

TARMAC TOPICS

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

NOVEMBER 2018



Royal Aero Club
of Western Australia (inc)



Featuring:

- **Great Western Air Race Wrap Up**
- **New dates released for another FREE Members Flight Review Seminar**
- **Congratulations to our Achievers**
- **Much, much more...**

Cover Picture: WALAC Flour Bombing Challenge, notice the ground judges are standing on the “spot” – the safest place to be! Story inside.

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Oct. Old Fliers Group Meeting

We had a great turnout this month that was part celebration, part presentation.



Bruce Rathbone (Club Vice President - pictured left) awarded John Douglas Ridgway Life Membership to the Club for selfless services over many years. John Douglas spoke of John's devotion to Murrayfield. Yes, we are the OLD Fliers Group and we also celebrated Jim Forster's

100th birthday in style (pictured right) with champagne and birthday cake and a presentation of Jim's story given by Andrew Holden. During WW11, Jim worked on Tiger Moths, DC3, Kittyhawks, Spitfires, Beaufighters and Fairey Battles. After WW11 he built a Corby Starlet and a Thorp T18. Now 100 and he still comes along to our monthly talks.

If only you could see the World as Adrian Lambourne has. In the RAF from 1961 to 1980 during which time he flew Jet Provost, Vampire T11 and then the Vulcan bomber and holding a UK ATPL licence. Migrating to Australia and working in Civil Aviation from 1981 to 1998 flying Falcon F900 and BAe146 for Ansett. Holds an Ag. Rating for good measure!



Previously, Adrian spoke to us about his time in 617 Squadron, the Dam Busters. We begged him to come back and this time it was to talk about the Vulcan, brought out of mothballs to bomb the airstrip at Port Stanley on the Falklands Islands. From the U.K. via Ascension and return was a mere 16,000 miles. That would take a fleet of Victor refueling aircraft in relays. Small problem, no one had tried this for over twenty years and the reason, as one pilot said, because it was so bloody dangerous. Described as arranging mid-air collisions between aircraft. Was the result worth the effort? Yes. Not so much in damage, as only one bomb hit the runway, but in psychological effect, it was worth it. Adrian is returning for another talk and we are happy about that.

See these and more: <https://www.youtube.com/user/OldFliersGroup>. or <http://oldfliersgroup.org.au/>



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IXE being flown by: Andrew Eldridge

Club President Editorial

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

Today I had the rewarding experience of attending the City and Beaches seminar presented by Jarod Rowe. While there were 20+ members enrolled we had almost as many more turn up on the day. While this pushed the room to its limits, it was very encouraging. This and the previous AFR Seminar are part of the new "Project Club" initiative, a project to draw members out of hibernation and keep propellers turning. If the enthusiasm shown by members towards the first two seminars is anything to go by, it seems there is strong demand for this type of free, refresher training. Immediately after the seminar we held the "President's Barbecue" where members were invited to share a hotdog and mingle with the Committee. This was a great success and I look forward to continuing this initiative. My thanks to Jarod Rowe, Jodie Atkinson, Mick Harcourt and David Currey for their contribution to the success of the combined events.

Speaking of events... wasn't the recent Wings Dinner an outstanding event? Once again, Coril Bere executed a flawless presentation dinner. Participating in this event, which is a hugely important occasion for all the recipients, confirms my belief in the Club and the significance of the gift we all share - the joy of flight.

Each year we hold a competition in remembrance of Greg Hill who is revered as a great Club Captain and a great clubman. This competition celebrates the fun and camaraderie of competition. It pits the instructors against the students against the club members in a series of 3 events – spot landing, forced landing and flour bombing. Normally you might expect the instructors to have an advantage, but it's all very different trying to execute an unfamiliar skill from the left hand seat under the scrutiny of an Air Judge. Besides, the members' team is often stacked with winners of WALAC and ALAC who practise these types of events frequently, and the students are probably the most current of everyone, having practised the skills

in their recent training. This year it was the members' team that took out the trophy, which means that a different team has won for each of the last 3 years, indicating just how close the competition really is.

