

Curtin Flying Club (Inc.)

www.curtinflyingclub.com.au



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President's Report



Thank you to those that attended the AGM. We only just managed to scrape together a quorum; I hope this was due to the bad weather immediately prior to the start time, and not an indication of the level of interest in the Club. For those that were unable to make it, the good news is that the Club is in good stead. We made a \$48k write down to the value of CYQ, this is necessary to ensure our balance sheet reflects the true value of our assets and that our pricing model remains in line with current market trends, so that we have sufficient funds to replace the aircraft when needed. Due to this extraordinary adjustment we report a loss for the year of \$39k.

We have not seen the utilisation across the fleet as we had once hoped for, flying hours in 2012 fell 35% to 530 hours. CYQ is favoured by members, with it accounting for 57% of our annual utilisation even though it did not fly at all in January and February due to a prop-strike. We are considering avenues to increase utilisation and I'd like to take this opportunity to ask that you introduce your pilot friends to the Club; we offer the best aircraft on the strip, at the best prices, and all with a low annual subscription fee. The more we fly the better for the Club and the lower the member hire rate. If you have been considering a new rating or endorsement our aircraft are there for you to use, we are also able to facilitate Angel Flights.

As the committee composition has changed slightly, I'd like to welcome Martin Sulzynski aboard, and thank Bill Clarke for his valued contribution. Bill's involvement with the Club dwarf's mine (and probably most others!), his

'make it happen, no nonsense' attitude will be missed.

We also welcomed another life member to the Club, Peter Taylor. Peter has a long standing association with the Club, and has volunteered his time in various capacities but special mention must be made for his commitment as Club Secretary for 15 years running, and still going. It is this type of dedication that has seen our Club prosper.

Jake Sanders, President

Your New Committee Team

Congratulations to all those who were elected to the committee this year. Our life member Bill Clarke leaves us after a lifetime of dedicated service. Bill has been a Club stalwart and we appreciate your mentoring and timely advice and what you have done for this Club for such a long time.

Bill, your namesake, KXW will keep soaring through the skies.

The new committee is:

Jake Sanders: President.

Graeme Perryman: Vice President.

Peter Taylor: Secretary.

Mark Dawson: Treasurer.

Committee members:

Vern Benjamin

Rob van Hamersveld

Peter Nosow

Peter Mitchell

Tony Watts

Andrew Eldridge

Martin Sulzynski

Craig Dawson

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Secretary's Notes



New Flying Members:

Daniel Punch – PPL - 130 hours.

Michael Hebbard – PPL - 65 hours.

Craig Anderson – PPL - 65 hours.

Yasas Kahawita – GFPT - 58 hours.

Neil Stummer – GFPT - 57 hours.

Welcome to you all!

We currently have 87 members renewed and new this year.

There are 11 members outstanding from last year and 11 resigned.

Don't forget Membership fees were due 1st January 2013 – those not renewed by 15th February will lapse.

Cheers & have fun up there!

Peter Taylor

Financial Statement

This is a summary of the financial statement for the months of December 2012.

Should any member require further details, please contact Mark Dawson on - dawson_flyers74@bigpond.com

Profit and Loss Statement 2012

	YTD
Income	143,401
Cost of Sales	179,655
Gross Profit	(36,254)
Expenses	6,933
Operating Profit	(43,187)
Other Income	4,621
Net Profit / Loss	(38,568)

Includes amortisation & asset impairment (adjustment)

Note: Some outstanding transactions might not be available for inclusion in this report and will be reflected in future reports.

Flying Stars

This item recognises the members who have contributed most to recent utilisation of our aircraft.

Name	December		
	CYQ	KXW	Total
Andrew Peterson		5.4	5.4
Heiko Gold	5.2		5.2
Dean Clarke		4.2	4.2

Name	January		
	CYQ	KXW	Total
Terry Mott	5.0		5.0
Martin Sulzynski	1.4	1.6	3.0
Philip Matejko	2.2		2.2

We have a great fleet, so please make the most of it!

New Aircraft Hire Rates.

With ever increasing charges and costs incurred in the running of the Club Fleet, the Committee has re-assessed our aircraft pricing models, and after careful scrutiny, it was decided that we can no longer absorb these costs as a Club, and will need to pass on the cost increases to our members.

