

Curtin Flying Club (Inc.)

www.curtinflyingclub.com.au



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President's Report



Dear Members,

It's been a hectic few months since the last newsletter and I don't know if I am going mad, but it seems that we are actually growing. There seems to be a constant stream of new member applications and if I am right, this can only bode well for the club. I am sure someone will straighten me out though!! In any case, a warm welcome to our members.

In this edition you will find a report of Rob van Hamersveld's trip with other club members taking part in the Geraldton fly-in. In addition, myself and Cortlan Bennett went to the Serpentine fly-in end of September. I thought I'd not bother to clutter the newsletter further, but it is quite amazing what is hidden away in some of the hangars down there. Whilst not open for training purposes, the lads at YSEN are only too pleased to have visitors drop by and say hi.

Unfortunately, we have had to do the unmentionable and increase the hire charges for both CYQ and KXW. Low usage has meant that we have been sailing very close to the wind or even under it, and the increase should help keep us in the black. At the same time, the committee are exploring ways to increase usage and it maybe that at some point we can actually drop the prices again. Watch this space.

In contrast the membership fee increase is to the bring CFC in line with UFC and not disadvantage one club over the other. As you can imagine, however, membership fee income really goes nowhere in terms of fleet support.

Another issue that has been bothering us has been the problem of starting CYQ. Several members have been complaining of this following a variety of experiences. The matter has now been resolved after a thorough

servicing of the magnetos. Apparently there is an issue with the magnetos installed on new Lycomings. After all the problems, the battery then got tired and chose to retire!! I hope that this will herald a break in niggling maintenance problems and enable the maintenance committee to take a well-earned break. Meanwhile, please, if you have any doubts whatsoever on serviceability of an aircraft, please err on the side of caution and stay at Jandakot. It may be fun for me or any other committee members to go on rescue missions, but the club can do without the expense. One day you will find yourselves with the bill!! There are further comments on this below. Remember we are a flying club and not an aircraft hire company.

Finally, it is worth mentioning that if you are planning any further training or AFRs, the club has one or two instructors as members who will be only too happy to help out. CYQ in particular is ideal for NVFR. If you need more info, don't hesitate to ask.

Until next time.....

Best wishes and fly safely this festive season

Malc.

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Secretary's Notes



New Flying Members:

Phil Schwan (returning member) PPL 270 hrs
 Michael Eales PPL 260 hrs
 Adam Pacan PPL 75 hrs
 Caleb Duggan PPL 176 hrs
 Robert Stevens ATPL 23500 hrs
 Sam Papas PPL 100 hrs
 Rory Hicks RPL 125 hrs
 Aaron Cuthbert CPL 222 hrs
 Daniel Kirkpatrick CPL 480 hrs

Welcome to you all!

We currently have 116 members renewed and new this year.

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

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

Cheers and have fun up there

Peter Taylor

Financial Statement

This is a summary of the financial statement for the months of April to June 2014.

Should any member require further details, please contact Cortlan Bennett
cortlan@hotmail.com

Profit and Loss Statement

July 2014 - October 2014

					Total
Income					\$53,858.81
Cost of Sales					\$47,634.04
Gross Profit					\$6,224.77
Expenses					\$2,263.62
Operating Profit					\$20,647.02
Other Income					\$0.51
Net Profit / Loss					\$3,961.66

Flying Stars

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

July	CYQ	KXW
Ilan Silberstein	3.4	
Vernon Benjamin	3.3	
Peter Kneale	2.6	
Andrew Peterson		12.5
Andrew Eldridge		2.7
Shaun Nevin		2.2
August	CYQ	KXW
C Bailey	7.4	
Aaron Jones	3.5	
Bernie Nelson	3.3	
Andrew Eldridge		5.7
Andrew Peterson		5.1
T Moore		4.9
September	CYQ	KXW
Cameron Petersen	6.6	
Robert van Hamersveld	2.0	
Ilan Silberstein	1.7	
W Kipling		7.4
Shaun Nevin		3.3
Martin Zulynski		1.7
October	CYQ	KXW
Peter Orlowsky	14.4	
Bernie Nelson	3.9	
Michael Hebbard	3.1	
W Kipling		4.0
Martin Zulynski		1.7
Jimmy Di Menna		1.5

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

Membership renewal fees

Just a timely reminder that the renewal fees are due on the 1st January 2015. The renewal forms have been sent out via FSP and can you please make sure your details are filled in correctly to avoid time spent chasing up the mystery items.