The Club is tracking well against budget in the financial year to date. An ongoing challenge is the shortage of instructors and LAMEs. We are lucky that some of our experienced instructors who left for industry jobs are able to assist on a part-time basis when their other workload allows. Sadly, our Hangar Foreman, Graeme Blakers is leaving the Club after 5 years, for a new challenge. We wish Graeme all the best in his new endeavour. If you know of any young people who are considering aircraft maintenance as a career, please encourage them. The Club might be able to assist with an apprenticeship. Similarly, for CPL holders thinking about instructing as a career, now is an excellent time to qualify, and a perfect opportunity to find employment as an instructor.

The Club has made an arrangement with Skippers Aviation which offers a unique opportunity for commercial students to gain valuable industry experience. Provided they meet certain requirements our students can request a ride in the jump seat in the cockpit of a Brasilia, Dash 8 or Fokker 100. We thank Skippers for their generous assistance with this initiative.

Mike Yeates commenced as Instructor-In-Charge at Murrayfield in November, and we welcome Mike to the new role. Murrayfield is once again operating 6 days a week. For a slightly longer drive, pilots at Murrayfield enjoy the benefits of uncluttered air space, free landings, and the beautiful scenery of the Peel region.

In October a sleeping giant was awoken, when the Club held the Great Western Air Race. (Pictured below) Six aircraft took part, and we were generously hosted by Stephen and Jo-Anne Tonkin at Gindalbie

Station out of Kalgoorlie. A great time was had by all the participants, and \$700 was raised for the RFDS. I sincerely hope the great tradition of this awesome event continues. More details on pages 8 & 9.

The Club provides excellent theory courses for members at all stages of your flying training. RPL, PPL and IREX theory courses are available outside working hours for those with other commitments. If you are interested in supplementing your self-study with a formal training course at the Club, please enquire with Merrilee Greenaway or contact the Club at info@royalacroclubwa.com.au. With Christmas just around the corner, now is also a great time to think of giving the gift of flight to a friend or family member. Of course vouchers can be purchased online, and we encourage you to use the online system (directly via the Club, not via a third party). Simply click here: https://www.royalacroclubwa.com.au/?orderby=popularity&s=&post_type=product. If you're not au fait with online buying, feel free to call the Club and speak with our friendly Cashier.

Arrangements for the 2019 RFACA Flying Training Conference to be held at the RACWA clubrooms are coming along well. The Wings International Trans-Tasman competition and Australian Light Aircraft Championships will also be hosted by RACWA immediately after the conference. The Sport Aircraft Builders Club of WA have very generously allowed us to hold the event at Serpentine Airfield using their facilities. All our members are encouraged to compete in the ALACs, however if you'd rather be involved in a non-competitive way, we welcome volunteers to assist with catering, ground scoring, and a myriad of other tasks. If you can assist, please contact committee member Jim Di Menna.

As this is my last report before the end of the year, I wish you a joyful Christmas and happy flying in the New Year.



Club Captain Report

"Summer flying weather will hopefully be upon us and the Flying Committee will do its utmost to design fly-aways with the "back pocket" in mind." *Mick Harcourt, RACWA Club Captain.*

So we had WALAC this year and it was VERY POORLY attended. With the National Competition being held in WA next year, a Team to represent the Royal Aero Club will be under selection.... Obviously a large factor is the competitors' performance in WALAC, but also under consideration is the performance of potential competitors during the monthly competitions/challenges.

WALAC Winners:

OVERALL: Jim di Menna.

BEST FIRST TIME: Lewis Newman.

BEST UNDER 150 Hrs: N/A

PFL: 1. Mandy Newell, 2. Jim di Menna, 3. Craig Hensley.

SPOT: 1. Jim di Menna, 2. Craig Hensley, 3. Mandy Newell.

AEROBATICS: 1. Lewis Newman, 2. Denise Bess, 3. Gary Evans.

STREAMER: 1. Gary Evans.

FORMATION: 1. Jim di Menna, Tim Berryman, David Currey. 2. Craig Hensley, Gary Evans, Mitchell Wells.

One advantage of being on the RACWA team, is subsidies for food and drink while the ALACs are on. These funds come from social occasions such as Raffles, Quiz Nights etc..... So not only is it worth your while to compete in the comps, but also support the various social events happening around the Club.

