

# TARMAC TOPICS

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

OCTOBER 2019



*Featuring:*

- **Wings 2019 Awards, Achievers & Photos**
- **RACWA Secret Society of Pilots**
- **Pilot Development, Progression & Career Management**
- **RPL Rottnest Island Flights**
- **Maintenance Safety & working Around Aircraft**
- **Auster VH-PJN Hunt**
- **Much, much more...**



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of Western Australia (inc)



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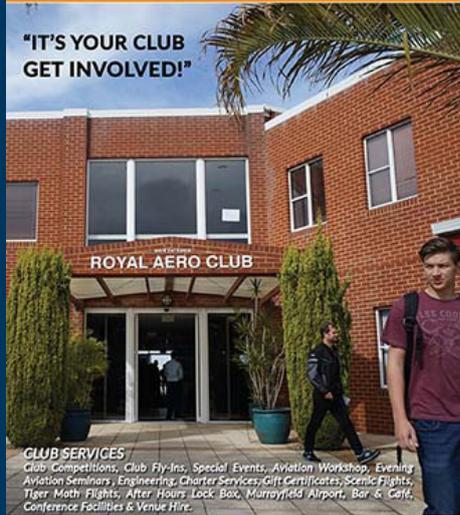
# Welcome New Club Members!

## MEMBERSHIP GUIDE

2017

Royal Aero Club of Western Australia - Open 7 days a week!

"IT'S YOUR CLUB  
GET INVOLVED!"



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

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Download our Membership Guide:

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

# Hangars for Lease



## Southern End of Jandakot

Call 0419 172 986

## Featured - Local Aviation

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Held October 12th in the Astral Ballroom Crown Perth, this 'Diamonds are Forever' themed event recognised our 90 year milestone as well as RACWA & WAAC aviation achievements.

### 8 Battle of Britain Commemoration Wrap Up

Around 28 pilots and their crew gathered for the briefing, held in the hangar at 0515, only to be told that there would be a delay in take off, due to a weather forecast that showed a chance of fog and some low cloud and precipitation.

### 10 RACWA Secret Society of Pilots

If you were to visit the RACWA Clubhouse on the first Friday of every month, you may even catch a glimpse of them, cloistered in a briefing room, using arcane terms such as 'echelon' and 'vic'.

### Development, Progression & Career Management

Development is what one should constantly be seeking as a professional, as it is what helps us to do our job better, more efficiently and safely.

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David Schneiker has developed a study guide for RPL pilots to be able to conduct flights to Burns Beach (BUB) and Rottnest Island (YRTI).

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Essentially, with the weather improving all the time, we should be getting out there and not only flying to Rotto for lunch or Bunbury for breakfast, but joining in with the Club Comps at Jandakot and Murrayfield as well as other flying events organised by the Club.

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I am trying to trace an Auster that was sold by my father in 1947 in the UK. Peter Shippside of Goolwa, South Australia.

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The first week of October once again had the hum of multiple aircraft at Murrayfield, with many Australian Air Force Cadets running around, working hard, to get into the air. 12 cadets worked hard on the 7 day, live-in camp, flying twice a day, attending night school and essentially living and breathing aviation, with the goal of going first solo by the end of the week.

### 15 Club & College Diary

# RACWA

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# CEO Editorial

"Good weather has enabled our aircraft, instructors and members to be busier than forecast."

*David Currey, RACWA CEO.*

September saw our budgeted hours being exceeded by 110 hours. Flying training in October is at a fever pitch, as students and their instructors try to ensure that goals are met prior to the Wings Dinner on the 12th October. The Wings Dinner has certainly proved to be a powerful motivating factor in the past, and this year is no different.

CASA have embarked on a hazard analysis of the aviation industry, broken down into eight sectors. Along with other training schools, I recently attended a workshop in Brisbane that focused on the flying training sector. I considered the workshop to be very useful, as it allowed the training sector to give first-hand examples of the increased cost and complexity of the new regulations, but it also allowed us to appreciate why certain new regulations were required. I am optimistic that this process will result in some changes, but am disheartened at the time taken to implement any such change.

The recent attack on a Saudi Arabian oil refinery has resulted in the price of fuel increasing throughout the world. The Club is absorbing the increase in the October price of avgas, in the hope that market forces will ensure that the avgas price decreases in November. Where possible, the Club will maintain a policy of

price stability, but we cannot absorb such increases for a prolonged period of time.

PNT is now boasting a new autopilot and we are shortly going to be installing a new glass Aspen system in IXE, so that both twins have commonality in their avionics suites. David Roses has been advocating for these changes for some time, and it is a pity that he will not be here to enjoy this investment in our twins. David has moved to the USA to further his career. During his tenure in charge of the IFR department, IFR training grew by 60%.

We farewell instructors Taylor Sibbritt-Pettit and Chris Evans who are leaving the employ of the Club to further their careers elsewhere. Both Taylor and Chris have always gone the extra mile to ensure their many students achieved their goals. We wish them, and David Roses, all the best in their new roles.

After a number of false starts, the new 12/30 runway is scheduled to be commissioned in October. To comply with ICAO requirements, some taxiway designations will be changed. Please make sure that you are aware of these new taxiway designations. If in doubt, speak to one of our instructors or attend the upcoming FREE Members' Seminar, October 20.