The new rates are;

CYQ \$220.00 (up from \$208.00/ Aug 2011)

KXW \$240.00 (up from \$228.00/ Aug 2011)

This will now ensure that you as valued members will still be able to fly the best fleet on the Jandakot strip.

Bunbury Aero Club's Big Breakfast and Competition

Sunday the 3rd March being the first Sunday of the month, Bunbury Aero Club always put on a "Big Breakfast" for its members or anyone else who wishes to attend and it is truly well organized and at \$5.00 a head, Jasmin and her band of helpers put on a superb spread and it is becoming a very popular event.

Rumour had it that there was to be a flying competition held after the breakfast, so Craig Hensley, John Ridgeway (a couple of RACWA Members) and myself thought that we might just go down and have a crack at this and try our luck with the country locals.

Early morning in autumn is a beautiful time of the day and surprisingly Jandakot was very active at this time. An 0745-0800 departure was planned and with our respective aircraft being fuelled, Craig and John departed just prior to tower hours in their C152 and flew directly to Bunbury. I would be departing with my Brother Joe in our Club C172SP CYQ just after normal tower hours were operational. My Bunbury flight would take me via Murray Field (YMUL) as I had to pick up another passenger on the way down to Bunbury.

The ATIS had us departing RWY 06L and our outbound track was via Lake Yangebup, Lake Thomson (LTOM) and once clear of LTOM we commenced our climb to 2500 feet, switched over to Perth Centre (PTH CEN) 135.25 and dialled up the YMUL freq 119.4 to keep a listening watch for other aircraft that may be operating in the circuit

area. Abeam Becher point I did my inbound position call and ETA for YMUL and heard RWY 09 was being used for circuit operations by another aircraft.



On descent at downwind for RWY 05 YMUL

At my 5 mile position report, the other aircraft had indicated completion of circuit work and was departing back to YPJT via Mandurah and coastal route. An overhead inspection of the windsock indicated RWY 05 would be the preferred choice for me and we joined midfield crosswind, commenced our descent for the remaining circuit legs, touched down at 0845 and taxied back to the YMUL club apron to pick up our other passenger Dennis Burke.

Some brief hellos/goodbyes to his family and with Dennis loaded onboard in the front, Joe in the back, we departed RWY 05 and commenced our track to Bunbury (YBUN) as we were now getting rather peckish and could smell the bacon and eggs at the Big Breakfast (actually we were concerned that Craig and John might knock off our share before we got there!!).



On descent into Bunbury (YBUN)

It was pleasant and smooth flying conditions as we levelled off at 5500 feet for our track to YBUN. We kept a listening watch on 126.7 (the YBUN CTAF frequency) to get a "picture" of what traffic was operating in the area and RWY 07 was the preferred option for the morning.

Twenty mile and ten mile inbound calls were made and we joined at 45 deg on mid downwind for RWY 07 and touched down at 0935, taxied to a parking spot (easier said than done!!) and shut down at 0944. There was a good crowd turn out and plate room on the tables was at a premium (Craig and John were already tucking in well and truly). We met up with Joe's daughter Joanne and joined the breakfast queue line up. It was a well organized set up and with lots of choice, even fruit juice, tea and coffee to go with the scrambled egg, bacon, hash browns and tomatoes.

After breakfast, Ellen Sorensen (the BAC RA-Aus CFI) announced that the competition was open to bidders and would comprise of a Spot Landing and a Precision Circuit, so two circuits in all with only a first place for each comp.



Ellen Sorensen doing the brief



Lining up for the superb breakfast

So, with a bit of eye gouging and elbowing, we managed to secure a spot on one of the tables and it was interesting chatting and listening to some of the locals.

Bunbury airfield still has that "country feel" and it is always a nice spot to fly to.

The briefing session was at 1100 and a total of eleven competitors had signed up which included three (Craig, John and myself) representing RACWA. Ellen and Jarrod were the Air Judges (no amount of bribing would work with these two) and at the end of the competition circuits, the winner of the Spot Landing was Larry Mednick (a BAC Member) in his micro light and the Precision Circuit winner was Joel Standley in his Beechcraft Bonanza. So with the comps over, we said our goodbyes and departed for our run home to YMUL to drop off one passenger then back to YPJT via the coastal route to Boat (Boat Yard) and ADW (Adventure World). It was a great day out and these breakfasts are certainly becoming very popular and at the end of the day including the comps, I ended up putting another 3.2 hours in my log book.



Tucking into "The Big Breakfast"

Rob van Hamersveld