Last month I announced that the future comps/challenges will be reduced in price from \$85 to \$70 in an effort to encourage more participants....I cannot stress how important these social mixes with other members are, for maintaining currency not only in flying, but

also in rules and regs that may have changed slightly or a radio call that has been modified since you last studied them....and so now the comps/challenges are even more affordable. I believe it is a coup for the Flying Committee and for it to remain in effect, needs to be utilised and supported.

Summer flying weather will hopefully be upon us and as stated previously, the Flying Committee will do its utmost to design fly-aways with the "back pocket" in mind, amid the regular flying functions that we hold annually...speaking of which: The Lancaster Flight will be on again Saturday 1st December. The Bullcreek Museum, kindly allow us to brief under their aircraft and have a look around the museum before we return to Jandakot for a fairly short flight (less than 1 hour) around several dams in the hills area, then back to the Club Members' Lounge for a de-brief and refreshments.

December Jandakot Comp/Challenge will be the TWO FOR THE PRICE OF ONE, where we do two circuits, first a Glide Approach, followed by a low level Spot landing – all for the standard Comp price! Fantastic value and great fun for all.

The OCTOBER Jandakot Comp, was held at Serpentine and many members made the effort to drive down and compete, coupled with fantastic support from the SABC guys, things are shaping up to be a great ALAC in March of 2019 – but more of that in my next report!

Winners from Sundays Comp at Serpentine:

1. Craig Hensley (RACWA)
2. Steve Comley (RACWA)
3. Jordan Grover (RACWA Student) and Ian

Berry (SABC)

AS you will know, I've been looking after the Members' Lounge Bar on Friday evenings and things are going well with various activities to encourage members and their guests or friends to enjoy a social get together. It's a great venue to talk about and get opinions on flying from both old and new members – and of course, EVERYONE is welcome – if you don't know anyone, don't panic, someone will introduce themselves and off you go! Plus, there is a chance to win in the raffle that we normally hold each month as well as other competitions that are available on the night!

From November, we are trying out a series of mini concerts, featuring various artists making music, singing or giving recitals for a half an hour stint. Starting around 5:15pm, these should be the middle Friday of the month and your support (there's that word again) will help keep the idea going.

As an 'old' part time muso, I started the ball rolling on Friday 16th Nov and had fun playing to the 'gang' – the hecklers in the crowd don't realise that they will get a sore throat from shouting before I do! Coming up in December is singer/entertainer, Martin Weston and following on in January our own (Instructor) Andrew Brown, a virtuoso on the piano. More information to follow from our TT updates.

If I can help with any information on Club Activities that you see around the place or on the website/FB page, please don't hesitate to give me a call or email me. Ph: 0402 800 862 or email mickh@iprimus.net.au. Photos from WALAC below.



Achievers



JORDAN GROVER
- Round of applause on your First Solo.



SILVESTER WONG
- Pat on the back for your First Solo.



DANE GAVRANICH
- Kudos on your First Solo.



CHARLES-ANTOINE GAUDREAU
- Congrats on your First Solo.



LACHLAN CLYNE
- Good job on your First Solo.



RICHARD WEKINA
- Good work on your First Solo.



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OTHER FIRST SOLO'S:
Trevor Tang
Andrew McGuire
Hayden Rogers
Fiona Turvill



THOMAS BICKERDIKE
- Singing your praises on your RPL.



RYAN ACKROYD
- Let's hear it for your RPL.



CHIARA MOBILY
- Congratulations on your RPL.



KARTHEGASU BAKAVATHI
- Good news on your RPL.



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



AHMAD EL KHATIB
- Round of applause on your RPL.



MUHAMMAD JAWAD ZAHEER
- Well done on your RPL.



DANE GAVRANICH
- Round of applause on your RPL.



JORDAN GROVER
- Kudos on your RPL.

Achievers




Royal Aero Club
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**OTHER
RPL'S:**
Dean Allison
Keanu Czynski

SILVESTER WONG
- Kudos on your RPL.




Royal Aero Club
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**OTHER
PPL'S:**
Russell Steicke

LEILA ASKARI
- Congrats on your PPL.