The re-instatement of the Australia Day Skyshow is good news for the aviation sector. At this stage, we are not certain of the extent of the club involvement. It has been a tradition of the Skyshow that formations of Club aircraft participate in the event. Hopefully we can continue to fly the Club flag at the Australia Day Skyshow. I am sure the growing number of members with a formation flight activity endorsement would be keen to participate in the event.

The Club will shortly be supporting members who have an RPL to fly Club aircraft to Rottnest Island from Jandakot, as this falls within the 25 mile radius allowed. However, due to Rottnest Island's traditional cross wind conditions, members will be required to complete a short course to ensure that members are properly prepared for the conditions at Rottnest Island and be aware of the skydiving operations at the island. The course is expected to comprise two flights.

Congratulations to the recipients of Awards announced at the 2019 Wings Dinner. We have many unsung heroes within our membership and it is a pleasure to recognise these members, as well as those who excelled during their training.



Comp. Winners from Murrayfield in September, for the H.M.A.S. Murrayfield were: 1. Jack Bradshaw. 2. Haydn Vernon. 3. Janette Nash.

# Club Captain Report

"Essentially, with the weather improving all the time, we should be getting out there and not only flying to Rotto for lunch or Bunbury for breakfast, but joining in with the Club Comps at Jandakot and Murrayfield as well as other flying events organised by the Club." *Mick Harcourt, RACWA Club Captain.*

Comp winners from Jandakot in August, for the Right Hand Seat Comp were:

1. Rod Garnaut.
2. Mandy Newell.
3. Rob Van Hammersveld.

Comp winners from Murrayfield in September, for the H.M.A.S. Murrayfield were:

1. Jack Bradshaw.
2. Haydn Vernon.
3. Janette Nash.

Saturday 9th November: Jurien Bay Fly-in to coincide with the Indian Ocean Festival and Blessing of the Fleet – this event will encapsulate the old fly-in days of keeping the blue bits on your left and the brown bits on your right, when flying up there and of course the opposite on the way back.

Accommodation within the town may be at a premium, so a notice will be posted confirming times etc. and it will be essential to advise if you are going. We are trying to negotiate some discounted fun activities whilst there and again, watch this space!

Murrayfield's October Comp will be delayed for a week to the 20th, making sure we are all well recovered from the WINGS dinner on 12th October!

There still seems to be some confusion as to how to register on-line for comps and fly-ins, so we will re-print the instructions for you. This really does help for catering, and Instructor and aircraft availability. (Refer right & below screen snapshots.)

Coming up in December will be the Catalina Flight, etails to follow, also in December will be the 2 for 1 Comp just before Christmas – yes, its getting that close!



**JUL 28** Jandakot Rudder Circuit Competition  
Public · Hosted by Royal Aero Club of WA

★ Interested ✓ Going Share ...

🕒 Sunday, 28 July 2019 from 13:30-15:30

📍 Royal Aero Club of WA  
41 Eagle Drive, Jandakot Airport, Jandakot, Western Australia 6164 [Show map](#)

**Tickets** [www.royalaeroclubwa.com.au](http://www.royalaeroclubwa.com.au) [Find Tickets](#)

Above: Example of RACWA Facebook event. Clicking TICKETS - circled in red - takes you to the corresponding event page on RACWA or WAAC website. Look for the RSVP form at the very bottom of the page:

## RSVP

Please enter the number of places you would like to reserve.

Please fill in the RSVP confirmation name and email fields.

Jandakot Rudder Circuit Competition *Jandakot Rudder Circuit Competition. For this challenge you can ONLY use the rudder during turns. 28th July 2019. Registration: 1330. Briefing: 1400.*

Please enter your details. RSVP confirmation will be sent by email to this email address.

Full Name:

Email:

RSVP:

[Confirm RSVP](#)



### Rudder Circuit Competition - Jandakot

Thank you for your interest in this event, please see below for details

July 28 @ 1:30 pm - 3:30 pm

| TICKET # | TICKET TYPE                         | PURCHASER   | SECURITY CODE |
|----------|-------------------------------------|---|---------------|
| 4158     | Jandakot Rudder Circuit Competition | Type your name and number of people who want breakfast: eg. 3 | e435122c79    |

VENUE  
Royal Aero Club of WA [41 Eagle Drive Jandakot, Western Australia 6164](#)  
<https://www.royalaeroclubwa.com.au> 9417 0000

Enter number of competitors for the event and other details, click Confirm RSVP and you'll get a confirmation email sent to the email address you just supplied.



*Australian Women Pilots' Association*



*RACWA & WAAC Instructors*



*Hosts: Jarod Rowe & Merrilee Greenaway*



*National Anthem Performance  
Lawson Greenaway*



*President's Address:  
Andrew Eldridge*



*Host: David Royans*



*WA Aviation Principal's  
Address: David Currey*



*Herman Tsang  
proposing to Tina Li*



*Time to hit the dance floor*



*DJ Gabriel*



*The Christopher Little Award  
Winner: Silvester Wong*



*Eclectic Trophy Winner:  
Haydn Vernon*



*Neil Baird Club Award Winner:  
Martin Jones*



*25 Year Club Members:  
Steve Wilson & Mark  
Cheveralls*



*John Douglas Instructor  
Graduate Trainee Winner:  
Louise Langford*



*Don and June Phillips Award  
Winner: Jim Di Menna*



*WA Airways Award Winner:  
Terence Tay*



*Instructor of the Year  
Winners: Harrison King  
& Tim Berryman*



*AirBP Tom Millar Scholarship  
Winner: Carollne Watson*



*WAAC DUX Winner:  
Louise Langford*



*WAAC Principal's Award  
Winner: Herman Tsang*



*Wings Event Organiser:  
Coril Bere*

# 2019 Wings Presentation 90 Years 'Diamonds are Forever'

Held on Saturday October 12th in The Astral Ball Room Crown Perth, this glittering event recognised RACWA & WAAC aviation & achievements with their support teams of family, friends, teachers & class mates!