Geraldton Fly-In 10th-12th October 2014

By Rob van Hamersveld

An invitation from the Geraldton Mid-West Aero Club for an inter club get together with some aviator fellowship and competition flying had a total of five aircraft comprising of three C172s, a Vans RV7 and a Piper Comanche with their crews sign up for this event. The invitation was to also coincide with checking out their new clubhouse facilities at Geraldton Airport to be dedicated in memory of the late Peter Kelliher, a long time member of the Mid-West Aero Club and SAAA. Peter was the driving force in setting up these new club rooms and sadly did not see the results of his hard work.

Curtin Club members Bernie and myself ended up hitching a ride in Cortlan's beautiful Piper Comanche to join the RACWA Team and our departure time RWY 24R was at 1643. With Pearce Airspace R155 and Lancelin Airspace R146A&B de-activated at 1630 (0830Z), our flight plan track took us direct from Mullaloo Point (MUP) to the Cooljarloo mine site and from there, direct to Dongara (YDRA), then commencing our descent for a mid downwind join for RWY21 into Geraldton (YGEL) and arrival time was 1804. Taxiing along taxiway Bravo, we were guided to our parking spot and after shut down and lock up, we were presented with a cleansing ale and being introduced to the many members at the new clubhouse.



Pizza night!! (I'll have that piece thank you)

After our accommodation was sorted, the dinner began to arrive and with a total of 30 people attending, we all settled into our pizza night joining in with our host club members and chatting about aviation (as you do at these get togethers) and word was out that there was definitely going to be a competition happening at Lynton Station with a compulsory brief at 10.00am the next morning. Station owners Greg and Jenny Poett flew in early as Greg would be doing the brief on arrival/departure sequencing and MWAC Club Captain Denise Bess had us all corralled into the club room at 10.00am sharp for the brief. Lynton Station is a farm stay property, 41 NM north of Geraldton, just south of the Pink Lakes near Gregory and has two airstrips, a 650m North/South (36/18) and a 1300m East/West (08/26 and both have a grass/sandy surface.



Tight approach into RWY18 (as per the brief)

When using the North/South strip, you have to fly a tight right hand circuit, have your base run established below the hilltop and between the houses before a tight right turn to finals and set down before the intersection at 08/26. This circuit was to be the spot landing competition starting with 100 points and there would be a series of marker cones placed at 20m intervals from the main marker cone line with 10 points being deducted for a touchdown from each 20m marker after that. Pilots holding a Commercial Licence would be given a 10% deduction from the 100 points start. After the brief, MWAC with five aircraft comprising of a Super Decathlon, a C182, a C172 and two Tecnams and with the RACWA

team had a total of ten aircraft and their crews departing for Lynton Station. The area forecast winds for the morning were 140/14, so it would make for an interesting arrival at Lynton Station. Due to unfamiliar terrain some of us opted for the longer RWY08 as the cross winds were within tolerance and it would give us a better idea as to the lie if the land when doing a "walk around" of the property.



Commencing base turn set up RWY18



Lots of cross wind practice on RWY08

Our hosts Greg and Jenny put on superb BBQ lunch and we all tucked into delicious roast lamb rolls and salads. After lunch, with a final brief and competitor list drawn up, a group photograph was taken by one of the many tourists passing through who were going to be treated to an impromptu "air show" and so the "games" began in earnest.



Jenny dishing up Roast lamb BBQ lunch



Roast lamb BBQ lunch (yummy!!)



Fly-In group

A total of ten pilots and their aircraft from both clubs were having a go at this tight right hand circuit competition and there were some interesting approaches before turning finals being witnessed by the competitors waiting their turn.



Turning final RWY18

Afterwards, Peter Bess did an impromptu aerobatics display in the Super Decathlon with some of his manoeuvres being: Hammerhead (stall turn), Humpty Bump, Reverse Sawtooth with a two point roll on exit, an Inverted 90 degree turn, a four rotation Spin and a Loop.



Watching Peter Bess doing aerobatics

Late afternoon and with the competitions over, it was time to head back to Geraldton and flying conditions were smooth with some SCT cloud as we approached Horrocks. With our inbound call done and keeping a listening watch on YGEL CTAF there were quite a few "Fly-In" aircraft already in the circuit for a RWY21 arrival.

With the aircraft locked up and paperwork done it was time to settle in for some pre-BBQ dinner drinks and it did not take long before the "war stories" and joke telling began. Peter Bess did a superb job on the BBQ and with 40 people attending, we were all very well catered for. Soon

after, the results for our efforts were to be divulged by Mid West Club Captain Denise Bess.



Overhead Horrocks on way back to YGEL



"Did you hear the one - - - - -"



BBQ Chef Peter

After our BBQ dinner, Denise thanked everyone involved with organising this weekend club event for their efforts as well as acknowledging visiting club members for participating with MWAC.