Royal Aero Club
of Western Australia (inc)

**OTHER
PPL'S:**
Nguyen Pham

GIOVANNI ANTHONY MICHAEL SONNEMAN
- Good work on your CPL

- Well done on your CPL.

RAY CHALLEN
- Good work on your CPL.




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**INSTRUMENT
RATINGS:**
Nicole Stoddart
Ashley Yue Chuan Lee
Thanakorn (Alex) Seah



Royal Aero Club
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**ME CLASS
RATING:**
Nicole Stoddart
Ji Woong
Henry Wang
Thanakorn Seah
Fauzan Ahmed

**BROXON
BROOKFIELD**
- Good work on your FIR.

WILLIAM COUX
- Well done on your FIR.



Royal Aero Club
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**LOW LEVEL
RATING:**
Wong Yun Yuen



WAAC C18: Front row (L to R) Jordan Grover, Bryan Khor. Back row (L to R) Lachlan Clyne, Dane Gavranich, Herman Tsang, Andy Wood, Aaron Dempsey, Charles-Antoine Gaudreau, Silvester Wong.

CONGRATULATIONS WAAC CLASS C18

On behalf of the Ground Instructors we would like to congratulate WAAC C18 on a 100% first time PPL Theory pass, an excellent result.

Keep up the good work fellas! It's really wonderful to see such a good team spirit and see how you help each other do life together.

You're making lifelong friends!

RACWA Great Western Air Race

"A terrific adventure, fostering great team-work, improving knowledge and confidence!"

Marco Surace, RACWA Club Committee Member.

After many years of absence, the RACWA Great Western Air Race was back in the calendar for the 2018 edition; I was privileged to fly along with the P68 - IXE, one of the six planes attending, what an adventure it was!

The race event consists in estimating the en-route time interval before taking off and then attempting to fly the leg to the exact time, to the second! The trial leg instead involves flying to a destination while identifying specific features on the ground required to complete

quiz with random questions, design to distract you! The last few miles can be particularly deceiving; winning or losing is only a matter of seconds.



It was my first ever air race and I was not too sure on what to expect when I first heard of it, but it sounded exciting and I decided to join in. It all started a few weeks before the event with a pre-race meeting at RACWA where Andrew Eldridge briefed all participants on the details and format of the air race. The idea was to fly away to a secret remote location for a weekend while competing in numerous different flying challenges along the way. There are two basic types of scored events: air race and air trials.

a questionnaire, details of the route are only released to pilots minutes before taking off.

After a final weather and race briefing at RACWA, we took off on Saturday morning on the first race leg to Hyden where we stopped for lunch and a quick visit to Wave Rock. Despite calm conditions and the help of GPS, it was a surprise to everyone how difficult it can be to fly a segment to the nominated time, especially when also attempting to complete a



We departed Wave Rock in the early afternoon for the first trial leg which saw us flying in a northeasterly direction while attempting to spot insignificant ground features and to identify road signs along Great Eastern Highway. As an example, we were required to identify a "hamburger like sign" - definitely the next level up from a CPL NAV! We landed in Kalgoorlie for a quick refueling stop - the only one of the race - and then headed off to our overnight stop at Gindalbie Station outpost, located a further 40 NM to the northeast.



We landed at the outpost on a rough but sizeable dirt strip; the abandoned shearing outpost was only a short walk away.





We received a very warm welcomed by the station owner Steve who was a fantastic host for the evening and prepared us a delicious out-back dinner which we enjoyed around a bonfire.

The weather god decided to throw in a final challenge to the race by inserting a cold front right on our way back. We waited a few hours in Westonia for the situation to improve and



After a filling bush breakfast on Sunday morning we headed off towards Westonia on the final race leg; the weather forecast indicated a strong headwind which made it even more challenging to nominate the estimated time. We stopped for lunch in Westonia, where we also add the opportunity to visit the local Wheatbelt museum.



then took off for the last trial leg towards Jandakot via Merredin and Northam. Cloud base over the Darling scarp was still marginal and the entire fleet diverted to the north with an unexpected vectoring over Pearce and then down the coast before landing back at Jandakot Sunday afternoon. Average flight time was 6.5 hours, and we covered approximately 700 NM over the two race days with four take-offs and landings.