# Battle of Britain Commemoration Wrap Up

"There was a period in history, back in 1940, when aviation played an important role in the maintaining of a way of life, like never before. Generally accepted from the early part of July till the end of October of that year, the Battle of Britain was held in the skies overhead the (mainly) southern part of England in defence of that country by a would-be invader."

*Mick Harcourt, Club Captain.*

**P**ilots and crew came not only from all over Britain's 'Dominions', such as Australia, New Zealand, Canada, South Africa and Rhodesia, but also from countries including Poland, Czechoslovakia, France and Belgium, their populace ousted by an advancing aggressive German army.

The height of the battle, some say the turning point in favour of Britain, is accepted as 15th September and is celebrated as such annually as Battle of Britain Day.

The Royal Aero Club of WA has celebrated this event by flying a "Dawn Patrol" in remembrance of the brave pilots and crews that took part in this reasonably short but decisive battle so long ago. This has been a tradition at the Club for many years and so on Saturday 14th September 2019, the 79th anniversary of the Battle, RACWA held a Dawn Patrol.



going to take us out of Jandakot to Fremantle and with clearance, along the Swan River to Kings Park, overhead the Memorial, then out to Observation City at Scarborough and return to Jandakot via POWR and Breakfast!

We had three main formations taking part with

Soon enough, we were airborne into smooth air and after normal departure procedures were tootling along towards Freo. I called up and got clearance to enter the zone and we flew along the river to our objective all the time 'hunkered' down to keep out of the cool breeze going past the open cockpit.



Around 28 pilots and their crew gathered for the briefing, held in the hangar at 0515, only to be told that there would be a delay in take off, due to a weather forecast that showed a chance of fog and some low cloud and precipitation.

Whilst the delay was less than an hour, we prepared our aircraft for the event, which was

a couple of non-formation pilots bringing up the rear. The two Partenaviats took off in the lead to not only pave the way, but also send back any reports of inclement weather conditions – all was good, so then the Cessnas taxied out and took off, meanwhile we in the Tiger Moths, were being started and readied for our sortie.

I have to admit whimping out and cutting the corner from OBC to Cottesloe because it was not only cold, but I was feeling very hungry and wanted to get back in time for a hot breakfast – I got no complaint from my formation team – they all were of the same opinion!

I lead the formation overhead the Clubhouse in a personal salute before a smooth landing back at Jandakot, taxi to the apron and shut down. Make sure all the switches are off, exit the aircraft and chock it before heading to the lounge for breakfast and warmth!

During breakfast a friend and long time Moth enthusiast, Sqdrn Ldr (Rtd) Paul Falconer-West, gave a short account of the Battle of Britain, its strategies and some facts and figures about the attrition of its aircrews.

There was some press representation at the event, so I got a second flight in to help the reporter understand what flying in one of these old bi-planes was like. "Lest we forget"



# Achievers



**AARON RAMILO**  
- Round of applause on your First Solo.



**WILLIAM FOSTER**  
- Kudos on your First Solo.



**NICHOLAS GODSELL**  
- Well done on your First Solo.



**RICHARD KALUKAL**  
- Congrats on your First Solo.



**RYAN MEYERINK**  
- Good work on your First Solo.



**PATRICK DE ROOY**  
- You worked hard for your First Solo.

**Royal Aero Club**  
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**OTHER FIRST SOLOS:**

Joel Keeble, Etop Etim,  
Flynn Smith, Brendan Kiesey

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**RPLS:**

Philip Lewis



**CRAIG HARDY**  
- Let's hear it for your PPL.



**JAMES TAMPLIN**  
- Congratulations on your CPL.



**DEAN ALLISON**  
- Round of applause on your CPL.



**HAMISH MICKLE**  
- Let's hear it for your CPL.

**Royal Aero Club**  
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**INITIAL FIRS:**

Edmond Goh  
Joseph Rayner

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

**INSTRUMENT RATING:**

Michael Sonneman

**Western Australian Aviation College**

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Email: [mgreenaway@waaviationcollege.com.au](mailto:mgreenaway@waaviationcollege.com.au)  
or Ph: 9417 0000



## RACWA Secret Society of Pilots

by Mike Watts, RACWA Formicator.

**D**id you know that deep down in the dark underbelly of RACWA there exists a secret society of pilots? They are so secret in fact, that some of them are known only by their special call signs of "Mr Cranes" or "Whatiff". You may have seen evidence of these people around the place, carrying briefing boards covered with pictures of telegraph poles in groups, or bits of paper with lists of aircraft on them and more telegraph poles.

If you were to visit the RACWA Clubhouse on the first Friday of every month, you may even catch a glimpse of them, cloistered in a briefing room, using arcane terms such as 'echelon' and 'vic'. You may also see them being fascinated about various hieroglyphics containing power poles. After they have discussed the

power poles the person they call "The Leader" will present the sacred "Sermon of Safety and Considerations".

