

TARMAC TOPICS

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

SEPTEMBER 2018

Featuring:

- **Getting involved in the aviation community**
- **Oshkosh Air Venture 2018**
- **Achievers & New Members**
- **Young Eagles visit the Royal Flying Doctor Service**
- **Much, much more...**



Royal Aero Club
of Western Australia (Inc)

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August Old Fliers Group Meeting

Brian Hernan tells a good story, and he didn't disappoint. He told us about Wim Rouse and Hugo van Beekman---the "Flying Dutchmen". These two set off in September 1936 in a DH87 Hornet Moth to fly around Australia, starting from Bandung in the Dutch East Indies. Yes, they made it to Wyndham, Port Hedland and Maylands but on the way to Kalgoorlie, they experienced the



nightmare of pilots, even today. Bad weather, low on fuel, diversions, poor visibility and lost. They were reported as missing, and in country that was harsh. Brian told us of the massive effort to find and rescue them and their aircraft. The grateful pilots gifted the pilot who found them, Charlie Snook, with an expensive Chevrolet sports coupe with a suitably engraved plaque.

⤴ Wim Rouse and Hugo van Beekman---the "Flying Dutchmen".

Few people have the breadth of knowledge of the past, and what we may face tomorrow, in aviation, as has David Currey. Brian Hernan invited David to give a talk to the Old Fliers Group on what is constraining the development of general aviation and flight training, in particular. David went further by giving us his vision of the future, as he sees it, for recreational, general and commercial aviation and where Racwa plays a part in this. The anticipation of threats and



opportunities does come with the job of C.E.O. One of the best prepared and delivered talks we have had. Both presentations can be viewed on the Old Fliers Group channel on YouTube. I urge aviation students to do just that.

Stephen Rogers
Coordinator

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of Western Australia (inc)

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Club President Editorial

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

Hello members! I have a feeling that the season has turned, so it's time to dust off the headset and get back in the air! The winter just past was more severe than most in recent memory with many events and lessons cancelled due to the poor conditions, but let's hope we are now through the worst of it.

There are a number of exciting future events on the calendar to help achieve your aviation fix. One of my favourite events, the Battle of Britain Dawn Patrol, occurs in September. We already have strong interest on the sign-up sheet. This event is open to formation and non-formation pilots alike, provided you are not averse to a 4:30am wake-up. Please join us.

I've been talking about reprising the Great Western Air race for many years now, and finally, it is going to happen in October. While the destination remains a well-guarded secret (to be revealed at the pre-flight briefing on race day), I can share these few details. We will start the day with a "race" leg – a leg where the team nominates their estimated time en route, and the nearest to the nominated time wins. We will have lunch at a lovely sightseeing location and during the afternoon, we commence the "trial" leg to Kalgoorlie (for fuel) and then to our overnight destination another half hour away.

The trial leg involves following step by step instructions to answer questions about landmarks along the way. We will be roughing it at a goldfields pastoral station on Saturday evening, with a hearty country meal, drinks and good fellowship around the campfire. There is rudimentary shearers' accommodation for the first people to sign up, and a covered shearing shed floor for the late entrants. Bringing your own tent is also an option. Toilets and showers with hot water are confirmed. Our kind hosts will also provide breakfast on Sunday morning, before we head back to Jandakot. On the return journey we have another air race leg to our lunch destination and an air trial leg on the last segment to Jandakot. There will be a celebratory dinner on Sunday night during which the winners will be announced.

Accommodation and food at the station, inter-

mediate bus transport, prizes and event costs are covered by the entry fee of only \$200 per aircraft. This promises to be a fun event and a great opportunity to get away from the city with your like-minded aviation friends. Over the many years that the Great Western Air Race has been held, there has never been a dull air race, and the golden rule of course is that what happens on the air race stays on the air race! For planning and feasibility purposes, the en route time for a C172 for day 1 is approximately 3 hours 30 minutes, and for day 2, approximately 3 hours 20 minutes. This means that after considering reserves, you'll need to allow for about 4 hours minimum endurance each day.

The Club strives to support your flying in many ways with activities such as the air race, monthly competitions and commemorative flights. We encourage all our members to maintain their skills and ideally continue training to develop new skills. One of the benefits of membership at RACWA is that you have access to a large number of highly-qualified instructors to assist with your flight reviews and flying qualifications.