It was a terrific adventure, fostered great teamwork and improved knowledge and confidence to all participants. Furthermore, in addition to being a great fun event, it also gave us the opportunity to raise funds for the RFDS, a significant joint donation was made in the name of RACWA and Gindalbie Station. A huge thank you goes to Andrew and Rob, these types of events do not just happen, but require months and months of planning, communication and coordination.



Finally, congratulation to Captain Ray Challen and the crew of Airvan VH-LHD who cleaned up the prize board, winning the overall race and all individual events; I am sure all the other teams are refining their race strategy and tactics and are looking forward to challenging them in 2019!

SAFETY

Dehydration

Aaron Dempsey, RACWA Flight & Ground Instructor

What is dehydration? We have all felt it, flying a long NAV in the middle of summer, pouring out sweat and not drinking enough. It's "alright" isn't it? Well let me tell you more.

The human body is made up of about 70% water. It is used by the body in all its cells, organs and tissues to regulate temperature and it is essential in the removal of waste products. Without enough water, the body's systems start to shut down and in most severe cases, can result in DEATH. A person can survive three weeks without food but only three days without water.

On average, the human body loses 2-3 litres of water each day – even someone resting in shade loses about 1 litre. Just breathing (external respiration) loses fluids, as well as through internal respiration and perspiration with work rate and temperature.

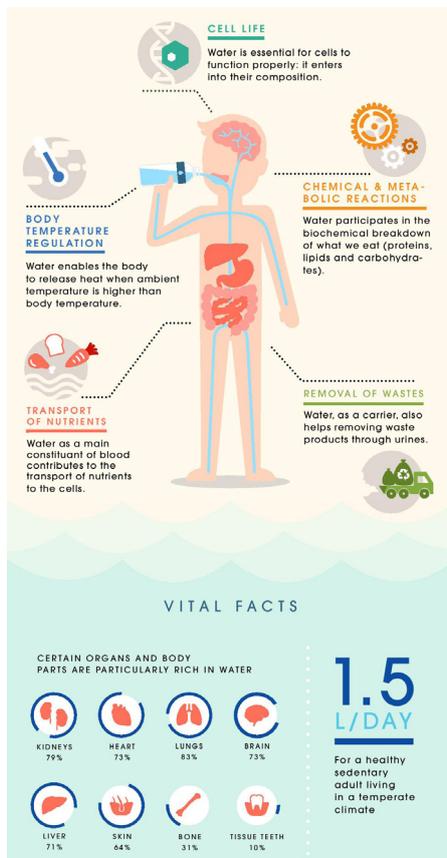
How can you tell if you are dehydrated?

- Increase in thirst (dry mouth).
- Fatigue, confusion or anger (frustration).
- Dry eyes or blurred vision.
- Headaches or disorientation.
- Muscle cramps.
- Lack of sweat.
- Dark urine.
- Fever.
- Dry skin.

How to retain fluids

- Avoid exertion.
- Keep cool (cover up).
- Don't eat (if little food is available fluids are taken from the vital organs to digest food).
- Don't talk and breathe through your nose.

Now we know what to look for and how to avoid it. Just remember the next time you're going on a Flight take some water with you and avoid dehydration. Fly well.



Urine Color Chart

Urine Color	Possible Meaning
Clear	Good hydration, overhydration or mild dehydration
Pale Yellow	Good hydration or mild dehydration
Bright Yellow	Mild or moderate dehydration or taking vitamin supplements
Orange, Amber	Moderate or severe dehydration
Tea-Colored	Severe dehydration

MEET OPS TEAM MEMBER:

Becca Bethell

1. What's the best way to start the day? *With a lie-in.*
2. What TV show or movie do you refuse to watch? *Horror, Sci Fi .*
3. What is something that is considered a luxury, but you don't think you could live without? *Chocolate.*
4. What's your claim to fame? *I've met the Queen and had lunch with Prince William.*
5. What's the best single day on the calendar? *Christmas Day.*
6. How do you relax after a hard day of work? *Heels off, slippers on and a good book or Netflix session.*
7. What is the most heartwarming thing you've ever seen? *Meeting people I've rescued when they have recovered from their injury/illness.*
8. What could you give a 40-minute presentation on with absolutely no preparation? *Military Search and Rescue in the UK!*
9. What is something you think everyone should do at least once in their lives? *Travel overseas and experience a different culture.*



