

The Short Field Take Off

October/November 2020



Post COVID-19 and beyond

We have made it to the end of September and the club has made it through in strong shape. The club has added another 15 members which is a great result. The new members range in experience from RPL, PPL, CPL, airline pilots and military pilots, so we have a very large mix of skill and experience at the club. We even have our own DAME that can assist with any questions you may have. Both aircraft hours are down a little bit on the previous year, mainly because of COVID-19 earlier in the year, but the flying has definitely picked up in the last few months.



Garmin Ransomware Attack

Interesting story out of the US that affected Garmin and the G1000. How our reliance on technology can come undone and that we should be prepared for unforeseen issues when we are flying, especially if you are away from Jandakot and the system goes down. Make sure you have a back up to get home. Click [here](#) for the full story



Flight Schedule Pro

Look out for future upgrades when using FSP. Dockets might become a thing of the past. Check out your flight when you leave and check in your flight when you return. Do your own billing, pay via the app, all before you step out of the aircraft. We currently have a sub-committee looking into making your billing experience seamless. FSP can notify you when your AFR is due or your medical is approaching the end of its currency.

Log in to FSP to update your profile. Search your name and then click on documents. Fill out your details and you're all set.

Youtube is a great resource for FSP if you have any doubts on how to use it. Click [here](#)



2020 Lynton Station Fly-In

KXW made the journey north for this year's fly-in. This fly-in is starting to gain some traction with double the number of aircraft attending this year compared to last year. As always Jenny and Greg put on a great show, nice dinner, huge bonfire and then a BBQ breakfast in the morning. The weather on the way up was a bit marginal and KXW varied between 2500 and 4500 ft. The way home was all big blue sky on the Sunday. Thanks to the Mid West Aero club for organising and also to Shine Aviation for letting us use their bowser on Sunday. Follow [Aviation Unenthusiast](#) on Facebook to see more photos and videos of the day.