Curtin/RACWA Team:

Steve Wilson: 90m: 50 points.
Bernie Nelson: 40m: 80 points.
Rob van Hamersveld: 20m: 90 points.
Craig Hensley: 80m: 60 points.
Cortlan Bennett: disqualified for going round (nailed it on second attempt though)

MWAC Team:

Wendy Mann: she put it on the spot! 0m: 90 points (10 point deduction for Commercial Pilot)
Geoffrey Mc Dougall: 20m: 80 points.
Peter Manns: 20m: 90 points.
Peter Bess: 20m: 90 points'
Greg Poett: disqualified for going round. (Owner and Operator of Lynton Station), didn't do so well on second attempt either, so we all have our off days.

Total points tally:

RACWA Team: 230 points
MWAC Team: 270 points

The award trophy was presented to the winning team by the Mid West Aero Club Patron Wendy Mann. Wendy is quite an amazing lady and she first started to fly in 1977. She began her commercial training and gained her CPL in 1981. Wendy had won a Scholarship through the Australian Women Pilots Association and gained her Multi Engine Command Instrument Rating in 1988 and Instructor Rating in 1990. She did some instructing for Shine Aviation and in 1997, set up Geraldton Air Charter after gaining an Air Operators Certificate and is endorsed in a variety of twin engine aircraft and holds a Gold Pilots Certificate of Proficiency (Royal Federation of Aero Clubs of Australia). Geraldton Air Charter is also a finalist in this year's Tourism WA awards.



Award night



Our hosts at Lynton Station, Greg and Jenny

Sunday morning had us all back at the clubhouse for a superb BBQ breakfast prepared by Chef Peter again and then it was time to say goodbye to some of the visiting crews and Mid West Members before most of us flew back to our home bases.



BBQ breakfast before departure back home

We decided to have a leisurely morning coffee and lunch in Geraldton and were driven into town by Bazza the Club's volunteer cabbie. After lunch, we headed back and with our aircraft pre-flighted, start up was 1400 and departure on RWY21 was at 1410 as we climbed out to our southerly coastal track back to Jandakot. This inter club competition at Lynton Station was well worth doing and was an excellent way in building up your "out of town" skill levels as well as spending time with some great club members.

Rob van Hamersveld

Joint CFC/UFC Social BBQ

Members from both Curtin Flying Club and Uni Fling Club attended the joint social BBQ held along the shores of beautiful Crawley Bay. It was a simple but pleasant social gathering with members enjoying a well catered for sausage sizzle and kebabs plus a choice of soft drinks or a variety of beers, organised by UFC Secretary Caleb Duggan. A \$5.00 entry fee got you a choice of kebabs and a sausage with onions in a bun plus salads.

Naturally, most of the conversations were all about aviation and what each member's aircraft preference was, so a great afternoon was had by all.



Combined CFC/UFC members enjoying the BBQ lunch

Rob van Hamersveld

Pilot (PIC) Responsibilities

Over the past couple of years, we have experienced a high number of avoidable serviceability issues by members not reporting any defects after completion of their flight. In fact, there are cases where pilots have left knowingly with a less than a 100 % serviceable aircraft. These and other issues ultimately reflect poorly on some members who do not have sufficient regard for other members and who appear to have no expectation of being made accountable for their actions.

We, as pilots, have invested time and a lot of money into achieving something that most people can only dream about and we have been entrusted with displaying judgement and common sense with operating aircraft.

There are two means at our disposal for reporting any deficiencies.

1.0: The Maintenance Release (MR) endorsement on **page 2**, many pilots are wary about writing anything on this page/sheet, however, it is a **legal requirement** to write up any unserviceability issues (ref CARs 50 and 248). This is the PIC's responsibility to ensure the aircraft is suitable for flight.

2.0: We can use the RACWA "squawk"/ **snag sheets** that are at the front counter which are then passed on daily to the Operations Team to the Hanger.

If you are not 100% certain, then it is better to write up the "squawk"/snag sheet as this could avoid placing the aircraft off line.

Part 2

Item No.	Endorsements	Signature and Date	Item No.	Clearing Endorsements	Clearing Signature (License No, Authority No, and Date)
1	Ref Item 3 in Part 1	J. Citizen 4/10/98	1	SB 557 Carried out - nil defects found	J. Citizen 4/10/98
2	A DF US	M. Mouse 30/11/98			N102319 4/10/98



Check any endorsements to assess their effect on your intended operation and make sure the maintenance release is in force.

If, at any time, you become aware of damage or a defect, make an endorsement listing the appropriate details and sign it (CARs 50 & 248). Should the defect or damage be major, include the words "the aircraft is UNAIROWORTHY" with your endorsement (CAR 47).

Abnormal flight or ground loads, such as a heavy landing, must also be reported in this manner (CAR 47).

Finally, please be considerate to the next pilot: clean the windscreen after your flight, check the oil and cleaning box contents when you are putting back the cover.