



ROYAL NEWCASTLE AERO CLUB

Windsock Tales – #038



RNAC Newsletter for Students and Members – October 2022

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Trevor Bright.
RNAC President

Hello Members,

Welcome to Windsock Tales #038.

This edition of Windsock Tales again, covers many topics of activity over the last couple of months. A very busy time for board members and staff as we prepare for our club’s AGM and information session at the end of October.

The Royal Newcastle Aero Club, 2022 Annual Report will be available soon. I would encourage all members to take an interest in the content as this is your club.

Consistent with previous years, I have provided a detailed “*Presidents Report*” within the Annual Report. Again, I would hope members find the time to review and consider the content. For now, I hope you can enjoy this edition of Windsock Tales...



Kind regards, Trevor.



Greg Kennewell RNAC Flight Instructor, ARO and HAMCC

It has been a wet year and despite reduced rainfall recently the grounds remain saturated so a reminder to avoid grass areas for taxiing and parking. Also, whilst taxiways are closed a big thankyou to pilots and instructors from an airmanship perspective with backtracking a constant requirement during the wet.

Thank you to all for their patience in this area.

Congratulations to those students who are battling through their navigation training at present. It has been a big month for Navs, with all developing skills in the country navigation and the controlled airspace environment to Bankstown and Tamworth. One of the most interesting learnings is when students venture to airports with 30m and 45m runways for the first time after being so used to our 15m wide runway here at Maitland. Quite a different perspective for them! And then there is the fella in the tower to talk to in controlled airspace!! Well done to all, it has been a pleasure helping everyone in their learning in this space. Keep up the good work!



<<< Congratulations to Daneeka on her first solo recently.



Congrats to Mehdi on completion of his solo Nav to Dubbo and Mudgee >>>



A pilot in the making and my second 10-year-old student!

Pleasure to fly with young Tom recently. Whilst he has a few years to wait for his first solo he did very well on his first flight, finding his home and basketball court from 2,500 feet



Regards Greg.



Airfield and Financial Update

The following airfield and financial update has been provided by RNAC director David Gilford.

Recent abnormal rain periods have wreaked havoc on the entire airfield.

Thanks to David Princehorn for these photos from the July deluge.

The entire Hunter Region has been affected on a number of occasions over the past 2 years and the Maitland area received approx. 165 mm of rain on 4th July alone.



All areas have been impacted – runway & apron pavements, taxiways and taxi lanes including access for aircraft, access roads including access for vehicles, the Bellman and private hangars, the car park, the vast grass areas holding water, and the drains.

Current weather predictions indicate that we may experience another wet Spring & Summer on top of the previous wet seasons. This situation greatly impacts on prioritising repairs, maintaining the drainage system and planning for improvements, while adhering to financial budget guidelines.

The airfield remains saturated making it challenging to undertake constructive work without wasting funds. While understanding that movements on the airfield have been severely impacted, the Management team appreciates your ongoing patience as maintenance & improvement work continues in the months ahead.



Upcoming Airfield projects include:

- Bitumen pavement repair where the main Apron joins RWY 05
- Additional drainage pit beside the Bellman hangar
- Open swale drain repair in the vicinity of the RWY 23 threshold
- Open swale drain clean behind A Row hangars including access into the new Equipment Shed
- Planning for M&N Row rear access road upgrade
- Open drain clearing and maintenance as and when available.

Financial Update

The 2021-2022 financial year data is currently being reviewed by RNAC's auditors. Although subject to our auditor's confirmation and a more detailed overview at the next Members Information session, the full year results are expected to show:

- A profitable 2021-2022 year for RNAC, supported by positive investment returns
- Core RNAC activities contributing towards a net cash outflow of over \$300,000 for the year
- The Commercial Property portfolio continue to provide positive cashflow contribution of over \$220,000 for the year
- Investment returns include the final year of development proceeds from the Anambah Business Park
- The Financial investment portfolio has been impacted by poor performance of domestic and international financial products.
- A more detailed overview will be provided at the Members Information session that follows the October AGM.



Equipment Shed

The following airfield update has been provided by RNAC director Richard Morrissey.

The equipment shed has finally been erected following extended periods of wet weather delays.

The shed will be used to house the grounds equipment including tractor, slasher and other equipment in a dedicated area.



Minor works are under way to connect a water tank and placement of fill around the slab

While providing a dedicated storage area for grounds equipment away from main taxi way area, it will also enable two old sheds to be removed from the field and free up space for potential aircraft parking.





Suzanne Ford RNAC Office Admin

Hi all,

Just a reminder to all members that we stock and sell RNAC polo shirts/caps, License holders, headsets, Logbooks and more in our pilot shop so don't forget to check out our display cabinet in the office next time you are in.

Just also a reminder to all members if you change address/email/phone number please don't forget to advise us so we can keep our details up to date.

Hope to see more of you flying now the weather is getting warmer or just pop into office and say hello.

