



CFC

The Short Field Take Off

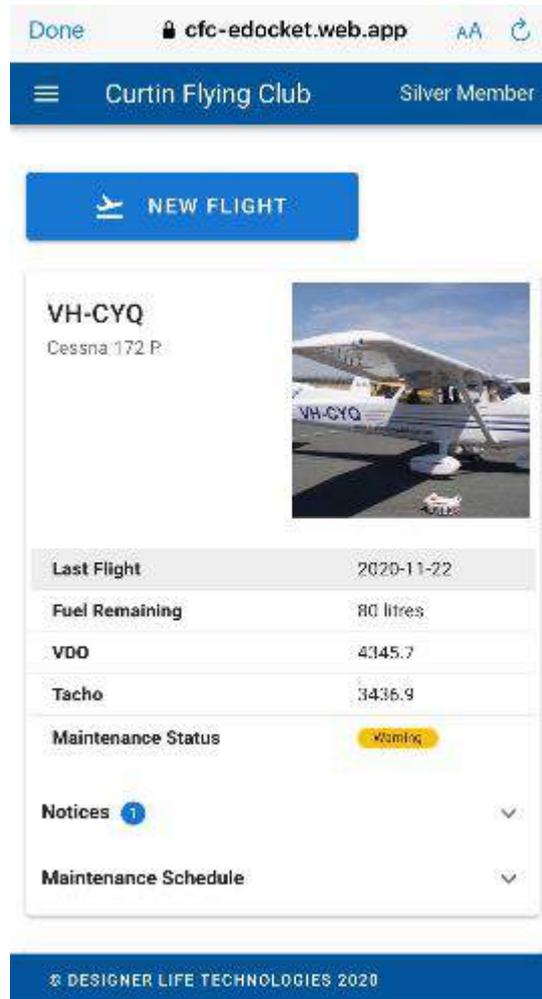
December 2020/21



Members, Members and More Members

Wow! What a strong couple of months the club has had. 10 new members have joined the club with varying degrees of experience. Everyone from RPL, PPL, CPL and a couple with instructors ratings. The work the committee has put in to attracting new members to the club is starting to pay off. The club relies on active, flying members and looking at the forward bookings, the club is certainly in a very sound position. Some members have joined CFC through word of mouth, so its great to hear that exisiting club members are spreading the word about CFC. From the orientations that have been conducted the main reasons for people joining are:

- Great Rates - \$270/hour for KXW (G1000) and \$260/hour for CYQ. Both aircraft being fully IFR capable
- G1000 - increasingly common to hear new members want to get proficient on the all glass cockpit.
- Flexibility - book online, pay online and take the aircraft away for up to 3 days without any minimum hour requirements. (within reason). Some members have requested longer periods of time and the club has approved all of those requests so our members can go much further afield.
- Meet other like minded pilots through Facebook and especially the Whatsapp group.
- Training - using our aircraft to continue on with PPL training and a lot more people starting to use the aircraft for the Private Instrument Rating.



CFC App

The current committee has put some great work into a new payment system for the club and a particular thanks goes out to Anton Menkveld, our very own in house app designer. Version 1 of the app has been developed to allow a number of key pieces of data to be recorded for the the club to collect statistics but more importantly for the members to see the exact state of both aircraft. The picture above shows the dashboard of the app for CYQ, KXW is the same. The key statistics that members can see are:

- Date of last flight
- Fuel remaining
- Tacho
- Maintenance Status

Once every member of the club is using the app, a member with an upcoming booking will be able to see how many hours the aircraft has until the next

At the end of a flight the pilot enters, VDO Out, VDO in, Tacho, fuel remaining and any landings and the app will calculate exactly what is owed. Enter your credit card details and you are done.

The app is web based so it works on all platforms. It can be accessed from the following web link:

<https://cfc-edocket.web.app/>

Videos on how to use the app are below:

<http://somup.com/cY6trxlPM> - Desktop Version

<http://somup.com/cY6trkle9s> - Mobile Version

The credit card machine will be removed from RACWA on January 1, 2021. Please email anton@parallelsoftware.com.au to get your log in credentials.

