I reckon it's one of the best times of the year to be flying. It's so much better than the height of summer when you're sweating almost the same LPH as the C152 is burning in fuel.

April was the busiest month in terms of flying hours for Murrayfield in a while. This was helped along by a busy Instructor Training course and the Air Force Cadets training camp over the Easter school holidays. Thanks to Liz Garcia and Fransua Grobler for coming down to train the cadets.

I was also pleased to host a couple of local community groups (see photos right) who wanted to see Murrayfield. After the important stuff like morning tea and Footy tipping were out the way, there was a tour of the hangar and aircraft before they headed off for lunch on Mandurah foreshore.

You may remember my TT article from a few months back where I wrote about our beloved Hatty The Hilux ute getting some surprise upgrades such as Keyless entry and Ignition at the hands of some dubious characters. Well, the story gets worse. The old girl has decided she wants a holiday from life and has packed it in completely. Like all true heroes, she went out gallantly, assisting me in carting some gear out to a stricken aircraft that had just popped a tyre and was stuck on the runway. The timing and place for her to decide to go Bang Ding

Ow could have been better than the middle of runway 05/23 but she kept on keeping on till she was safely back in her parking bay. I don't know what I would have done if I had a stricken aircraft and a ute on the runway.

Further to the 'Lux packing it in, the tractor (let's call him Terry) blew a hydraulic hose on the steering unit. Luckily John and Tim have done a lot of work around the runways recently, so we should be good till we can get it fixed.



**Is anyone able to donate a replacement ute to be used at YMUL only – won't go on roads?**  
Please contact John Ridgway: [brynhaul6@gmail.com](mailto:brynhaul6@gmail.com)



## June Club Diary

## June College Diary

**5** Night Flying Challenge - Round 2 - Jandakot

**7** Formation Fridays - Jandakot

**8** Bomber Command Commemoration Flight

**9** Murrayfield No Instrument Circuit Challenge

**28** Old Fliers Group Luncheon & Talk

**30** Murrayfield Precision Circuit Challenge

**15** Weekend RPL Theory Course

**28** Industry Presentation

# Formation Fridays 1st Friday every month



**The 'Formicators' invite all pilots to join us for a Formation Flight. Non-endorsed pilots can fly with an Instructor to get a feel for the fun! Briefing 1545 - Depart 1615.**

**Contact Gary Evans:  
0418 919 155 to get involved!**



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