

# Curtin Flying Club (Inc.)

[www.curtinflyingclub.com.au](http://www.curtinflyingclub.com.au)



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## President's Report



There is something special about aviation, it seems to infect us, and once it's in your blood it's there for good. I, like you, have a passion for flying and everything aviation related.

Given this addictive nature it's puzzling that GA struggles to compete in today's environment. The club is experiencing a downward trend in utilisation, as are the other organisations on the Jandakot strip. We are struggling to utilise KXW to its full potential, and we need more pilots approved to fly it, and those that do fly it, to fly it more often.

We are a strong club with a loyal member base, we provide some of the best aircraft available at Jandakot to our members, and we also do this at not-for-profit rates. It would seem a bulletproof business model, but alas, we cannot rely on it alone.

The club, to date, has spent very little on advertising, we have taken a view that word-of-mouth is the best form of advertising. To this end I ask all of you to try and introduce the club to someone. A few more flying members and we would be in a position to reduce the hourly rate again, thus alleviating some of the cost pressure across the membership base. We are also looking at allocating a budget for some print advertising in flying magazines etc. with a view to garner some more members and utilisation.

I recently purchased a trial introductory flight as a gift for a friend, whilst this won't benefit our bottom line immediately, perhaps one day down the track it will. Anything you can do to support the industry at large will help the club in the long term.

Part of ensuring that the club prospers is to make sure that we offer what members want and need. If there are any suggestions on how we could improve, no matter how large or small, please feel free to phone or send me an email. I would be delighted to receive any feedback.

We recently undertook an upgrade of the club's website, I must thank Andrew Peterson for his efforts. Please check it out and forward the address to anybody whom you think might be interested – [curtinflyingclub.com.au](http://curtinflyingclub.com.au) – we hope this goes some way to getting the club's name out there amongst the flying fraternity.

I recently received some queries as to the practical use of our minimum hire requirements, we have a more liberal approach than some of the other Jandakot organisations, and I urge everyone to make themselves familiar with them so you can make the most of each booking. A summary is included within the new website, see the 'bookings' page, 'club rules and policy'.

Hopefully we see more flying hours on our aircraft as the weather improves. I hope to see you down at Jandakot soon.

Jake Sanders, President

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## Secretary's Notes



### New Flying Members:

Leanne McKenzie – PPL – 116 hrs  
Michael Mckerlie – CPL – 980 hrs  
Clinton Baxter – ATPL – 4000 hrs  
Matt Loewy – CPL – 460 hrs

Welcome to you all!

We currently have 99 members renewed and new this year.

There are only 7 members outstanding from last year, and 10 resigned.

It's been good to see some of the old members back flying, but we need more flying hours on both aircraft.

For those of you with Foxtel or the equivalent, there are some great aviation related shows – like **The Aviators** and **Dangerous Flights** both on *Discovery Turbo*. And in season **Flying Wild Alaska** on *Discovery*.

Let me know if there are others you enjoy!

Cheers & have fun up there!

*Peter Taylor*

## Financial Statement

This is a summary of the financial statement for the months of May-13 to June-13 and YTD 2013. Should any member require further details, please contact Andrew Peterson  
[andrew@rfdtiming.com](mailto:andrew@rfdtiming.com)

## Profit and Loss Statement 2013

	May	June	Total YTD
Income	9,255.86	9,951.16	59,981.52
Cost of Sales	1,935.31	3,203.84	39,253.31
Gross Profit	7,320.55	6,747.32	20,728.21
Expenses	159.47	28.28	4,516.86
Operating Profit	7,161.08	6,719.04	16,211.35
Other Income	272.66	295.30	879.83
Net Profit / Loss	7,433.74	7,014.34	16,982.09

Includes amortisation

**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 fro April to July.

April	CYQ	KXW
Peter Kneale	3.7	
Terry Mott	3.7	
Andrew Peterson		5.7
Brett Birkbeck		4.6
May	CYQ	KXW
Neil Stummer	6.9	
Bernie Nelson	2.1	
Andrew Peterson		2.6