When this has been completed, they leave the briefing room and don their bright yellow carapaces and descend on the aircraft fleet like a swarm of locusts. They check all the flappy, twitchy, spiny things and then climb aboard their faithful steeds. All is quiet, then as if by magic, all the engines start at once and they taxi to the threshold of the runway like a stream of ants at a picnic. ATC quickly clears them to take off and in pairs they trundle down the runway gathering speed until they leave the surly bonds of earth behind them. They form up like a school of Lycoming powered fish and move as one to disappear into the distance.

An hour later they return from their secret mission and like a scene out of Pearl Harbour they descend to the circuit height and separate. Like butterflies they descend and touch down and taxi back to the Club and tie down their Pegasuses. As they cross the apron they shed their bright plumage and return to the earthy colours of the ground hog. They still walk with a spring in their step and a sparkle in their eyes. These are the RACWA Formicators.

If you wish to join in the fun of Formation Flying give your phone number to Gary Evans, 0418 919155 or email [gary@cranesafetyssystems.com.au](mailto:gary@cranesafetyssystems.com.au).

**If you need to get your Formation ticket, book yourself some time with Werner (vee haf vays to make you fly) Buhlmann.**



### WAAC NEWS

## Development, Progression & Career Management

"Progression vs Development." *Cameron Marchant, Airline Check and Training Captain, Flight Examiner and Flying Training School Owner.*



**I**t is acknowledged that for the vast majority of pilots, Chartair is a "stepping stone" to greater things. Therefore, it is our philosophy to provide a healthy environment that facilitates both the personal and professional development of our flight crew. To make this work in a mutually beneficial way for both the pilot and Company, the following discussion is relevant.

Development is what one should constantly be seeking as a professional, as it is what helps us to do our job better, more efficiently and safely. Development is the acquisition of knowledge and skill. It does not necessarily associate with a new "sticky label" in the log-book – which may make us more attractive to QANTAS, or similar. Development "hardens" us in a personal and professional sense and means that when, in the words of Tony Kern, circumstances demand us to score a 95 rather than a minimum 70, we are more likely to be up to the task (and therefore get to go home at the end of that particular day...). Development, in all senses, is the vehicle through which one becomes more attractive for progression. Progression, therefore, is an output and consequence of successful development – it is a privilege that one receives based on many things, but inevitably is determined by an assessment of merit conducted by one's supervisors.

Broadly speaking, it should be remembered that since progression is a consequence of de-

velopment, there are at least two stakeholders in every decision to progress a pilot – the pilot as an individual likes to see the extra qualification which makes them more competitive for other, more desirable employment, however often forgotten (or ignored) is that the Company is also a stakeholder. The amount of training required to progress someone is a big consideration in a Company that is not a flying school. A pilot who will qualify rapidly with little remediation or "training shortfall" (i.e. training effort from the Company to bring the pilot up to check standard, typically often seen in relation to instrument flying skills and knowledge), will be an attractive option over a pilot perceived as requiring comprehensive training resources. Therefore, in order to position oneself best for progression, a pilot should make sure they are, in fact, as close to the required standard as possible through their own development and that the Company will perceive a definite benefit from providing such progression. This needs to be an honest self-analysis, as standards are always validated in full at the proficiency check!

## LOCAL AVIATION

# RPL Rottnest Island Flights

*David Royans, RACWA Head of Flying Operations.*

**A**s every Recreational Pilot Licence (RPL) holder knows, one of the privileges of their licence is the ability to fly within 25nm of the aerodrome of departure, remaining clear of controlled/restricted airspace unless a controlled airspace endorsement is held. Although Rottnest Island (YRTI) is well within the 25nm radius of Jandakot, RACWA has restricted our RPL pilots to the training area as it keeps them well clear of any restricted airspace, and the busy route to/from Rottnest Island. The following are just a few of the considerations that have contributed to this policy:

- \* **High density traffic.**
- \* **Controlled airspace.**
- \* **Flights over water.**
- \* **Flight Notification.**
- \* **Non towered aerodrome procedures.**
- \* **Noise sensitivity.**
- \* **Environmental considerations – in particular almost certain cross winds and windshear.**
- \* **Ditching in water.**