Battle of Britain 80th Anniversary Dawn Patrol

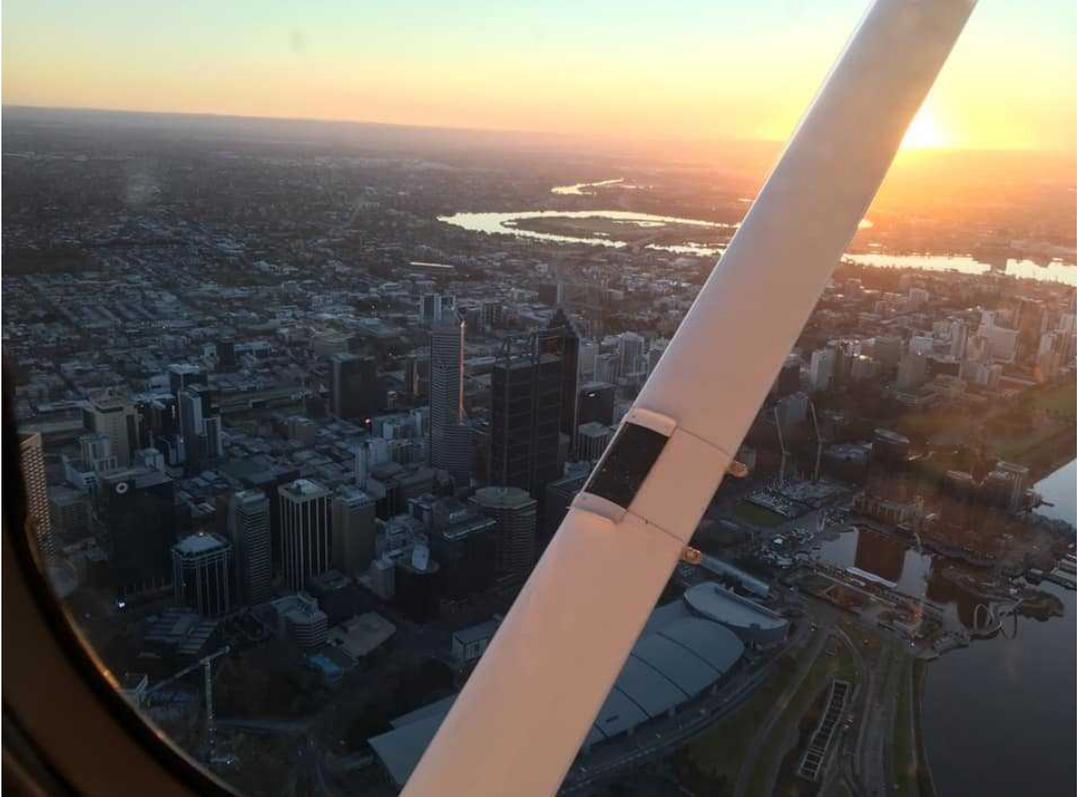


KXW joined the armada and represented the club at the 80th Anniversary of the Battle of Britain. (CYQ went US the night before). Braam Coetzee and a couple of friends joined the 172 formation for the early morning flight. The briefing was inside the RACWA hangar at 5:15am with the first formation taking off at 6 a.m. Early morning pre-flight of 35 aircraft in the dark with head lamps and torches was one of the more unusual sights. Thanks to Braam and his two mates, Garth Pienaar and Philip Niman (both ex South African military), for the photos. On return to YPJT, RACWA put on a breakfast and also had a guest speaker.

BATTLE OF BRITAIN

FIRE FLIGHT	TANGMERE FLT	HENLEY FLT	BIGGIN FLT	DUXFORD
H. ELDRIDGE	C172 I. CURRILL	C172 H. VERNON	C152 J. JENKINS	DH41 W. REY
M. SURACE	C172 R. BURNS	C172 B. COETZEE	C152 D. CUREY	
T. BERRYMAN	C182 R. CHALLEN		C152 L. GARCIA	
M. WELLS	C172 J. STEIN	C172 SCUMMINGHAM	C152 M. GRAVILLE	C150 T. E.
T. DI MENNA	C172 G. EVANS	PA28 J. WRIGHT	C152 M. STENSON	
		PA22 P. MALEY	AV97 D. EBELING	
V. EMERY				
C. ALBONICO				







Why Hangar an aircraft? Tie-downs v Hangar.

Both of our aircraft at YPJT are currently on outside tie-downs. This offers great convenience but also some significant costs.

The cost of a tie-down is usually significantly lower than hangaring.

However, keep in mind that aircraft exposed to the elements will likely experience more wear and tear and require more maintenance and repairs than those stored indoors. Resale of aircraft not stored in hangars is significantly less than those that are.

Some of the drawbacks of storing aircraft in a hangar, especially multiple aircraft, is hangar "rash". This is when an inattentive pilot scrapes the aircraft against a door or wall when pushing the aircraft in and out. There are systems in place to minimise this risk, painted lines on the ground for instance, but even though it's a minimal risk, it is a slight risk nonetheless.

Check out some recent aircraft damage in Kununurra.

[Kimberley storm flips planes at Kununurra Airport](#)



CFC Future Aircraft Considerations.

With feedback from our members and considering the future of the club, the committee is always looking at various additions/replacements to our current 172 fleet. As part of that process we will look at various aircraft over the coming newsletters so members can provide any feedback about what they want the make up of the clubs fleet to look like.

Specifications (Cessna 182T)

