

Curtin Flying Club (Inc.)

www.curtinFlyingclub.com.au



Volume 8 Issue 2

March 2010

President's Message



Hello all! When I forecast the rain in our last newsletter I had no idea it was going to be quite so violent. I hope you came through unscathed. Thankfully our aircraft were not damaged in the storm.

During the recent 100 hourly for VH-CYQ we detected some cracking of the nosewheel fairing. This has been repaired. If you notice any defects, please let us know as soon as possible.

I commend our members for doing such a good job of looking after the aircraft.

Those of you who have made reservations in Flight Schedule Pro will know that there are some restrictions. There is a maximum number of hours allowed for future bookings and a minimum length of time prior to flying that a booking is allowed. If you come across one of these limits, simply call Minovation on 9414 1064 and ask them to make the booking for you. If you want to fly at short notice i.e. same day, verify availability in FSP and call Minovation to make the booking for you.

This is a final opportunity to remind you that our AGM will be held at 7pm this Tuesday 30th March, upstairs at RACWA. We will provide some finger food and you will be able to purchase drinks. I look forward to catching up with you all then.

Best wishes and safe flying,
Andrew Eldridge

Flying Stars

This item recognises the members who have contributed most to recent utilisation.

February flying stars are:

R van Hamersveld	5.3 hours
J Byrnes	3.4 hours
C Dawson	3.3 hours
M Mayhew	3.2 hours
B Nelson	3.1 hours

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

Coming Events

AGM (upstairs at RACWA)	7pm Tuesday 30 th Mar
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Secretary's Report



3 new members this month – but they're not approved or finalised yet.

We currently have 86 members, plus some new ones in the pipeline.

Don't forget the AGM is on Tuesday 30th March. We are looking for a Treasurer and one more committee member, so if you feel like being involved in the running of the Club, let us know.

Cheers & have fun up there!

Peter Taylor

Financial Statement

This is a summary of the financial statement for the months of January and February. Should any member require further details, please contact Graeme Perryman via email at gperryman4@bigpond.com.

Profit and Loss Statement January - February 2010

	Jan	Feb	YTD
Income	\$18,780.29	\$9,185.81	\$27,966.10
Cost of Sales	\$10,537.80	\$8,965.24	\$19,503.04
Gross Profit	\$8,242.49	\$220.57	\$8,463.06
Expenses	\$310.86	\$321.17	\$632.03
Operating Profit	\$7,931.63	(\$100.60)	\$7,831.03
Other Income	\$303.02	\$254.92	\$557.94
Other Expenses	\$0.00	\$0.00	\$0.00
Net Profit / Loss	\$8,234.65	\$154.32	\$8,388.97

Note: Some outstanding transactions might not be available for inclusion in this report and will be reflected in future reports.

Flying Competitions – Hastings and Echuca

Craig Dawson and I enjoyed a trip to New Zealand in early March where I competed in the Wings International competition.

We arrived in Auckland late on Monday only to discover that my luggage had not been loaded on our flight. We had the option of waiting for it to arrive (it had been loaded on the next flight), or trusting that it would be transported to our next destination by road. As I required the contents of my bag for flying the next morning, we had no option but to wait. It finally arrived after midnight. We snatched a couple of hours sleep and departed by road for Tauranga at 4am.

Foreign pilots wishing to fly in New Zealand are required to perform a flight review – they still refer to these as a BFR. This was arranged at Air Discovery in Tauranga. The New Zealanders test for slightly different skills than we do here. I was required to demonstrate level slow flight – 45 knots in landing configuration and 50 knots in clean configuration – also low level flight at 300' AGL, and a manoeuvre they refer to as a “coastal reversal” which is a course reversal used in low visibility at low level, keeping a coastline in sight.

I flew a C152 callsign ZK-MUM. This was one of a fleet of C152s including DAD, BRO, SIS and BUB! At least the New Zealanders have a sense of humour.



We used a grass runway at Tauranga, which was a sign of things to come.

In the afternoon Craig and I continued our road trip to Hastings, visiting Rotorua and Lake Taupo briefly on the way. It certainly is a pretty country.

Hastings is a small airport with a sealed runway, a parallel grass runway and a cross runway of grass. We used the parallel grass runway for the competition landings.

The New Zealanders were very welcoming, but they took their flying very seriously. One thing we don't see at our competitions in Australia is a pallet of Gala apples for the competitors!



The standard of flying was extremely high and the competition was fierce. I represented the Royal Federation of Aero Clubs of Australia in two events – the forced landing, and the aerobatics, flying a C152 Aerobat ZK-TAA.



In the forced landing competition, I had one landing disqualified under dubious circumstances. To be fair I did sideslip a little, but I thought it was within bounds.