MEET OPS TEAM MEMBER:

Sharon Thompson

1. What's the best way to start the day? *A 10 KM run around the river then breakfast on our back deck.*
2. What tv shows are you into? *Grand Designs, Game of Thrones, Outlander, Heartland.*
3. What is your ideal way to spend a weekend? *We love staying down on a farm Lucieville in Bridgetown. Horse riding horse riding and more horse riding.*
4. What tv show or movie do you refuse to watch? *Anything horror (I'm a scaredy cat).*
5. What is your claim to fame? *I've jumped out of a perfectly good aeroplane 13 times.*
6. What is the farthest you have been from home? *It would be when I trekked the great wall of China.*
7. What would you prefer hand gliding or white water rafting? *Handgliding for sure. Not that I've done it before but I did white water rafting on the Tully River in Far Northern Queensland and hated it. I was covered in bruises by the end of the day.*
8. What is the single best day of the year? *Christmas Day for sure. I love everything about Christmas!*
9. What are you interested in most people haven't heard of? *Sailing a Tasar its a small 2 person boat. My husband and I have travelled Australia competing at different events.*



LOCAL AVIATION

Greg Hill Memorial Trophy Wrap Up

David Currey - RACWA CEO

Conspicuous by their absence on the Greg Hill Memorial Trophy, new Club Captain Mick Harcourt, was determined that the members team would finally win the latest Club silverware. The competition comprises three teams, instructors, members and students, who undertake a practice forced landing, a spot landing and a flour bombing exercise. There are three members to each team. Every time you order a drink from the bar, you are helping fund the next Greg Hill competition, as the bar funds this annual competition.

This was the fourth time the event has been held, with students winning twice and the instructors winning last year. Mick Harcourt was

determined that the members should appear on the trophy as the 2018 winners. The event is in memory of former Club Captain and club stalwart, Greg Hill, who recognised the importance of participating in club events.

Despite some perfect scores by participants for individual events, the members team of Jim Di Menna, Mick Harcourt and Lewis Newman emerged as clear winners. The advantage of regularly participating in club comps to improve one's flying skills was evident in the consistency of the member's scores, with only 7 points separating all three results, compared to a spread of over 100 points for the other two teams.

Instructor Herman Tsang produced the best individual score, with a perfect practise forced landing, near perfect spot landing and second closest to the flour bombing target.

Congratulations to the instructor team of Herman Tsang, Liz Garcia and Carlos Teh, and the student team of Jerry Woong, Louise Langford and Jeremy Smith for participating in the event. Without the help of air judges Andrew Eldridge and Ashley Lee, the event would not have been possible. Next year, the scoring will be adjusted to place more emphasis on flying skills, reducing the points for the flour bombing.



⤴ Pre-Competition Briefing.



⤴ The WINNERS! L to R: Jim Di Menna, Lewis Newman, Mick Harcourt.

Welcome to our new Club Members!

MEMBERSHIP GUIDE
2017

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- Robert Burns
- Murray Burton
- Abraham Coetzee
- Elisa-Marie Cornish
- Heath Davies
- Roland Ferguson
- Gabriel Ferreira
- Jennifer Foulds
- Joshua Fourez
- Benny Goh
- Veerinder Kunner
- Philip Maley
- Gregory Martin
- Andrew McGuire
- Aodh McHugh
- Amir Ali Nazemi
- Salman
- Mulonda Ngenda
- Krish Patel
- Derek Perkins
- Sanjah Singh Sajwan
- Manfred Sigei
- Trent Spiegl
- Jayden Sydney-Smith
- Adin Syirad
- Tock Tong Tan
- Adam Taylor
- William Taylor
- Travis Tindall
- Gary Winstanley
- Yun Yuen Wong

Download our Club Membership Guide:

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

SAFETY

C152 intercom system tips

Glen Caple, RACWA Chief Engineer

I am seldom asked how the intercom system in our C152 aircraft works but am often asked as to why it is not working.