A new initiative launched in August was the Aeroplane Flight Review briefing, delivered by Mike Thomas. The idea is that attendance at the ground course will see you completing the written portion of the AFR. The written test remains valid for 3 months, giving you ample time to complete the flying component of the AFR. The popularity of this event exceeded our wildest expectations, and proves that there certainly is a demand for products and services that keep us all safe and current. Congratulations to Mike for delivering a very successful session. We welcome feedback and suggestions about other services you would like to have made available to members.

During August, the Club had a very productive meeting with the Chief of Staff for the Minister for Regional Development (the Hon. Alannah McTiernan). We made the case for the importance of Murrayfield as a strategic asset for the Peel region, and indeed the State. With the shortage of professional pilots starting to receive the attention of government, it was an opportune time to make the case that Murray-

field is ideally situated to be a flight training centre for the Perth basin. The objective of the meeting was to open a dialogue with the Minister's office and educate them about the potential of Murrayfield, and to this extent, we achieved our goal.

I've spoken on many occasions about the Young Eagles program which commenced in 2015. It built on the success of previous programs such as Fun Flight and Junior Hawks, but it differs from those programs by delivering a range of aviation experiences over a period of weeks. We commenced the Spring 2018 Young Eagles in August and once again it has proven very successful. This type of program fulfils the Club's objectives to support aviation and foster interest in aviation, but it also addresses a common problem that we and many other clubs struggle with – to generate junior interest and build a foundation for future membership. I'm very proud of the way the Club has succeeded with this program, and the glowing testimonials we have received over the years indicate that the participants appreciate the experience. We couldn't do it without the help of our staff and volunteers, and of course the generous assistance of the organisations who partner with us to support the program. My sincere thanks to everyone involved.

Thank you to all those who have provided feedback on the draft Club Constitution. The suggestions to date have been largely editorial, and we will publish the latest version containing these few edits prior to the AGM. One significant improvement made possible by the new Constitution is the implementation of the machinery of By-Laws. These create a three-tiered set of regulations similar to the Civil Aviation Act, the CASRs and the various Manuals of Standards (MOS). With this type of structure, that which is not explicitly covered in the Constitution can be handled just as effectively in By-Laws. This means that if the Constitution is vague or silent on a topic, we can remedy the situation via By-Laws. My sense is that the Constitution as drafted is fit for purpose, and I look forward to a resolution to accept the new rules at the AGM in September. Happy flying!



⤴ A good turn out to the Flight Review Seminar, delivered by Mike Thomas at the Jandakot Club House. Photos courtesy Jim Campbell.

Club Captain Report

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

The weather gods have been kind to us and all recent competitions have got off the ground. July saw eight intrepid aviators accepted the challenge to fly an A152 with defective ailerons at Jandakot in July while 18 people arrived at Murrayfield for a cracking breakfast prepared by Craig Hensley. 11 of those again rose to the challenge of flying an Aerobat without ailerons. Thanks to Mike Thomas, Jim Jenkins, and Jet Slater for air judging.

So far this year we have had 50 people take part in the challenges, up from 38 in 2017. While this is a great improvement I am sure we can continue to do better. As a club our next challenge is to have those who appear once to be made so welcome that they come back for more. Current standings below.

With the Wings Dinner tickets on sale now and only a few Challenges remaining, competition is hot for the Eclectic Trophy with at least four people still in the running. So to all you Magnificent Men and Women, get out to your Fly-

ing Machines and fly to the best of your abilities – you just might be the one to take home the trophy and have your name immortalised on the shield in the bar.

We have kicked off the Young Eagles program again. A group of approximately 23 teenagers interested in aviation have been congregating at the club for a variety of aviation activities on Saturday afternoons. A big thank you to Marco Surace, Andrew Eldridge, Sylvia Byers, Andy Wood and David Currey for running this.