June	CYQ	KXW
Neil Stummer	6.0	
Vernon Benjamin	2.7	
Dr MP Roberts		5.7
July	CYQ	KXW
Neil Stummer	2.4	3.0
Jim Di Menna	2.2	
Gary Cole		2.6

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

## Abrolhos Islands Flight April 2013

In late April the weather gods smiled and the long anticipated trip to the Abrolhos islands was a goer in KXW. My friend owns a C182Q and has done the trip out there several times before so we decided to travel in a very loose convoy with the 182 taking off around 25 minutes after us.

With three POB on KXW, one of which was a scrawny 60kg specimen, we were able to load up with spear-fishing gear and 160L of Avgas to get just on maximum TOW at the threshold of RWY24 at Jandakot.

The flight up the coast was uneventful other than some radio communications with the Jurien sky-divers that resulted in a small easterly deviation.

Melbourne Centre also passed on the good news that the RAAF boys had knocked off for the afternoon so the corridor up the coast north of Lancelin was open. It is a good idea to call up on Jurien CTAF well ahead of arrival so that you can avoid the non-powered humans falling from 14,000ft.

About 20NM south of Dongara we left the comfort of the coast and headed out on a NW track direct to East-Wallabi Island, which showed up on the G1000 map (no YEWI symbol though).



Map of Abrolhos Islands

With our lifejackets on, I mentally went through the procedures for a ditching in my head. Scattered cumulus hung around at 3000ft and with little wind it was great flying. After 25 minutes the first reef and islands came into view (Pelsart Group). Ten minutes later we did our inbound call and heard two other charter flights coming in behind us from Geraldton. With a gentle 8-knot Southerly blowing we entered the circuit for RW18 and touched down nicely on the 600m gravel strip with plenty of room to spare.

The 182 came in a few minutes later so we did a good job on ground speed and only around 12knots slower.



Pelsaert Group of islands (Half Moon Reef in background)



Batavia wreck site (white excavation patch)

There are a number of places to park and we chose the Southern end but don't quote me on that being the accepted place. Most of the charter planes with sightseeing groups parked half way up on the west side of the strip. There was a steady stream of charter planes coming and going - some offloading workers/fishermen and others with eco-tourists.



Anyone for fresh crayfish??

Within minutes we were in the water looking for our next meal and the reef was alive with plenty of fish and crayfish. Later we feasted on fresh Baldchin Groper fillets and crayfish tails cooked on the gas burner within meters of the aircraft.



Nice!!! fresh Baldchin Groper fillets

There is a lot to see on the island with the obvious attraction being the pristine reef on both the North and South sides. Technically you should get permission from Fisheries WA to land at East Wallabi and overnight stays are prohibited. There is talk of putting an eco resort on the island in the future so depending on which way you look at it, now might be the time to visit this unique place before commercialism takes hold.

On the other hand it might mean an overnight stay is possible but I can't see accommodation being cheap and accessible to the mere mortals.

With 70L left in the tank, we headed back to Perth via Geraldton for refuelling. I took a straight in to the much shorter RW14 seeing Geraldton CTAF was dead quiet and promptly got lost looking for the terminal refuel truck because I was not used to coming in on this runway and associated taxiway. The callout for fuel was a whopping \$88 plus the differential on fuel an extra \$17 for just a miserly 90L to get us home.

I was glad to get more rather than less fuel though as we had a screaming head-wind back to Jandakot that resulted in a ground speed of 90 knots at times. Jandakot was dead quiet on our return being 20 minutes before last light on a Saturday. My C182 friend has subsequently done a trip home from East Wallabi leaving at 5pm and coming in well after dark. He could see the city lights from well north of Jurien such was the clarity of the winter air. Also he got permission to cut into Class C airspace from 3500ft direct to Jandakot just south of Moore River.