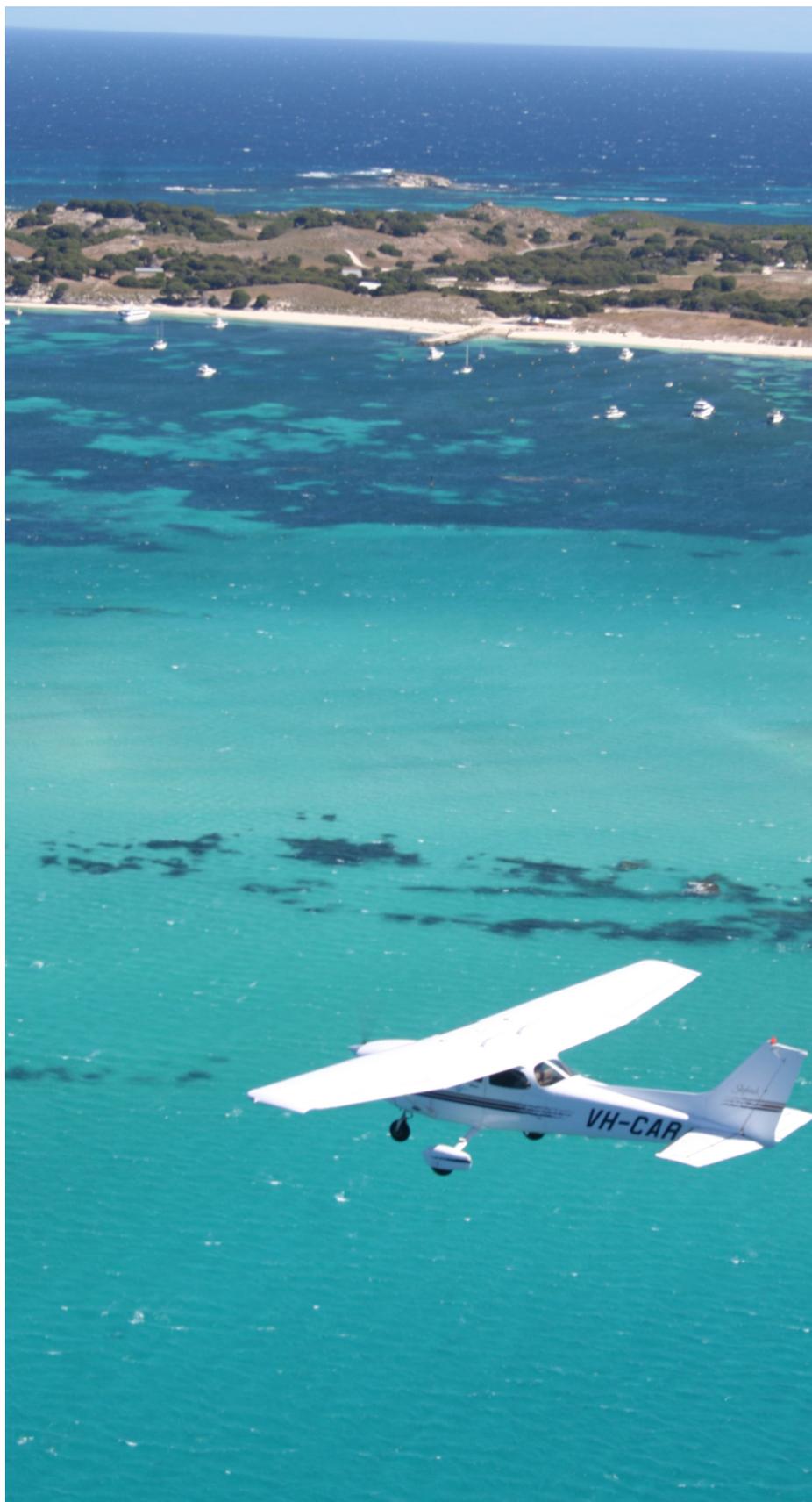
Not that we believe RPL pilots are unable to deal with this, quite the contrary, but because we believe some form of training should be given prior to conducting such operations. With this in mind, I directed our Grade 2 Instructor David Schneiker to develop a study guide for RPL pilots to be able to conduct flights to Burns Beach (BUB) and Rottnest Island (YRTI).

David has developed a very good study guide which, in conjunction with a course of training consisting of an in depth brief and two flights will give our RPL (and even PPL refreshers) sufficient knowledge to be able to safely and compliantly conduct flights as far north as Burns Beach (the limit of the 25nm radius outside controlled airspace) and/or Rottnest Island (either a scenic orbit or landing or both).

The brief should take between 1.0 and 1.5 hours. The first flight 1.5 hours and the final flight 1.0 hour. Once deemed competent to conduct operations at YRTI (along with the attendant conditions possibly experienced at YRTI) the instructor will place a “Burns Beach and Rottnest Island Approval” stamp in the pilot’s log book.

All our RPL holders need do after this, should they wish to undertake flights to Rottnest, is present the log book stamp along with any other requirements for the hiring of an aircraft and the instructor will know that you have undertaken such training to enable you to safely fly yourself and passengers to Rottnest Island.

Whilst our PPL holders and above do not



require any such training to fly to YRTI, it is a great opportunity for refresher training should they wish to partake. This is also a perfect opportunity if you hold a RPL by way of transferring a GFPT to a Part 61 licence.

This training opportunity is available now and all you need do is make contact with any of our friendly instructors and they will facilitate it at your earliest convenience.

## SAFETY

# Maintenance Safety

Article borrowed from *Aviation Safety Magazine*, written by Mike Berry, who is a 17,000-hour airline transport pilot, is type-rated in the B727 & B757 & also holds an A&P ticket with inspection authorisation. Submitted by Herman Prinsloo RACWA Safety / Maintenance Manager.

**S**afely maintaining your airplane is just as important as flying it safely.

Many of us recognise one of the ingredients to making our flying less risky and safer is good maintenance. At the same time, sometimes we give little thought to ways to make aircraft maintenance itself less risky and safer. A little common sense goes a long way toward working safely and promoting a safe work environment around aircraft, either when working with others or alone.

the service manual describing the task you intend to perform. Not all service information is in the manufacturer's service manual—there likely is additional information covering individual components like starters, pumps, alternators, brakes and wheels, to name a few.

How many of us know there is a maximum inflation pressure stamped on tires? Exceeding this value can be dangerous as a tyre that bursts or a wheel that uncontrollably comes apart can

other family members' clothing? What about used motor oil from aircraft, which contains small amounts of lead? Precautions should be followed to shield yourself and others from this and other materials.

**A Word About Tools:** Ask a mechanic if you can borrow his car or truck and they will probably hand you the keys, but ask to borrow one of their precious tools and the answer is almost always a resounding NO. Professional mechanics make their living with tools and they can probably tell you every tool they own, when they bought it, and show you where every tool is in their tool box.