In the aerobatics, I competed against a fully aerobatic Yak. This should have been an easy win for the Yak, but it was closer than expected because my opponent flew an incorrect manoeuvre. However he did just enough to win. Australia won the formation event, but lost the Spot Landing, handing the overall trophy back to New Zealand.

One oddity that Craig and I found amusing was the requirement for each aircraft to carry an axe, and the need to placard it!



I can highly recommend New Zealand as a travel destination and a great place to fly. My thanks go to Craig for his assistance and company on the trip.

Last week, the Australian Light Aircraft Championships were held in Echuca, VIC.

I competed as an individual in four events: spot landing, forced landing, streamer cutting and aerobatics. I was officially representing the Royal Aero Club of WA in the streamer cutting. CFC member Jim di Menna was also in the RACWA team, as the nominated spot landing specialist. The third team member was Rod Garnett.



Obtaining access to an aircraft is always difficult when competing away from home. We needed a C152 Aerobat, and we were lucky enough to find one through Moorabin Air Services. In a sweet irony, the aircraft turned out to be VH-WFV – Curtin Flying Club's old 2-seater. Poor old VH-WFV hasn't been well maintained, but it was nostalgic for me to fly again in the aircraft in which I gained my aerobatic skills in the late 80's. The Curtin Flying Club decals remain on the aircraft.



Unfortunately for the RACWA team, we finished only 3rd in the RFACA Federation Trophy, however WA was extremely well represented in the awards. First place went to the other RACWA team of Peta Garnaut and Sylvia Byers. We all had good success as individuals, with Jim finishing second in the spot landing, Rod winning the streamer cutting and Peta winning both the forced landing and the overall award. I scored a second place in the aerobatics.



It was a very enjoyable trip with a good deal of excellent flying. The Victorians were very welcoming and friendly, treating us to a riverboat trip on the Murray River.

The return trip home was interesting. We left Melbourne early for the airport, to make an 8:35am flight, but made a simple error in lane choice and ended up on the wrong freeway. Unfortunately the traffic immediately came to an abrupt halt due to an accident, so we sat in stationary traffic for a good half hour until the accident was cleared. To rub salt in the wound we could see the traffic on the freeway we were *supposed to be on*, sailing through untroubled.

We eventually arrived at the airport only 20 minutes prior to the scheduled departure. As I needed to check baggage, I was told I was too late to check-in, while Jim was free to board because he had carry-on luggage only. Furthermore, and this is a lesson for those who use awards flights with QANTAS, the airline had absolutely zero sympathy for my predicament when they realised it was a frequent flyer journey. I had no choice but to buy another ticket. The cheapest option was \$500 and the next flight with vacant seats was after 6pm.

I am now intimately familiar with Melbourne Airport, having explored it for about 10 hours. Finally I boarded the aircraft.

It clearly wasn't my day. About 200nm from Perth, the aircraft diverted to the north. The captain advised us that there had been some bad weather in Perth. He was the master of understatement - it was the day of the storm! It turned out that many of the aerobridges were unusable, so after touch down we waited on the tarmac for about 20 minutes until a parking slot became available. Inside the terminal, carnage ensued. The ceiling had collapsed over a number of the baggage carousels. All the arriving aircraft were trying to share 3 operating carousels. Some passengers had been waiting over 4 hours for their luggage. None of the QANTAS staff seemed to know where the luggage for a given flight would come out. Eventually it sorted itself out and I picked up my case and headed home to a flooded building, but that's another story...

Andrew Eldridge

Maitraya Albany and SAAA Fly-In Denmark

Two Curtin members, Bernie Nelson and Rob van Hamersveld had been hoping to fly to the beautiful Maitraya resort property for some time. The opportunity came when the SAAA Chapter 13 annual Fly-In was to be held at the Denmark airstrip on the long weekend in February. The two of us would be sharing the flight costs in Curtin Flying Club's C172 VH-CYQ. The planned route for the first leg of day one would be: YPJT (Jandakot), ARE (Armadale), CDM (Canning Dam), BOD (Boddington), YKNG (Katanning) and on to The Lily Windmill near the Stirling Ranges for our morning coffee break and a leg stretch.

It was perfect flying weather, but we contacted Pluen Hitzert the owner of The Lily prior to departure, for a final check on local conditions at our destination. Departure for our first leg with Rob as PIC was on RWY 06R at 0820am. The climb out to Armadale was very smooth. From overhead Armadale, our track took us to CDM (Canning Dam) and from there we set our track to BOD (Boddington). Once clear of the stepped control zone, we climbed to our assigned altitude of A055 (5500 feet). Winds were from the E/SE and conditions were very smooth. Once overhead BOD at 0855, we tracked to YKNG and we were overhead at 0935. Our track then took us to The

Lily and after our inbound call at 10 miles on 126.7, we commenced our descent and joined midfield crosswind RWY09. We touched down at 0955.