Version 2 of the app will allow members to pay their annual subscription fees and further down the line, a booking app will be developed to replace flight schedule pro. On an administration side, the app feeds directly into the clubs accounting software so the days of the Treasurer trying to marry up payment with flight will be over as the app payment system, stripe, fully integrates with Xero.



2021 Membership Fees

It's that time of the year again where membership fees will become due from 01 January. Due to a few issues the committee has not been able to put out any information until now. The new membership fees will be structured as follows:

1	\$160	\$270	\$260
2	\$365	\$260	\$250

- What does the above table mean? Option 1: Pay an annual fee of \$160 and you get KXW at \$270 per hour and CYQ at \$260 per hour. Pay \$365 per year and you get a \$10 per hour discount. Fly more hours and save.
- No landing fees away from Jandakot and Perth. The club has decided that as a way of thanking members who take the aircraft away, that landing fees will be included in the cost of hire.
- The club has renewed its annual Rottnest Island landing pass, so landings at Rottnest are free to all members.
- No increase in the hourly hire rate of the aircraft even though a number of fixed costs have increased, namely insurance.
- Pay via the app and chose your tier. The feature on the app will be available from 01 January 2021 to renew your membership.
- Your membership will now run for a full year. For example, join in February and you stay a member until the following February. Join in April 2021 and you stay a member until the following April 2022. Membership based on a calendar year are no longer applicable.



CFC now has a DAME!

discount on all medicals in all classes. If you have any aviation medicals needs then please contact Dr Jones via email : dave.jones@doctors.org.uk



As you have all seen the new logo for the club has been designed and accepted. You will start to see the logo on all correspondence, on the aircraft and all associated CFC items. Some potential ideas are below:





CFC Future Aircraft Considerations - Sling TS1

As part of our series on a replacement/addition to the CFC fleet another aircraft to consider is the new Sling TS1. There seems to be a very strong push for a club aircraft that can carry more payload, travel

<https://www.slingaircraft.com/aircraft/sling-tsi/>

“A four-place cruiser that carries four adults, several hours’ worth of fuel and a respectable luggage load. This sexy Sling TSi does so in leather-wrapped comfort. It has a wider cabin than a Bonanza, looks incredible on the ramp. Its turbocharged Rotax 915 iS whisks it along at a brisk 148 knots.”

PERFORMANCE AND ENGINE

915 iS

Manufacturer	Bombardier-Rotax GmbH
Horsepower	141 hp/105 kW (Turbo)
Maximum Allowable Speed (Vne)	155 KIAS 178 MPH
Cruise Speed - 9,500 ft AMSL	148 KTAS/170 MPH
Stall Speed - Clean	57 KIAS/66 MPH
Stall Speed - Full Flaps	48 KCAS/55 MPH
Max Demonstrated Crosswind Component	15 KTAS/17 MPH
Takeoff Ground Roll - Concrete	590 ft/180 m
Landing Distance - Braked	492 ft/150 m
Rate of Climb - Sea Level	1,000 ft/min
Maximum Operating Altitude	18,000 ft
Endurance	8 Hours
Range @ 75% Power with 45 min Reserve	880 nm/1,630 km

DIMENSIONS

WINGSPAN	31.3 ft 9.54 m
LENGTH	23.54 ft 7.175m
HEIGHT	8 ft 2.45 m
CABIN WIDTH	45.3 in 1.15 m

WEIGHTS

STANDARD EMPTY WEIGHT	490 kg
MAXIMUM USEFUL LOAD	460 kg
MAXIMUM TAKEOFF WEIGHT	950 kg

GARMIN EFIS

Designed from the ground up with a native touchscreen interface, the Garmin 10” G3X Touch flight display is the smartest, most advanced large-format flight displays Garmin has ever designed specifically for LSA and amateur-built aircraft. The integration and versatility provided by the G3X Touch make it the ideal panel layout for your Sling Aircraft.