Placing an aircraft on jacks—and working on it from underneath—is just one example of a maintenance task requiring special attention and a plan.

**Preparation:** It seems obvious to help minimise risk and ensure safety, it's necessary to come up with a plan, but too often, we don't. We'd ideally have a checklist of sorts on how a job will be done and what steps must be taken to ensure work is accomplished in a safe manner. One of the most important things, of course, is that your mind should be clear so you can concentrate on what you are doing. Fatigue and distractions can significantly impact your personal safety as well as bystanders if you are not focused on the task at hand.

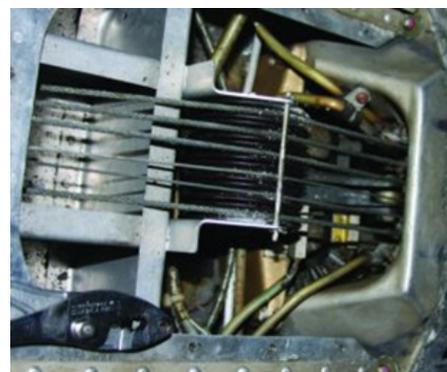
Safety when working on airplanes should be taken to a higher level than you would apply when repairing a leaky faucet in your home. Not only should you think and plan for safety while performing the job at hand, but consider that performing a task improperly can have a serious impact on the aircraft's reliability.

**Approved Data and Procedures:** Something that many people seem to ignore as the primary source of information for servicing an aircraft is

be like a bomb that can kill you or bystanders. When servicing an air / oil strut or working on a landing gear component, it may be necessary to deplete all the air and fluid out of the strut before working on it. Removing an air valve may seem like a simple procedure, but there's high pressure behind it and it can become a fast-moving projectile when removed. Precautions like eye protection are necessary when doing a job such as servicing an air / oil strut, safety wiring an oil filter or working on the fuel system.

Think also about the chemicals that are commonly used in the repair and service of aircraft. Have you read the precautions and warnings on the labels? Do you need protection for your lungs, eyes, hands, etc.? How will you dispose of the residue after the job is done, and how will you store or dispose of the unused material left in the can?

What about contaminated clothing—should you just wash it with other clothes or are there special procedures to follow to prevent contaminating



Some type of tool control or inventory procedure is necessary as at the end of the work day or when a task is completed, it is extremely important that no tool is left in an aircraft. It is strongly recommended that at the end of the day, even if the job will continue to the next day, pick up all the tools and account for every one of them used that day before calling it quits for the night. Missing tools that end up inside a plane are dangerous and have caused many accidents.

**Special Tools and Equipment:** Service manuals may not always suggest the use of all available safety equipment, but it's still necessary to think and plan for whatever you may need prior to attempting the job. Service manuals often describe a special maintenance test procedure or specify a special tool to do the job correctly. While special tools often are necessary, there is no requirement to purchase one. Often you can make your own tool—there's also the possibility of renting or even borrowing the correct item. But if a special tool is necessary, don't improvise—not only may your safety be compromised, but using the wrong tool could jeopardise the safety and reliability of the aircraft.

Not convinced? Recently an accident investigation revealed that an engine seized due to oil starvation before the airplane crashed. When interviewing the mechanic who worked on the plane, it was determined he did not use the proper tool: tightening just one of the attaching nuts with a punch was not an approved procedure.

That single nut came loose—followed shortly thereafter by the remaining three—and the vacuum pump became detached from the drive pad. The vacuum pump shifted on its mount and loosened the shaft seal, allowing the engine to leak oil. The engine's oil was depleted in a matter of minutes and the engine seized. It is wiser to buy or hire any special tools that will prevent this type of accident from happening.



Another special tool for Cessnas is a jack pad. This is a simple steel part (different pads for

spring steel gear or tube gear aircraft) is made to fit onto the landing gear of single-engine, fixed-gear Cessna aircraft. I have seen people improvise and make something work, but is it really safe to jack up an aircraft that may fall because you didn't use the correct tool or procedure? Some heavier aircraft require special hardened bolts and fixtures spelled out in the maintenance manual that are necessary to prevent you and your helper from being injured, or the aircraft from being damaged, by falling off a jack.

Some safety issues with using lock wire is to always shield the tail of the safety wire you are cutting off, so it doesn't end up in a critical airplane component causing damage or injury. Always wear some type of eye protection when working with safety wire and be mindful of your surroundings. Years ago, I was safety-wiring an oil screen when my wire touched a hot electrical circuit, causing a short and instantly melting a piece of wire onto an oily shop rag. Thankfully, there was no fire. **By the way, do you know where the nearest fire extinguisher is, just in case?**

**A Word About Retracts:** Retractable gear aircraft have many issues that must be planned for, not least of which are the correct jacks, fixtures, tools and precautions. But there also are the correct procedures necessary to properly check the landing gear operation. Working under a plane is always dangerous, so proper planning is necessary. A proper gear-swing operation takes at minimum two people—maybe more depending on the aircraft and facilities available.

What procedures will you use? Who will oversee the operation? What signals or communication will you use to ensure the gear is not operated when someone is within the gear well? How much do you trust the other person in the cockpit not to touch any switches while you are working under the plane?

**Do it right:** Working on an aircraft demands your full attention. Don't allow distractions to get between you and your work. Think safety and make it part of your routine every day.

