

The Short-Field Take Off

December 2017 edition



Hello Members:

This is our latest December edition and our final newsletter for the year which has a number of feature articles for your interest.

The Committee wishes you all a very safe, happy Christmas and festive season with your families and loved ones and hope that 2018 will bring us all new opportunities to make a commitment to improving your Club's aircraft utilization hours.

Club Social

Sausage sizzle flying day

SAUSAGE SIZZLE



The recent Club Sausage sizzle held on 22nd October was very poorly attended which is a great pity as these occasions are the only way you and I as members can actually get together for a bit of socialising and Club commradery in our busy lives and appreciated those members who sent in their apologies due to other commitments.

Rob van Hamersveld

S ABC Fly-In:

The re-scheduled annual SABC Fly-In was held at Serpentine Airfield in glorious sunny weather (just some early morning Easterlies over the hills to make it interesting) with both our aircraft going down for the day. Vern Benjamin and two Pax flew down in CYQ and myself and Peter Mitchell flew down in KXW. We managed to have both aircraft parked next to each other and that gave us a bit of exposure with the Curtin Flying Club banner tied to our aircraft.

It certainly drew some interest and we managed to show a few interested people our well presented Club aircraft.

More than 200 aircraft flew in on the day and visiting aircraft space was at a premium.

Bo Hannington did a superb job in organising this fly-in and there were lots of eager and busy volunteers keeping the visiting public well fed and watered. The vintage and post vintage Car Clubs put on their usual very high standard of lovingly restored machines and was a joy to watch.



Club Members Peter, Vern, Rob and Ralph in front of our flagship KXW



Our Club aircraft strategically parked



Club banner



Vern drumming up some business

All in all the club were over the moon with the success of the day. Frank Smits and Bob Grimstead kept everyone amused with many joy flight comings and goings and plenty of "strip inspections" before landing. There was also a beautifully restored 1934 Foxmoth and an awesome Cessna 182 which had extended wings and Canard winglets at the front. Great touring high load aircraft and a stall speed of 37 knots. You can just "hover" it into the parking area at Rotto in a stiff sea breeze.



Trojan and Yak aircraft



Foxmoth



C182 with Canard winglets



Canard winglets on C182



Tigers are always an awesome vintage aircraft

Bug season

It is that time of the year again (bug season) when after a flight the leading edges of our aircraft wings can get a coating of these insects as well as the windscreen so it is important that we as pilots are aware of it and make sure we keep these areas clean.



It is only miniscule, but it can effect your aircraft's performance to some degree especially on a hot day when you may need all the lift you can get out of your aircraft. It is also good airmanship to make sure these surfaces are checked and cleaned post flight for the next pilot so that the bugs do not dry out and are difficult to remove. It only takes a few minutes out your time so we have set some pointers as a reminder.

Leading Edge: Just use some water and either a soft cloth or a chamois and wipe off while "fresh".

Windscreen: Only use the windshield cleaning fluid provided in our container in the rear luggage area. DO NOT use Windex or similar glass cleaning products. Wipe the windshield area in a vertical motion only, NOT circular.

And don't forget at the completion of your flight to check that the "windshield face side" of the cover is free of any dirt/tarmac stones (if inadvertently dropped) before placing over the aircraft.

Frequent Flyers:

Just a reminder that for those members who have been accumulating their flight times towards their 10 hour trigger which entitles them to a voucher for one hour's free hire in a Curtin Club aircraft, you have until Dec 31st before this generous offer expires.



The flying weather is on the improve and it would be a nice way to round off the year with a couple of flights, makes your log book look good and helps with our aircraft utilisation. Just make sure that you keep a record of your docket flight times in order to qualify.

Positions vacant

This is an urgent request to our members to think about "stepping up to the plate" so to speak.

We are short of Committee Members and in particular a Treasurer who is conversant with the MYOB system. Generally, the Treasurer's role is only between 6 to 8 hours per month and whilst it is an important role, it is not a difficult one.

The more members that pitch in, the less load the dedicated few have to shoulder.

The Committee meet every 2nd month and generally runs from 18:00hrs to 20:00hrs.

We have an AGM coming up in March next year, so I urge our members to have a think about it as without enough members to form up a Club Committee we cannot operate as a Club.

Remember, this is **your** club, **your** aircraft, so it is important that you give it your consideration.

Rob van Hamersveld