Last Saturday, 18th of August, saw the first of the seminars we have been talking about for some time. This was a spectacular success - 30 members took advantage of the day to turn up and work through the theory side of the Flight Review under Mike Thomas's tutelage. This was an opportunity to brush up on those bits we don't think about much, regulation changes, weight and balance, performance charts, weather with emphasis on the new Graphical Area Forecast. Attendees will be credited with the theory component of their AFR if they

complete the flying component within three months. A big thank you to Mike Thomas. As a side note it was pleasing to note that of the nine committee members, eight were to be found around the clubrooms on Saturday either assisting with the Young Eagles (3) or attending the seminar (5).

It dawns on me that the 18th of August was also Long Tan Day, or Vietnam Veterans Day. Thank you to all club members who served in Vietnam and the other conflicts since.

Posters are up for the upcoming Great Western Air Race - Remote Station Fly-in. Book your aeroplanes, make sure you have current WACs for Perth, Albany, Kalgoorlie – who knows where you are going to wind up?

The AGM will be over by the time the next one of these comes out. Don't forget to read the new constitution which will be up for acceptance at the AGM. This revision brings the club constitution in line with the latest legislative requirements. Until next month – Fly Safe.

Name	Score
Russell Philip	1042
Peter Marshall	918
Jim Campbell	909
Jim DiMenna	803
Haydn Vernon	687
Stephen Wilson	635
Michael Stenson	527
John Look	505
Sylvia Byers	499
Rob van Hamersveld	387
Rod Garnaut	382
Jeff Stein	325
Linda Maule	189
Ian McDonald	186
Rex Borchers	172
Adrian Page	167
Debbie Speak	150

Name	Score
Keith Milner	144
Sue Eldridge	136
John Althaus	106
Martin Karl	106
Gary Evans	104
Liz Garcia	104
Kayla Aitken	100
Nic French	100
Ashley Lee	98
Chris Shepherd	98
Mark Rodoreda	98
Brendan Cox	95
Mike Burns	95
Dean Head	91
Stuart McDonald	91
Cheryl Simpson	90
Graham Bond	88

Name	Score
Alex Hartner	83
Daniel Nugawela	83
Janette Larobina	76
Anthony Watts	74
David Thorney	74
David Tabrett	70
Mandy Newell	70
David Currey	60
James Robertson	53
Lewis Newman	53
Elizna Coetzee	48
Martin Jones	43
Braam Coetzee	19
Craig Hensley	88
Colin Dawson	71
Kat Gauci	59



⤴ \$260 "Chase the Tiger" Jackpot went to Sue Clarke, August 31. Starts again next week with \$20! Play every Friday from 4pm in the Members Lounge! Competition run by and prize presented by Mick Harcourt.

LOCAL AVIATION

Annual General Meeting

Notice is hereby given:

That the 89th ANNUAL GENERAL MEETING of the ROYAL AERO CLUB OF W.A (INC) will be held in the Clubhouse, Jandakot Airport, at 7pm Wednesday 26th September 2018.

The business of the meeting shall be:

- a) To receive and adopt the Committee's Report;
- b) To receive and adopt the Auditor's Report on the Balance Sheet and Revenue and Expenditure Accounts;
- c) To receive the declaration by the Chairman of the names of the Committee for the ensuing year;
- d) To receive the declaration by the Chairman of the name of the Auditor for the ensuing year;
- e) To fix the remuneration of the auditor;
- f) To receive the report by the Chairman of Budget proposals for the ensuing year;
- g) Any other business the retiring Committee or any Members may wish to bring forward, notice of which has been given in the manner provided in Rule 46.

Rule 43 Reads as follows:

- (1) The Secretary shall twenty-one days at least before the date fixed for any General Meeting send notice stating the business of the meeting to every member at the address appearing on the Register of Members.
- (2) Such notice shall be deemed to have been given on the date of publication of the same in "Tarmac Topics" or on the day after such notice was posted by prepaid letter.

Rule 46 – Reads as Follows:

Any member eligible to vote may give notice of any motion to be included in the business of any General Meeting by delivering such notice in writing to the Secretary at least 28 days before the date fixed for any General Meeting.

- a) Notice of such motion shall be given forthwith to all Members in the same manner as is provided in Rule 43.
- b) Any motion passed in pursuance of such notice upon being carried by a General Meeting with such amendments as are made by the General Meeting shall be binding on the Club.
- c) A motion carried by any General Meeting without notice shall not be binding on the Club except by resolution of the Committee.