The Sling TSi kit, including the engine, Airmaster constant-speed prop, and glass panel, is priced at USD\$135,297; the quick-build kit, which shaves about

hour build time, is
USD\$157,292.



Perth Warbirds Exclusive Offer

Exclusive Offer for Curtin Flying Club Members from Warbirds Perth. Have you ever wanted to do your aerobatics endorsement in a Nanchang (VH-NNY)? Aerobatics training @ \$469 per hour (logbook / VDO), this represents a discount of \$30 per hour. This \$469 includes the instructor and brief. Jandakot landing fee remains at \$39.

The AERO + SPIN (retractable gear and CSU endorsement) will be approximately be 5 x 1.0 flights, this would include the necessary Nanchang CJ-6 familiarisation and briefing (first flight) prior to undergoing the aerobatics training.



Aircraft Housekeeping

It's time to start putting covers back on the aircraft. From 1st October 2020 the committee would like to advise that the covers for both aircraft need to be used when you have finished your flight. The covers are stored in the luggage compartment of the aircraft when flying.

When leaving the aircraft after a flight please ensure the following tasks are done:

1. Throttle lock inserted
2. Pitot cover attached
3. Wheel chock inserted
4. Windscreen cleaned
5. Window cover installed
6. Aircraft tied down
7. Rubbish removed

Generally the aircraft are left in a good state but this is just a friendly reminder to make sure you complete the required tasks.



WhatsApp Group:

A Curtin Flying Club WhatsApp group has been set up. The purpose of this group is for members to be able to contact other members easily who may want to cost share flights.

We believe there are a number of benefits of linking up with other members to go flying:

1. Makes flying more affordable
2. A great way to learn new skills from another pilot.
3. Having another set of eyes and ears improves safety.
4. Improves the camaraderie amongst members of the club
5. Increases the hours the aircraft are being utilised by flying which may eventually lower overall costs of the aircraft.

If you want to join the WhatsApp group please email me, Chris Albonico, socialmedia@curtinflyingclub.com.au or send me a text on 0412515459 and I can add you to the group.



G1000 Course - update: we will have a date ASAP

The club is considering running a G1000 course for all those that want to take their G1000 knowledge to the next level. At this stage the course would cover:

- Intro and quick overview PFD, MFD, Audio Panel, Startup, DB status, QNH, big red button
- AP On/off, FD, Status Display
- Pre-flight testing
- HDG mode
- Alt hold, VS (descend) & FLC (climb) modes
- Nav mode (GPS)
- Direct To and Nearest
- Flight plans (incl. in-flight insert and delete waypoints, activating legs etc)
- Emergencies: e.g. AP breaker

Optional topics

- Fuel management, fuel remain, map range
- Lean assist
- PFD & MFD screen setup options
- OBS mode
- VOR nav

If you would like to see other topics covered please email socialmedia@curtinflyingclub.com.au and we can add it to the course.



Atlantic

DECEMBER 10, 2020 BY [GENERAL AVIATION NEWS STAFF](#) [4 COMMENTS](#)

The [Aircraft Owners and Pilots Association](#) (AOPA) Air Safety Institute (ASI) recently released a new episode in its Real Pilot Story video series about a transatlantic ferry flight from Wichita, Kansas, to Paris, France.

In “Real Pilot Story: Pressure Over the Atlantic,” the [Air Safety Institute](#) talks with international ferry pilot Kerry McCauley about his harrowing experience during a 1994 single-pilot night flight in a Bonanza over the North Atlantic.

[\[Read more...\]](#)



Feedback

If you have any feedback or ideas you would like to see at your club please email secretary@curtinflyingclub.com.au

Our mailing address is:

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PO Box 12
Bullcreek WA 6149

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You can update your preferences or unsubscribe from this list.