## Working Around Aircraft, Part 2.

Herman Prinsloo, RACWA Safety Manager / Maintenance Manager.

**A**ccess to the RACWA hangar is available on all days the club is operating to obtain oil if needed or during weekdays to get assistance from the engineers to deal with an issue with an aircraft. Note however there are hazards in the hangar so don't wander around needlessly and don't touch anything without permission. The engineers are usually busy keeping our fleet running for us so respect their workplace and ask for assistance if required.

**HANGAR DOORS:** The hangar doors are open during weekdays and usually on weekends. If you need access to the hangar for oil or any reason ask at operations or an instructor for help.

**FIRE LANES, ACCESS ZONES, CAUTION ZONES:** On the floor of a hangar you may see painted lines describing areas of caution - "Fire Lanes" and areas in front of power panels, fire extinguishers, fire hose reels and hazardous chemical cabinets must be kept free of any obstructions.

**"FOD":** Yes, again "FOD" is any object that can be blown, dropped or projected into a person or aircraft (or anything else) to cause damage. Within the confines of an aircraft hangar that usually means something dropped on the floor or left on a surface where it should not be. If you see anything that fits the bill, pick it up and find out who it belongs to or where it goes.

**HAZARDOUS SUBSTANCES:** Training: All those who use these types of substances should

be properly trained.

**MSDS Sheets:** Material Safety Data Sheets, this information must be in an accessible location and available when required. If you need to deal with these materials ask for it.

**PROTECTIVE EQUIPMENT:** When you are handling hazardous materials you must have the correct protective equipment for doing so, i.e. Face shields, gloves etc.....**USE IT!**

**Storage must be treated as per Regulations / Standards.**

**PPE: Personal Protective Equipment:** Appropriate footwear is always required when accessing an aircraft hangar. Steel capped boots for those working in the hangar and closed shoes for visitors.. **NO SANDALS or BARE FEET EVER....**

Hearing protection, there are always earplugs available for those working around the aircraft or other areas that requires you to wear them. **"It doesn't take long for engine noise to ruin your hearing".**

Safety Glasses should always be worn when your work requires them, however, it is also good practice to have them whenever you are around aircraft. Not only is there prop-wash and from the aircraft you are working on, there are always other moving around the area. Airfields are windy places with dust, dirt and fumes blowing into and through the hangar.

**EMERGENCY PROCEDURES:** Familiarise

yourself with the procedures and find out how to call for emergency help.

**SMOKING:**No smoking is allowed in any aircraft hangar, EVER. There are usually designated smoking areas set up for smoking somewhere outside the hangar away from aircraft.

Smoking is never allowed on the apron, in an aircraft, or on the flight line.

DON'T assume you are in a designated smoking area.

**APRON/FLIGHT LINE:** Access to the apron/flight-line is restricted to pilots and their passengers. Pilots must escort passengers and visitors requiring access to the apron.

**"FOD":** Yep, again! If you see something that should not be there pick it up!



## Letters to the Editor

I am trying to trace an Auster that was sold by my father in 1947 in the UK.” *Peter Shipperside of Goolwa, South Australia.*

**T**he information I have is that it belonged to Norman McAllister of Augusta, WA and that it was still under rebuild by Lyn Forster in 2013. I have failed so far in finding Norman [he may no longer be with us] or the current whereabouts of this Auster.

The last registration I have was VH-PJN when it was owned by S.Naylor of Oatley,

NSW. The construction no. is 2079.

Registration was cancelled in 1976. **Previous owners in WA were C.Guthrie of Cowaramup in 1965, J.E.Lagesse of Bunbury in 1970, and Tony Breeze of North Dandalup in 1984.**

Of the seven surviving aircraft in Australia and New Zealand that my father sold in the immediate post war period I have traced six

- that leaves this one for me to crack! I am doing this with a view to writing up my family history.

Can anyone throw any light on this Auster for me?

I am currently in WA seeing my daughter - my phone number is 0415 342 967 and my email address is pshipperside@gmail.com



*Auster J.4 Archer VH-PJN Willyabrup WA May 1968. Interestingly, in the next shed was another Auster VH-PJN of a different model, which was a rebuild project acquired from SA. Cream with red and black trim. Picture <https://www.goodall.com.au/photographs/austers-70/70sausters.html>*

## September Old Fliers Group Meeting

View all our talks at <https://www.youtube.com/user/OldFliersGroup> ..... *Steve Rogers*

**B**rian John was one of the founders of the Old Fliers Group. He passed away on the 30th of August. Stan Schur attended his funeral at Bodington. Stan spoke of Brian's many achievements, which included scenic flights in Africa as well as being involved in his local community.

Richard Ewing then spoke about the desire for faster aircraft. As pilots, if we love flying so much, why do we desire speedier aircraft so we can arrive earlier?

Richard Moore's grandfather flew with the legendary Norman Brearley in 1921.