I think it is time to look at getting that night rating!

Below is a movie clip link on YouTube of some of our flight around the Abrolhos Islands.

<http://youtu.be/qJUCLwk8FBs>

*Andrew Peterson*

## Interesting links on real bush Flying

These are two links on the net to look at and it shows you just how tough some of these New Guinea highland airstrips are to land at.

Make sure you watch the two videos!

Look for the bloke with the big knife!!

Part I <http://vimeo.com/58091041>

Part II <http://vimeo.com/65135209>

*Rob van Hamersveld*

## Aero club de Belves (100th Anniversary)

I thought I would send a selection of pictures I took at the 100th anniversary of the Aero club de Belves, which was formed on 15 August 1913. It is reputedly the oldest club in France and runs out of a dirt strip about 5Km west of a Belves, a bastide town in the Perigord Noir. (44°47'N, 0°58'E).

The airshow was run on 15th, a religious public holiday. I'd wanted to go for a number of years, but our normal holiday time at our house in Couze-et-S-Front (30 Km away) didn't coincide. This year we are away until mid November.



Nice pitot cover

What a show. Serpentine, eat your heart out.

About 20 show planes, sports, aero, hotrod, and vintage. Stuff you never knew existed.

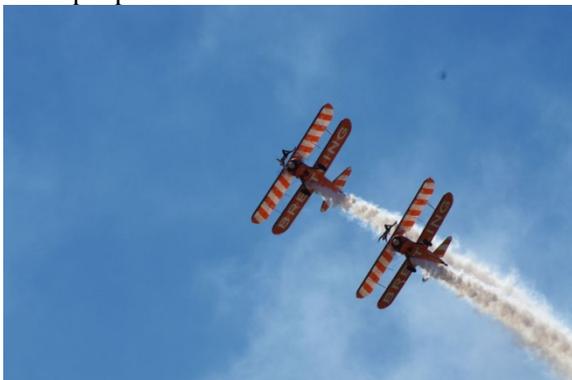
The club runs 2 x 172s, a 152 and a Piper Cub.

About 30 lighties were parked further down the strip.



FK12 Comet

The French Airforce also did a fly over. And about a million (by the number of cars) Frenchmen and their dogs turned up. We arrived about 1pm, totally unprepared for the press of humanity, and straightway took in the flight line of show planes. It was open til 2pm. That's normal because French have lunch between 12 and 2pm. There was food, beer and soft drinks for sale beside the flight line. The Armee de l'Aire had a SOCATA Epsilon TB30 on static display; the local ultralight (ULM) school had a very nice Pioneer 200S sports aircraft as well as its twin ULM trainer. The French Model Aircraft Society, mobs of people.



The Breitling Girls (awesome!!)

The flying display started a bit after 2pm and continued in a leisurely fashion for the rest of the day. But the flying was great. Club formation, a R22 helo, the Cub, (yawn you say, not so).



Club aerobatics

Then the heavies came out, some of them in the photos. The two Steadman's with the Breitling Girls wing walking (from UK). A Texan rumbling its bit. Some very hot aeros in another Breitling sponsored machine (not attached, have to check the program) and a very lively display by the two FK 12 Comets.



The Breitling Girls again!! (perfect size/weight as pax for Curtin aircraft)

We left about 4pm to avoid the traffic jam that was going to develop on the exit roads, which were only fire trails. So missed a bit of the show including the Alpha Jet Patrouille de France formation team who do a beat up every year. We had to leave as the tents had run out of water, only Oringina and beer left. Pat and I are away travelling for a week or so, but I'll try to get some captioned photos for you of unusual aeroplanes in higher res. in a week or so. There is a link <http://aeroclub-belves.fr/> members can get onto, although in French, but Google Translator should fix that as it is well worth looking at.

*John Walker* Salter Point, WA

**NB:** John Walker is one of our founding Club Members who helped start the club along with John Roberts back in 1975.