David Currey
SECRETARY

Annual Election of Officers
Election of Office Bearers and Committee

In accordance with Rule 24 (2) of the Rules of the ROYAL AERO CLUB OF WA (INC) nominations are hereby called for the election of officers for the Year 2018 – 2019 for the offices which shall be vacated at the Annual General Meeting on 26th September 2018 by constitutional retirement of the following Office holders.

PRESIDENT	Mr A Eldridge
VICE PRESIDENT	Mr M Wells
TREASURER	Mr R Challen
CLUB CAPTAIN	Mr Russell Philip

COMMITTEE:	Mr S Wilson	Committee member
	Mr M Surace	Committee member

Nominations shall be lodged with the Secretary on the nomination form available on request not later than 5pm Wednesday 5th September 2018.

David Currey
SECRETARY

Contact details for the Secretary are as follows:

Royal Aero Club of WA (inc)	Email: dcurrey@royalaeroclubwa.com.au
41 Eagle Drive, Jandakot, WA, 6164	Fax: (08) 9417.0040
Attn: The Secretary	Phone: (08) 9417.0000

Achievers



HARRISON VINCENT
- Round of applause on your First Solo.

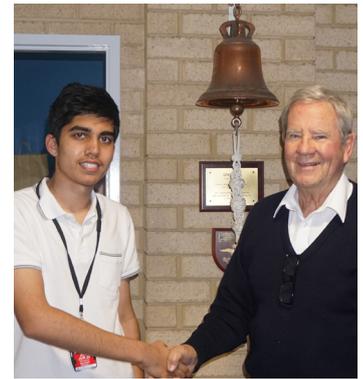


CLIVE READ
- Kudos on your First Solo.



Royal Aero Club
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OTHER FIRST SOLO'S:
Kobi Pecotich



KHOOSHVIN BALGOBIN
- Congrats on your RPL.



SIMRAN SANDHU
- Gold star on your RPL.



Royal Aero Club
of Western Australia (inc)

PPL:
Matthew Boere



Royal Aero Club
of Western Australia (inc)

CPL'S:
Natachai Addison
Carl Mann, Colin Baldwin
Tynam Riley & Mercy Chege



WILLIAM RENNIE
- Let's hear it for your Instrument Ratings.

OTHER INSTRUMENT RATINGS:
Andrew Eaton



Royal Aero Club
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LIZ GARCIA & DAVID SCHNEIKER
- Let's hear it for your Formation Endorsements!

MEMBERSHIP GUIDE 2017

Royal Aero Club of Western Australia | Open 7 days a week

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ROYAL AERO CLUB

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

Welcome to our new Club Members!

- Adam Boys
- Adam Townsend
- Angela Clapper
- Bryan Khor
- Cairren Jayne
- Charles Gaudreau
- Damien Skinner
- Dane Gavranich
- Etop Etim
- Fiona Turvill
- Grady Warner
- Jamie Mann-Farrar
- Jordan Grover
- Lachlan Clyne
- Levi Morris
- Michael McAndrew
- Mohamed Abdullah
- Reece Bateson
- Richard Wekina
- Sylvester Wong
- Warren Rowson

Download our Club Membership Guide:
www.royalaeroclubwa.com.au/content/page/join-racwa.html





WALAC

Western Australian Light Aircraft Championships



FRIDAY 2ND NOV: Jandakot (Formation)

SATURDAY Murrayfield (Forced Landing,
3RD NOV: Spot Landing, Streamer
Cutting, Aerobatics)



Royal Aero Club
of Western Australia (inc)

PH (08) 9417 0000

Registration Forms will be available at royalaeroclubwa.com.au and **MUST BE SUBMITTED BY 23rd of October.**

In addition please be present for registration by 6pm on the 1st of November.

For more information contact Russell Philip:
0427 999 261 or clubcaptain@royalaeroclubwa.com.au

GENERAL AVIATION

Getting Involved in the Aviation Community

"Don't underestimate the other people you meet and the places you go!" *John Douglas, RACWA Examiner.*

I have often said that learning to fly and flying aeroplanes is really great and exciting but don't underestimate the other tangibles such as THE PEOPLE YOU MEET AND THE PLACES YOU GO.