Data from Cessna and AOPA

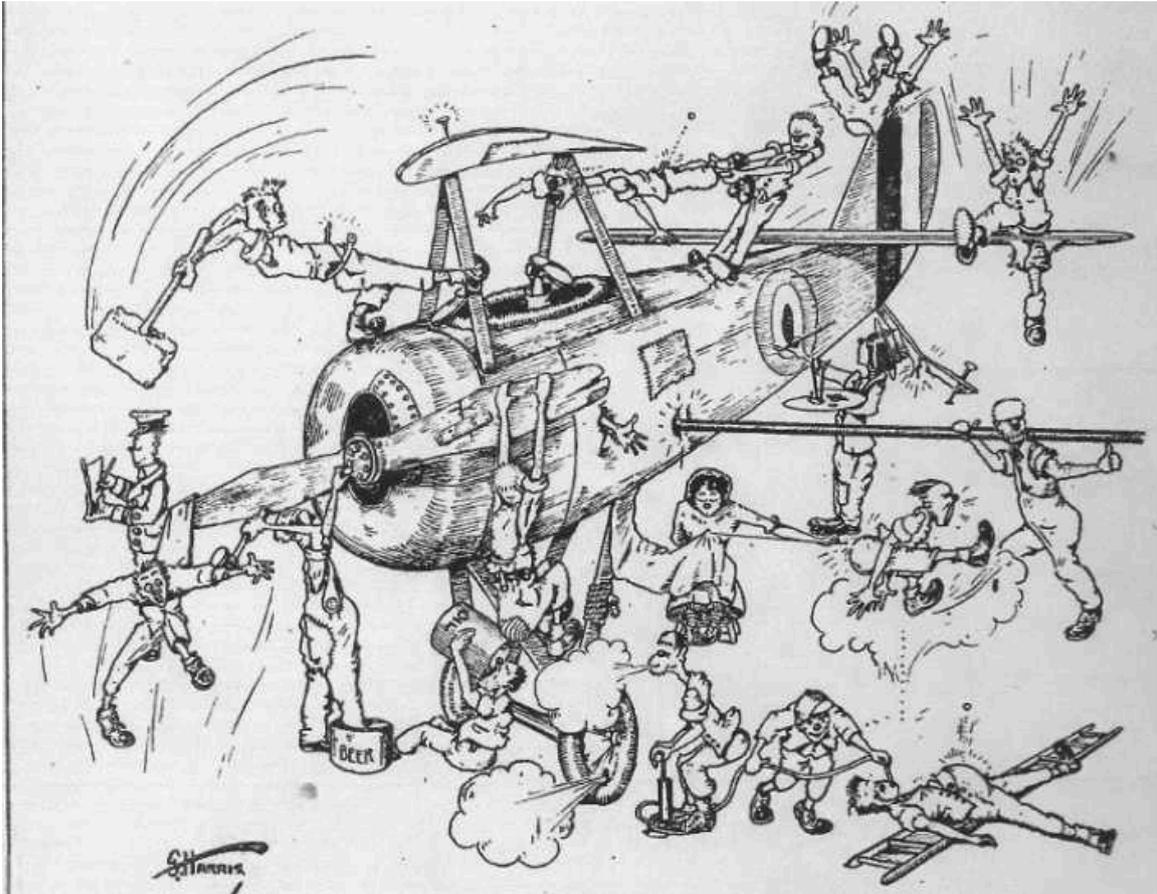
General characteristics

- **Crew:** 1
- **Capacity:** 3 passengers
- **Length:** 29 ft 0 in (8.84 m)
- **Wingspan:** 36 ft 0 in (10.97 m)
- **Height:** 9 ft 4 in (2.84 m)
- **Wing area:** 174 sq ft (16.2 m²)
- **Empty weight:** 1,970 lb (894 kg)
- **Max takeoff weight:** 3,100 lb (1,406 kg)
- **Powerplant:** 1 × [Lycoming IO-540-AB1A5](#)
- Air-cooled [flat-six](#), 230 hp (170 kW)
- **Propellers:** 3-bladed constant speed

Performance

- **Maximum speed:** 150 kn (170 mph, 280 km/h)
- **Cruise speed:** 145 kn (167 mph, 269 km/h)
- **Stall speed:** 49 kn (56 mph, 91 km/h)
- **[Never exceed speed:](#)** 175 kn (201 mph, 324 km/h)
- **Range:** 930 nmi (1,070 mi, 1,720 km)
- **Service ceiling:** 18,100 ft (5,500 m)
- **Rate of climb:** 924 ft/min (4.69 m/s)

How much does one of these cost? Click [here](#) to find out.



Upcoming Fly-ins

Remember to follow the WA Aviators and Events Facebook page for all the latest Fly in information around Western Australia.

1. Katanning - 10th October 2020
2. RACWA Open Day - 3rd October 2020

If you are keen to link up with other pilots to go to these fly ins please email the club and we can get it organised for you.



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.

Contact secretary@curtinflyingclub.com.au for more details.



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.



Logo Design

The Short Field Take-off could do with a new logo. If anyone out there has any ideas for a new logo or would like to submit a logo please email socialmedia@curtinflyingclub.com.au





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