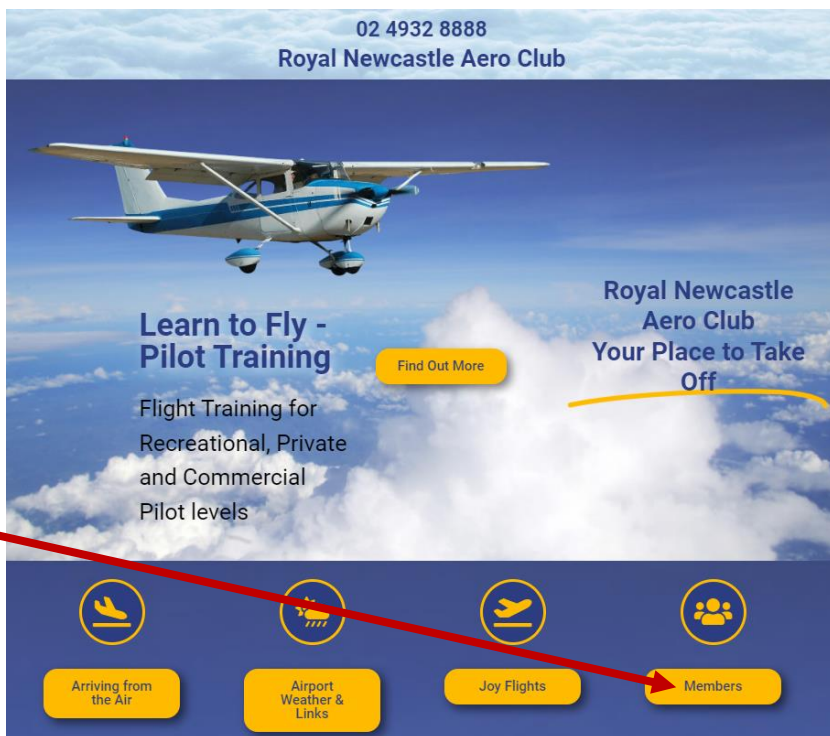
Also, don't forget to check out the RNAC web site for members.

<https://rnac.com.au/>

Relevant member and student information is available from this area...

Username: member
Password: Avi8or#05

Take care, Suzanne



RNAC Safety Sub-committee



Some time ago, in conjunction with the RNAC board, Glen Thomson RNAC HOO, and several RNAC members, formed a Safety Sub-committee. The advent of COVID-19 basically suspended the team's operations, however now everyone is enthusiastic to re-establish.

As a first initiative, Hi Vis Vests, with a RNAC logo is being considered. The vests would be given to RNAC members on request and will be free of charge.

The Safety Sub-committee considers this a significant air-side safety improvement. The intention would be to encourage the use of Hi Vis Vests whilst airside at YMND. Currently there is no mandatory requirement to do this, however it is in the interest of safety, and it does lift our club's profile and standards in terms of overall aerodrome safety.

More information will be provided at the October information session that follows the 2022 AGM.





John Tate

RNAC Vice President.

Hello Everyone,

Coming to terms with 5,000 rpm as the norm is an enlightening experience especially if most of your flying experience has been with Continental and Lycoming engines; different aircraft characteristics put aside for the moment, a high revving engine driving through a gearbox produces a batch of thoughts to say the least. For example, is it my imagination or is it a fact there seems to be a slight delay before the propeller digs in when going from cruise to full power on climb. Should I be using 98 or 95 octane motor spirit (automotive petrol) oh and by the way the Rotax can run on Avgas as well.



Checking the radiator water as you would in a motor car is not something one is used to in a pre-flight inspection. Burping the engine before you check the oil level is another departure from the Continental and Lycoming routine. Debate goes on about the fuel, but the other points raised become routine very quickly.

Rotax engines of the aviation type come as fuel injected or carburetted models operating a choke for start-up on the carburettor models is simple but not having to consider carburettor heat at all during any phase of the flight is mystifying.

I hope my forgoing comments kindle your interest, after operating a Rotax for the past year I have a new respect for them. I am surprised that a USA manufacturer has not developed an equivalent aviation competitor, but full marks should go to Jabiru for their achievements...

Regards, John.





Doug Brooks RNAC Club Captain

Greetings Members

Hope you all are well. Unfortunately Club competition days have been limited this year with the weather not on our side but we will keep trying for the 3rd Sunday of each month and I am sure we will get a good one soon.

Let me take up where we left off in the last Windsock Tales at El Questro. We spent two nights at El Questro with plenty of activities to keep everyone entertained - walking trails, guided tours and river cruises. Following each day's activities was a debrief in the afternoon over a few drinks and a meal before retiring for the night.

Photo: River cruise at El Questro >>>



<<< Photo: Departing El Questro

We departed El Questro early the next morning for a flight over the Bungle Bungles on our way to Bellburn for a guided tour to Cathedral Gorge where we had lunch and enjoyed the amazing surroundings. Then we went on to our accommodation at the Safari Lodge for a one night stay.