As the most frequent cause of the system not working is operator error I will give a description of the system to hopefully avoid problems.

All of our C152 aircraft are fitted with a voice activated, command switched intercom, independent of but attached to the original radio system in the aircraft. These SIGTRON-ICS units have 3 controls. An ON/OFF

switch, a VOLUME control and a SQUELCH control. They are wired to LH seat mic and phone jacks, RH seat mic and phone jacks and LH and RH control wheel push to talk [PTT] switches on the LH and RH control wheels.

The placing of the mic and phone plugs is important because the I/C unit has built in command switching. This results in the RH microphone line being de-activated whenever the LH PTT switch is activated. The opposite occurs whenever the RH switch is activated.

For this reason the headset used for the LH seat

MUST be plugged into the LH mic and phone jacks and the RH seat set into the RH jack set.

The voice activation is controlled by the SQUELCH control. This adjusts the point relative to signal input at which the microphone turns ON. When adjusted correctly there will no noise in the headset generated by the intercom unit and the unit will only activate when you speak into the mic. It is important to note that if the squelch control is adjusted on the ground it will need to be readjusted in flight as the background noise will be greater and the squelch will open and give a constant background noise known as hash.

The VOLUME control controls the volume of the intercom only and has no effect on the radio.

The aircraft's original hand mic. and hand mic. socket has been retained so that in the event of a failure of the headset mic. or mic. wiring the hand mic. can be used to communicate.

For this reason you should ensure that the hand mic. plug is inserted before your flight.

WARNING: A partially inserted mic. plug will render the transmission system inoperative for both the hand mic. and the headset mic.



FOR SALE - TIGERMOTH

VH-BTP A17-744

Asking: \$80,000



**Total Flying Hours 1740
Maintained by RACWA
All history & Logbooks
140 HP Gypsy Major engine**

**All details please contact Clark Rees:
Ph: 0408 908 764 or email: c.d.rees@bigpond.com**

Free Flight Review Seminar*

Saturday January 19, 1200 - 1400



Royal Aero Club
of Western Australia (inc)

The Royal Aero Club of Western Australia is proud to announce a Free Flight Review Seminar.

The Flight Review is not a flight test, it is a biennial review of a pilot's skill and depth of knowledge as required by Civil Aviation Regulations. After gaining a qualification, it is normal for some skills to regress over time, a Flight Review ensures your piloting skills remain at - or are brought back up to - standard.

Prior to your Flight Review, it is a good idea to undertake refresher training if you are feeling a bit 'rusty.' As such, this RACWA Flight Review Seminar is offered *FREE to RACWA Members who book the flight component of the Flight Review with the Club, or if you are a Non-Member, you can attend this Seminar for \$100.

The Flight Review Questionnaire component will be completed during the course of this seminar and is valid for 3 months. The Members Lounge Bar will open after the Seminar to catch up with mates!

NB. A flight review is valid to the end of the month in which it was completed, 24 months later.

To register to attend call 9417 0000 or email jatkinson@royalaeroclubwa.com.au

Industry Presentation – Captain Allan Bradley

James Piesse - WAAC Student

On the 24th October, in front of the biggest audience of the year, Captain Allan Bradley gave a very engaging presentation on his success in the airline industry. After a brief introduction, Allan outlined some of the ways modern airlines use teamwork games as part of their selection criteria for flight crew with his favourite teaching aid - the remote controlled car.

With a fair bit of frequency interference, a lack of teamwork, a little bit of subterfuge plus some out and out cheating from some teams (particularly those other two on the roof - as seen below) it quickly dawned upon us that there must be an easier way. Given a second chance, and with a little more teamwork, the results improved dramatically.

The 57 year old Boeing 787 Captain with 17,000hrs in his log book reminisced back to a time when a much younger John Douglas took him for his pre-CPL flight test. Between then and now he's had a few setbacks but he had a plan with a generally upward trajectory. Hard work, flexibility and presentation went along way to achieving his goals - but there was also a strong emphasis on not delaying his training - ATPLs anybody?