Bernie and I had a pleasant chat and a coffee with Pluen and of course drooled a bit over his toy (a Jabiru) parked in his spotless shed/hanger. The shed has even got a kitchen, fridge, coffee maker machine, (most important accessory), a mezzanine floor lounge area with stairs and an office. Now that is what I call a shed!!

After saying goodbye to Pluen, departure was on RWY09 at 1132 with Bernie at the controls. The second leg was from The Lily to the Maitraya property which we had heard so much about. There was almost nil wind so we decided to fly over, rather than around, the Stirling Ranges. What a view it was as we passed overhead Bluff Knoll.



Once clear of the Ranges, we descended to A045 for our track to Maitraya and ten miles out Bernie did the usual inbound broadcast on the standard CTAF 126.7 as well as the YABA (Albany) CTAF 127.85 as we were in proximity of this RPT airport.

After overflying Maitraya to appreciate its size, we joined midfield crosswind for RWY14 and touched down at 1205. We were met at the airstrip by the property manager Shane and his wife Kaye. They gave us the keys to the cottage. Later we were shown around the main homestead and the facilities on offer. It is a magnificent homestead and complements the beautiful surrounding coastline. The private beach has a beautiful natural rock pool and no matter how rough the ocean is, the pool is like a millpond. What better way to end the afternoon than by having a dip in the rock pool and having a few coldies in the back pack on the beach?



Day Two Friday: After a leisurely breakfast (cooked by Chef Bernie) and another swim, we

packed up and said goodbye to Shane. After our preflight, we departed on RWY14 with Bernie as PIC and tracked to YABA where we joined crosswind for RWY14. We taxied to the bowser to refuel. It was quite busy at Albany with a RPT departure and the Air Force PC9s departing and arriving in pairs. These guys do some fast, fancy low level circuits!!

Once refuelled, we departed on RWY 14 and tracked south towards Albany town site, around King George Sound, along the magnificent coastline at the Gap and Natural Bridge, and across to Shelley Beach and the magnificent high cliffs at West Cape Howe in Torbay National Park. From there we tracked to YDEN (Denmark). After inspecting the windsock we opted for RWY09 and touched down in gusty South Easterly winds at 1252. We were then marshalled to our parking spot. After registering and having a coffee with the Albany Chapter people, we were given a lift into town where we settled in for the rest of the afternoon. The locals are all very friendly and if you want to meet and get to know people, you head for the local bowling club. Bernie is a bit of a bowling nut so we joined in and teamed up in the "scroungers match". After a couple of play offs, we ended up with a bottle of local wine for our efforts.

Day Three: Saturday was the arrival day for most of the visiting SAAA pilots. CFC member Rob Slater of Champagne PC Services was kind enough to give us a lift to the airstrip. By the end of the day there were fifty eight aircraft parked at the airstrip. There were all types of LSA machines, but the most popular aircraft were the RVs and the workmanship and attention to detail in these aircraft was a credit to their owners' love and dedication to the sport. You almost feel like getting stuck into a project like this yourself (I don't think I would get an approval vote from my financial director!!).



The weather gods were not very cooperative on the weekend and a lot of events were cancelled due to the gusty ENE/22kt winds. This was a great pity as there is such a lot of effort involved in the organisation of one of these events.

Day Four: The weather on Sunday was not much better with gusty ENE/24kt winds. Some events were put off again. The highlight of the day for another Curtin member Peter Taylor was a low level high speed run over the airstrip in a Lancair. We decided to head back to Jandakot late in the morning. Departure was on RWY09 at 1210 with Rob as PIC for the leg to Bunbury where we planned a crew change. Our track took us along the coast to Bow Bridge, then onto YMJM (Manjimup) where we observed a fleet of aircraft participating in the RACWA Manjimup Fly-In which is always organised so well by the Lindbecks. From there we tracked to Bridgetown and onto YBUN (Bunbury). Our inbound call was done on the CTAF, we joined midfield crosswind for RWY07 and touched down at 1338.

Departure with Bernie as PIC for the homeward leg was at 1405. We tracked coastal through to Mandurah after doing some air work over Dawesville. With Jandakot ATIS dialed up and duty RWY noted, we reported in at BOAT (Boatyard) and were instructed to join final for RWY06L and touched down at 1457.

What a great long weekend of flying! I thoroughly recommend a visit to the Maitraya property. The cottage sleeps four people making it an ideal two aircraft fly away. The Maitraya GPS co-ordinates are: 35degrees 00 min S and 118 degrees 04 min E. The strip length is 900m bitumen, and has white tyre markers and a windsock.

Rob van Hamerweld