Photo: Bungle Bungles >>>



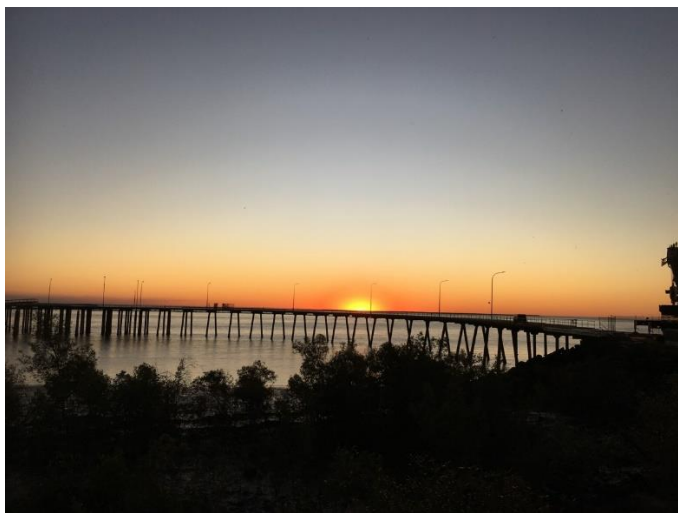


^^ Group photo at Cathedral Gorge



We had an early start the next morning to re-fuel at Halls Creek. Then we went on to Wolf Creek to view the Asteroid Crater. Following this we flew directly to Derby WA for another overnight stay before a flightover the Horizontal Falls and then onto Cygnet Bay Pearl Farm on the north west coast of WA for a two night stay.

<<< Photo: Wolf Creek crater



^^ Photo: Sunset at Derby



^^ Photo: Aircraft parking at Cygnets Bay



<<< Photo: WA coastline

There was another early start with a scenic flight down the West Coast before turning left for Derby to re-fuel and a quick plane wash. Then we were off to Mt Elizabeth Station for two nights in the middle of the WA outback for a little river fishing and relaxation.



^^ Photo: Bruce and myself river fishing while at Mt Elizabeth Station.

Departing Mt Elizabeth Station we went on to Kununurra for another two night stay There was plenty to do there including a boat ride up the Ord river and shopping at the local markets followed by a debrief each night over dinner and drinks.



We departed Kununurra early for Tennant Creek to re-fuel before pushing onto Barkley Wayside Station for a one-night stay. Before landing at Tennant Creek the Cessna 182 belonging to the RNAC had an alternator problem which caused the battery to go flat. Luckily, we had some tools and a jump-starter pack between the group to get the 182 going in order to make it to Barkley Wayside Station for an overnight stay. The next morning Neil and Bruce took the 182 down to get the alternator replaced at Mt Isa and then re-joined the rest of us at Adells Grove for a two-night stay.



^^ Photo: Gregory River, Adells Grove



<<< Photo: between Adells Grove and Winton

We departed Adells Grove for Winton for an overnight stay and a re-fuel before flying onto Thargomindah for the last overnight stay of our trip before heading for home.

Photo: Thargomindah >>>

We had planned an early start for the last leg home but that went out the window when the Commander would not start. It turned out to be a bit of bad fuel and we had to remove all the plugs and clean them before it would start. We then flew non-stop to YMND to deal with the floods which included a two hour drive to get home through the traffic.



<<< Photo: last leg to YMND



To sum it up the trip was fantastic with lots of laughs and a good time had by all.

I would like to thank everyone who came along and I must give the biggest of thanks to David Gilford who spent the last three years planning and re-planning through all the state lockdowns due to Covid. Without David we wouldn't have been able to get there at all and we are all looking forward to seeing what David can come up with to top this trip.

Regards

Doug Brooks

RNAC Club Captain



Saying Goodbye...

On a sad note, two very loyal RNAC members have passed away recently. Doug Montague in August and Bryan Hornery in September. Below are two reports regarding both members...

Message from Rob Chenery, past RNAC President and good friend of Doug Montague.

To All

This was a full-blown funeral service with lots of family down to great grandchildren. I attended and a letter from Michael and Michelle Patten was read out. He was Piped into Wedderburn Club House in a Montague made red coffin with Wings and attached some of his musical instruments.

Lots of mentions about flying Safaris ex RNAC where I first met him and also his home away from home with Jackie at Wedderburn

Also in attendance was his boyhood friend Ken Ford, I've not seen since one of Bernie Sarroff safaris.

A fine man with a wicked sense of humor...

*Rob Chenery
RNAC Past President*



The passing of RNAC Member, Bryan Hornery.

As reported to members on 13/09/2022, again with great sadness, Bryan Hornery passed away on the 09/09/2022.

His funeral was held at Lochinvar and was well attended by family and friends. What an incredibly interesting life. The service was concluded with a RNAC fly over by VH-RNO as a tribute to Bryan's long standing and devoted service to RNAC.

Once again, on behalf of all RNAC members, I would like to pass on our sincere condolences to Bryan's family and friends.

Kind regards, Trevor.

Trevor Bright

RNAC President

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Royal Newcastle Aero Club



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