I have been very fortunate to meet a very large circle of friends and contacts all over Australia and overseas just from my involvement in aviation. One of my roles in the wider aviation community has been with the Royal Federation of Aero Clubs currently as Deputy Director of the Tech Committee and Deputy Director of the Australian Light Aircraft Championships.

The ALACs are held each year in a different host club city or town and attract pilots from all round Australia and New Zealand. It is not uncommon to have groups of competitors and supporters come from far and wide to visit a new town, meet a lot of interesting folks, and share in the enthusiasm and friendship that aviation creates. I have seen the same competitors come each year and really hang out for the yearly get together. The tales that are told over a beer or two are priceless and there are always tips and encouragement for new attendees.

This coming year is a big year for RACWA. It is our 90 year celebration and some big things are planned. In March we host the ALACs and Conference of the Royal Federation and this from all indications is going to be well attended with lots of aviators keen to come to Perth.

The ALACs are preceded by the West Australian Light Aircraft Championships in November which will be a chance for local pilots to hone their skills for the ALACs. I urge anyone to have a go, get involved, and think of the tangible benefits – better flying skills, new friends, contacts to visit in faraway places and most importantly loads of fun.

To make it easy to start just contact the Club or Senior Instructor Mike Thomas and you will be guided into one or more of the Competition events and tutored by pilots that currently compete.

If you would like to be involved as a non-competitor and maybe help with the organising you would be very welcome. We need tons of people to host these events and remember the more you get involved the greater the reward. The fantastic thing about Aviation is the people from all walks of life.

GIVE IT A GO !



⤴ Formation Friday - 27/07/18. TQO flown by Gary Evans.
Photo courtesy passenger Jason Skipplings in RWQ.

Formation Friday is a monthly staple of the Club, occurring the last Friday of every month at 4pm. Contact Russell Philip, clubcaptain@royalaeroclubwa.com.au for details regarding joining in the fun!



⤴ Formation Friday - 27/07/18. IBP flown by Mike Watts.
Photo courtesy passenger Jason Skipplings in RWQ.

GENERAL AVIATION

Oshkosh Air Venture 2018 *Andrew Brown, RACWA Flight Instructor.*

The world's busiest air traffic control tower became even busier this year. Wittman Regional Airport control tower impressively managed 134 take offs/landings per hour for the 11-day period July 20-30 as thousands of aircraft rocked their wings for the 2018 EAA AirVenture Oshkosh fly-in and landed on the coloured dots.

Attending for the second year in a row, myself and "co-pilot" Callan Johnson rented the same Diamond DA40 from New Horizons Aviation, Indiana to be one of the several thousand aircraft participating in the fly-in and airside camping. The fly-in was even busier this year as we were in convoy with another aircraft, piloted by Lewis Bree and his "co-pilot" Cory Green also from Perth. Having departed Perth on separate itineraries, the two flight crews met up at Waukegan airport, in the northern suburbs of Chicago, with our rented aircraft and FAA licences.

The adventure to Oshkosh for Callan and I began when we flew to LAX on a Qantas 787 Dreamliner. On arrival in LA, we rented a Ford Mustang GT and commenced the 5-hour road trip to Las Vegas for the main purpose of renting a plane to fly over the Grand Canyon. Having made a reservation with West Air Aviation, we took off in a Cessna 182RG from North Las Vegas airport - an executive and training airport located between Las Vegas Intl airport and Nellis Air Force base. With airways clearance through Class B airspace we departed Las Vegas and took in the stunning views over Lake Mead and Hoover Dam before the enormous Grand Canyon was in our sights.

Flying over the canyon was impressive and so was the ground elevation. As per the Grand Canyon VFR guide there are certain flight corridors that must be flown at over 11,000ft to clear terrain and avoid sensitive areas, which the 182RG managed just fine. One of the biggest highlights was landing and taking off at Grand Canyon West Airport, located near the edge of a cliff and the approach path taking us close to the glass footbridge over the edge - but personally I felt more comfortable in the plane. The high strip elevation and hot summer desert air required the old trick of leaning the mixture on the ground for take-off and the take-off roll was noticeably longer.