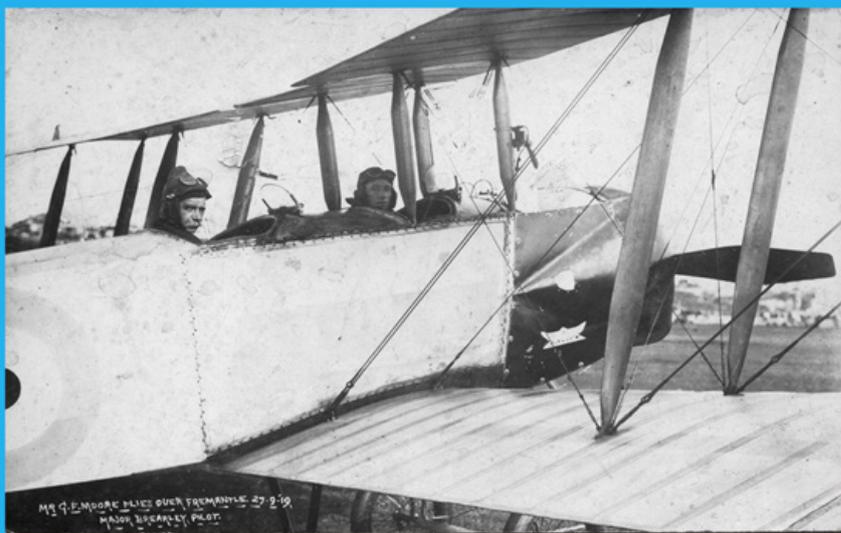
Richard told us how this came about by firstly giving us some history on this extraordinary pilot. Brearley developed an interest in the technology of flight in 1909, a mere six years after the Wright Brothers first powered, controlled flight.

Brearley went on to fly the DH2 fighter in France. When he came back to W.A. he stated,

“Australia was our home and aviation was now my career”. Boy, did he take that to heart. Aside from the joy flight, Richard's grandfather, G.F. (Fred) Moore owned the house at 237

Adelaide Tee in Perth. Towards the river is Langley Park and Norman Brearley's hangars. There is much more to the story.....

### G. F. ( Fred) Moore in Avro 504J (27 Sep 1919)



## LOCAL AVIATION

# Murrayfield Matters

Michael Chlopek, RACWA Grade 1 Flight Instructor

**T**he first week of October once again had the hum of multiple aircraft at Murrayfield, with many Australian Air Force Cadets running around, working hard, to get into the air. 12 cadets worked hard on the 7 day, live-in camp, flying twice a day, attending night school and essentially living and breathing aviation, with the goal of going first solo by the end of the week.

Due to a wet and miserable day on Friday, cadets lost a day in training, which had us flying right up to their graduation ceremony on Sunday to get every cadet solo. 9 of the 12 cadets successfully went solo, but that does not discredit the amount of hard work all those cadets put in throughout the week. As well as the cadets, I was fortunate to be assigned 4 green RACWA instructors for the week to conduct the training; Harrison O' Brien, Michael Sonneman, Tom Keamy and Louise Langford, (as pictured below).



Each flew 6 lessons a day for nearly a week, working tirelessly to ensure that the flying was efficient, while ensuring that no cadet was left short with their training. The success of their work was seen by myself and Grade 1 instructor Mark Richardson, who commented that the cadets he flew with were some of the easiest to assess and send solo. I personally thank each of those instructors for the dedication and hard work to get their cadets prepared for solo. I also extend my thanks to Mike Yeates, Murrayfield Manager, for allowing us to once again take over his aerodrome and facilities for this camp.

Unfortunately, this camp will be the last of its kind for the foreseeable future due to changes in defence policies. For those readers who are unaware, RACWA provided these training camps for approximately 30 years. 2 camps of 12 cadets each year. Initially based at Cunderdin Aerodrome, the camps then moved to Murrayfield. I was a fortunate cadet who was sent first solo on one of these camps back in 2002. I then went full circle and was proud to be able to instruct this camp. These camps are entrenched into RACWA's long history and I feel privileged to be a part of it.

Once again, I pass on my congratulations to the cadets who passed the training, along with Louise, Tom, Harrison and Michael and all the RACWA staff involved to make this camp a success.



## Windscreen Covers

Glen Caple, RACWA Chief Engineer

**W**indscreen covers will soon be refitted to aircraft. They have been removed and stored over winter as they tend to get mouldy if fitted during the wet months.

It is essential that they are free from dirt/sand when refitted following your flight. Any dirt trapped between the cover and the plastic

windscreen will cause damage to the windshield.

Installing these covers dramatically reduces the cabin temperature of the parked aircraft making it more enjoyable for the next flight and decreasing the damage sun causes to the cabin upholstery and instruments. Leaving your headset on the dash is not a good idea for

the same reason. Wearing a hot headset is not a good way to start a flight.

While on the subject of aircraft care I would remind you NOT to leave aircraft doors open during your pre-flight. Wind or prop wash can cause serious damage to these light weight structures.

## November Club Diary | College Diary

- 1** Formation Fridays - Jandakot
- 9** Jurien Bay Fly-In
- 10** Murrayfield Instrument Circuit Competition
- 20** CASA AvSafety Pilot Seminar & Engineering Seminar
- 24** H.M.A.S Jandakot Club Competition
- 29** Old Fliers Group Luncheon & Talk

- 1** Sean Schofield - Network Aviation Industry Presentation
- 11** CPL Theory Full Time - Systems
- 10** IREX Course
- 18** PPL Full Time
- 20** CPL Theory Full Time - Aerodynamics
- 29** CPL Theory Full Time - Meteorology
- 29** Waylon Parker - Qantas Industry Presentation

For more information visit: [www.royalaeroclubwa.com.au/events](http://www.royalaeroclubwa.com.au/events)

# Formation Fridays

## 1st Friday every month



**The 'Formicators' invite all  
Formation Endorsed Pilots  
to join us for a Formation Flight.  
Briefing 1545 - Depart 1615.**

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



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