Allan's first job was as a fire spotter way back in the summer of 87-88 - he saved some money-got a couple of ratings on his licence - and before long was off to Gatwick (wherever that is) to fly a Viscount 810 for Baltic Airlines. By 1990 he was flying Fokker F100s for Air Europe and just as he had acquired a few commitments (wife, kid, mortgage) was greeted with 8 months of unemployment.

After pulling out the atlas (or Google Maps as it is known nowadays) he found himself in Jakarta with family in tow, again flying F100s. In 1993 he joined Royal Brunei, and starting with the 757, then the 767, worked his way through the Boeing alphabet to his current plane of choice, the 787 - I can't believe it's not the M20J!

Nowadays, he goes to Singapore for training and gets paid for it. He does photo shoots for the inflight magazine and gets paid for it. He sits on a boat in the Mediterranean with bikini clad girls and gets paid for it. He seems to get paid a lot. How did he get there? He developed a plan and stuck to it. He worked out what motivated him. He set his standards high and kept them there. There was no shortcuts - success requires a continuous conscientious plan.




Santa will be showing his reindeer the way - before the very important day in our very own Tiger Moth!

Saturday December 15th, 2- 3.30pm



Photo with Santa & the Tiger Moth
Free for Members Children & their Guests
 Flyover can be viewed on roof before landing in front of the Club
 Contact jatkinson@royalaeroclubwa.com.au to register.

LOCAL AVIATION

Murrayfield Matters

Mike Yeates - NEW Instructor in Charge - Murrayfield Aerodrome

Hopefully many of you are aware that Murrayfield is back in business!! Following a couple of months' transition phase, we are open 6 days a week again. A big thanks to Cam Williams from whom I have taken over the role of Instructor in Charge and best of luck to him as he moves on in his flying career. Also, a big thanks to Glenda Dyke, John "Instructor of the year" Crisp, Jet Slater and Michael Chlopek for teaching me a lot about my new role.

For those of you who don't know me, I was part of the WAAC A16 class and earned my CPL just a couple of days before Xmas before getting straight into Instructor training at the beginning of 2017. The call to travel beckoned between earning my Instructor rating and starting work with RACWA at Jandakot in

March 2018.

Prior to starting my flying career I spent 9 years in Europe. Five of those years I spent working in ski resorts in Austria and France in the winters and an alpine activity camp near Lake Geneva in Switzerland in the summers. I also drove coach loads of inebriated tourists around Europe as well as a couple of years working for a travel company in London. When I'll start to put my Degree in Criminology to use, I'm not sure.

Anyway, back to Murrayfield! As it's spring-time, it's been a good time to get some jobs done around the place. A big thanks to John Ridgway and Tim Smale for their excellent work maintaining, well pretty much everything really. Our very own indefatigable Glenda "Di Vinci" Dyke has done an excellent

job painting the WC. The next job will be for us to tackle the kitchen with new flooring and a paint job planned. The facelift hasn't just been within the hangar walls, Runway 09/27 has been regraded so landing on the gravel is a bit smoother now.

As the weather improves we are seeing a lot of new students starting their training at YMUL. They are a diverse bunch, from high school students, Air Force Cadets, FIFO workers, retirees and more. One new student in particular is hoping to achieve first solo on his 15th birthday so watch this space. No pressure!

Most importantly of all, the lolly jar is back in action so there is really no excuse for not coming down for a visit!

VH-AKF Regular Maintenance



⤴ Viv Pavlich replacing the windscreen & re-covering the seats of the Mooney

December Club Diary

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

- 1** Lancaster Commemorative Flight. Commences at Bullcreek Aviation Museum then fly out from Jandakot.
- 9** HMAS Murrayfield.
- 15** "Santa Claus shows his Reindeer the way before the important day in a TigerMoth!" FREE Members & their Guests Children Photo Opportunity with Santa and the Tiger Moth.
- 16** 2 for 1! Jandakot Glide Approach & Precision Low Level Circuit Challenge.

Christmas Gift Vouchers

For an unforgettable experience!

Visit www.royalaeroclubwa.com.au or call 9417 0000