Returning the 182RG to Las Vegas, we jumped back in the 'Stang for a road trip to LA then up to San Francisco before boarding a flight on American Airlines to Chicago. From there it was down to Goshen, Indiana. We picked up the Diamond DA40 and flew along the shoreline of Lake Michigan, past Chicago up to Waukegan airport. This was the chosen meeting point where we checked out the Beechcraft Sundowner which Lewis and Cory had rented from Chicago Executive airport. What a way to meet up!

Our airplane convoy commenced when Waukegan tower cleared us to take off as a



⤴ View inside our plane over the Grand Canyon! LtoR Callan Johnson & Andrew Brown.



⤴ View from our Diamond DA40 of the magnificent Grand Canyon!

flight of 2, with separation at our own discretion, as we taxied to the holding point on our departure to Winona, Minnesota. The locals in Winona were surprised to see four Aussie tourists in their town, then out came the story that we had flown ourselves there and were attending the Motocross Nationals event nearby at Spring Creek before flying in to Oshkosh.

As we had allowed an extra day in Winona in case of adverse weather, and as there wasn't much to do in the small town, we decided to take a scenic flight along the Mississippi river and explore more of the mid-west. After attending the motocross event on the Saturday, we got ready for the one-hour flight to Oshkosh from Winona, checked the weather and had a final read of the Oshkosh NOTAM. The US has some interesting convective thunderstorm weather in summer and a low pressure system was sitting right over Oshkosh. We had to delay our departure for the fly-in until it cleared on the Sunday afternoon, but we were in the same situation as everyone else, all several thousand of them!

Saying we did the Oshkosh 2018 fly-in is better expressed as we survived the fly-in.

The Oshkosh VFR arrival NOTAM reduces aircraft separation to half a mile, single file over the railroad tracks from RIPON to FISK where the approach controller assigns the landing runway and respective tower frequency. To accommodate the large volume of air traffic, the NOTAM states that pilots should monitor the frequency and acknowledge instructions by “rocking your wings” rather than transmitting a read-back. Two holding procedures around a couple of lakes are available if inbound traffic is too congested.

Tuning the radio to 120.7 to monitor the FISK approach several miles out from RIPON (the first arrival waypoint) we realised this was not going to be an easy arrival this year. Approach continuously advised that the tower couldn’t accept the inbound traffic at the rate planes were flying in, so they turned the majority of traffic back to the holding patterns. It was chaos. We ended up orbiting the lakes for one and a half hours and were turned back to the initial



⤴ F-16 was still hot to touch after the fly pasts.



⤴ Airside camping at Oshkosh after surviving the fly-in.

approach multiple times before being cleared and assigned a runway.

By late afternoon we had landed taxied to the aircraft camping site, only metres from the 9/27 runway, shortly joined by thousands more aircraft. After setting up the tent under the wing, we headed to the airside balcony at the Hilton hotel which backs onto the airport where we greeted other aviation enthusiasts. The hotel had the Oshkosh tower frequency playing through the speakers on the balcony.

There’s so much to do at EAA AirVenture. The week is filled with daily air shows, night shows, exhibitions, workshops and thousands of static displays just to name a few. The Blue Angles only made a brief appearance this year,

but the highlight had to be the sound of freedom as the B1B did a full after-burner take off along with the F16 doing fly pasts. The experimental aircraft certainly put on a show. We witnessed Mike Patey’s “Draco” perform a 118ft short field take-off. Another wild bit of kit was the Yak 110 – two Yak 55’s joined together, and a jet engine bolted in the middle had to be the best formation flying I’ve ever seen.

EAA AirVenture should be on every aviation enthusiast’s bucket list. For me, the fly-in itself is half the adventure but even just attending is a real eye-opener.

I look forward to attending OSH19!



⤴ ATC wave those wands high!



⤴ Winona Municipal Airport, Minnesota.

Got an aviation story to tell? Email your submissions to jatkinson@royalaeroclubwa.com.au, along with high resolution photos listing the photos captions!

SAFETY

Getting Started

"Recent cold weather has highlighted the need to revisit some starting issues in colder conditions" *Glen Caple, RACWA Chief Engineer*

Some issues are beyond the control of the pilot but if we know about them we can revise our starting methods to accommodate them.

1 The capacity of the aircraft's battery to crank the engine decreases with the decrease in temperature. This is due to the internal chemistry in lead/acid battery we use. As pilots we can ensure that we have as much cranking power as possible by reducing the electrical loss from the battery before and during cranking. During the pre-flight inspection when checking any electrical service make sure that ALL other services are turned off and keep the time the master switch is ON to a minimum. When cranking the engine ensure that ALL other non-essential services are turned OFF.

2 The atomisation of the fuel during priming is reduced in low temperatures. The priming system usually delivers the fuel into the engine's induction manifold as a fine spray. In cold temperatures the fuel droplets quickly condense into solid fuel which is less likely to

provide a combustible mixture. To compensate for this the pilot can add more prime fuel than is usually required and reduce the time between priming and cranking the engine to a minimum. Less than 5 seconds is good.

3 The viscosity of the oil in the engine changes with temperature. As it becomes 'thicker' in cold temps it increases the friction inside the engine and makes it more difficult for the starter to turn it over. In some cases the 'thick' oil can prevent the magneto impulse coupling from operating and stop it from 'flicking over' the magneto to give a good spark at cranking RPM. Oil issues are beyond control of the pilot during starting but it is worth noting that the speed of rotation is not important as long as the engine is turning over and the impulse coupling is operating with an audible 'click'.

4 Once the engine has started the cold dense air and the lack of good atomisation will make the idle mixture a little leaner than usual and therefore the engine may not idle with the throttle fully closed for a couple of minutes

until the engine has warmed up.

While not related to cold temperature operations we have had a couple of recent cases where the wrong key has been used in the magneto/start switch. Use of an incorrect key has caused the operation of the switch to be 'stiff' and prevented the switch from returning from the spring loaded START position back to the BOTH position. This results in the starter remaining engaged to the engine after the engine has started and total destruction of the starter motor and the attaching gear on the engine. Please make sure you are using the correct key and it springs back from the START to the BOTH position on release.

Another non temperature related operational recommendation is the use of the throttle friction nut. Some throttle controls have a plastic friction nut. With these units it is essential that they be operated with care. Finger and thumb only should be used. Slight friction on the movement of the throttle is all that is required to stop it moving during operation of the engine. Overtightening of this nut can result in the throttle control requiring replacement.

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

Great Western Air Race 2018

Join Fellow Club Members for a Remote Station Fly In

~ October 20th-21st, 2018 ~

Here is your chance to experience an outback weekend adventure eating a station stew around a campfire and bunking down in shearers' quarters in your own swag/ sleeping bag. Showers uncertain, beds on a first-come first-served basis and BYOG!



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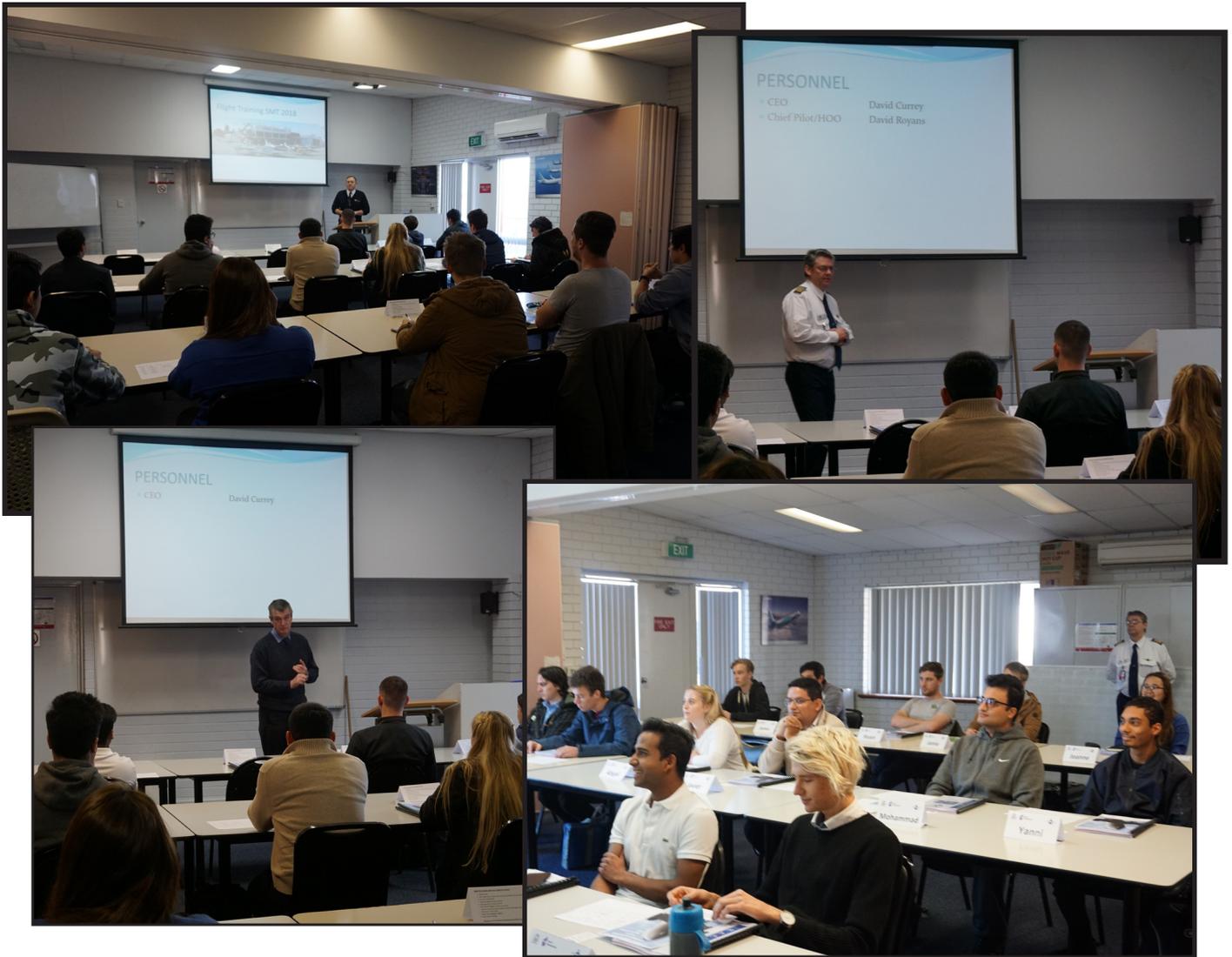


\$200 per aircraft entry fee - please register and pay Cashier. Mandatory briefing 6PM 12th October, RACWA Members' Lounge.
Please direct enquiries to Russell: clubcaptain@royalaeroclubwa.com.au
or Rob: rob.mien@bigpond.com

Young Eagles visit Royal Flying Doctor Service



Welcome to our new WAAC & TAFE Classes



October Club Diary |

College Diary

- 14** Murrayfield Practice Forced Landing Competition
- 17** Jandakot Engineering Seminar - presented by CASA
- 20** Great Western Air Race 2018 - Remote Station Fly In
- 20** Learn to Fly Seminars
- 26** Formation Fridays with the 'Formicators'!
- 28** Jandakot Competition



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- 1** IREX Night Course
- 1** CPL Navigation
- 2** PPL Human Factors
- 4** PPL Flight Performance and Loading
- 10** CPL Aerodynamics
- 13** Wings 2018 Presentation Dinner
- 16** PPL Meteorology
- 19** CPL Meteorology
- 25** PPL Navigation
- 26** Industry Presentation
- 31** CPL Systems

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

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

WINGS 2018



air bp



PRESENTATION DINNER

Astral Ballroom - Crown Perth

Saturday October 13th 2018, 7-12PM



This formal white and black themed event includes a sumptuous 5 star buffet with hot and cold main course selections including salads, desserts, drinks package (sparkling, white, red, beer, tea and coffee), professional photographer, plus one of Perth's hottest cover bands, 'Alcatraz'!

Tickets on sale now for just \$149pp!

This is your once a year opportunity to be part of this gala evening, when we all come together to recognize your aviation achievement and to acknowledge your support crew (parents, family and friends).

To purchase tickets contact Coril on:
cber@royalaeroclubwa.com.au
or phone (08) 9417 0000 before
September 24th to avoid disappointment!



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Western Australian
Aviation College