



ROYAL NEWCASTLE AERO CLUB

Windsock Tales – #040



RNAC Newsletter for Students and Members – March 2023

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Trevor Bright. RNAC President

Hello Members,

Welcome to Windsock Tales #040.

Can you believe that almost 3 months of 2023 is almost behind us. I really hope everyone had a merry Christmas and a refreshed start to the New Year. Your board of directors have been working hard on several projects that I am excited to share. Again, I hope you find this edition of Windsock Tales informative and relevant to our club.

In this edition I have focused on several items that I believe are important to all members. I would hope everyone can embrace the subject matter, and if possible, engage with your board of directors on any issue of interest.

Flight Simulator

Contribution from RNAC President, Trevor Bright.

The Elite At11-i Synthetic Flight Trainer is on its way...



Supported by a very detailed business case created by our Business Manager Andrew Wagner and Head of Operations, Glen Thomson, the board has agreed to purchase the Elite At11-i Synthetic Flight Trainer.

The unit was ordered last December, ~~and we are hopeful to take delivery very soon.~~ **It's arrived...** Modifications to the admin building and final installation is underway now...

This addition will complement the flying schools IFR training and renewal capability.

A dedicated training room has been created to provide the best possible learning environment. The modifications have been carried out by RNAC staff and club members and once again, saves a considerable sum.



I have mentioned many times, "**Club Spirit**". This is a good example of just that... A big thank you must go our HOO, Glen Thomson and club member Paul Gates for their tireless work building the renovations to accommodate the new sim.

In many ways, this has been the missing link that in a short time will be closed. If my memory serves me correctly it would have been the late 90's or early 2000's since we have had a certified flight simulator at RNAC.



Everyone is looking forward to the new addition.





Maitland AvSafety Seminar

Contribution from RNAC President, Trevor Bright.

The CASA organised, Maitland AvSafety Seminar was held on a very hot evening, 07/03/2023. Albeit a little hot, it was well attended with over 30 interested aviators taking part.

With some embarrassment, I must confess that this was my first attendance, but I can assure everyone, it will not be the last. Two hours of detailed discussion with a refreshment break in the middle. It was a very informative presentation.

CASA Aviation Safety Advisor, Tim Penney was our guest presenter.

The discussion followed the lines of pilot responsibility whilst operating within the vicinity of non-controlled aerodromes. The importance of being “*Situationally Aware*’ and the overall need to conduct your operation with the highest level of safety being front of mind.

A very interesting case study accident was shared. One high performance aerobatic aircraft, with two highly experienced pilots collided with a helicopter. The helicopter pilot had around 65 flying hours. It was a landing accident in which both pilots did everything correctly, however it was likely that one pilot created confusion due to his radio call.

Everyone survived, they were lucky. Both aircraft suffered significant damage.



It was a very good briefing...

We are not always happy with CASA, but I would encourage all aviators to embrace these safety seminars. This is a good initiative, and the aviation community should support these sessions by your attendance.

The content was relevant from student pilots to the experienced commercial pilot, and everyone in between.

On behalf of the Royal Newcastle Aero Club members and staff, I congratulate CASA for providing these sessions. I would also congratulate and thank Tim Penney for what I believe was a well-pitched briefing with a very professional delivery. Thank you, Tim.



Airmanship

Contribution from RNAC President, Trevor Bright.

As a follow on to the Safety Seminar mentioned above, it reminded me of an article in an Australian Flying Magazine that gave a very descriptive overview of the definition and application of “*Airmanship*”. For some this may be a very dry subject, to others the definition may be very subjective and open to interpretation. The internet has a myriad of definitions and refinements about airmanship. I feel, so long as every pilot has a degree of understanding of airmanship and is prepared to make it part of your normal flying routine, you are at least halfway there.

When I learnt how to fly in the late 70’s, it was all about the lookout. I can clearly remember Bernie Sarroff demanding, “*Clear right, clear ahead, clear left and behind...*” for a left-hand turn. For many years, for many RNAC pilots, this was the epitome of airmanship. It was all about the lookout...

Referring to the magazine article, it stated words very close to the following...

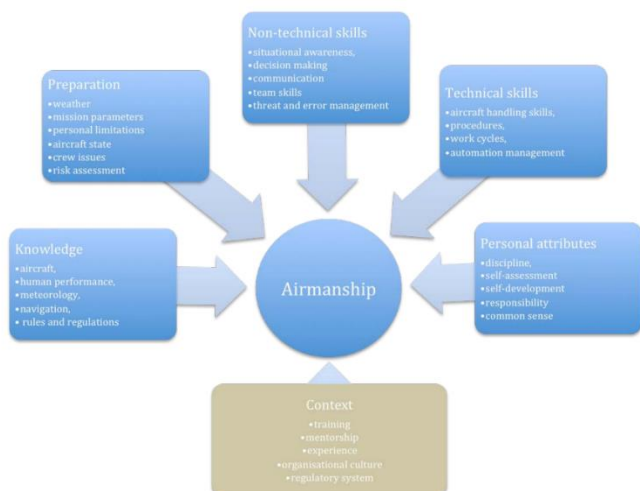
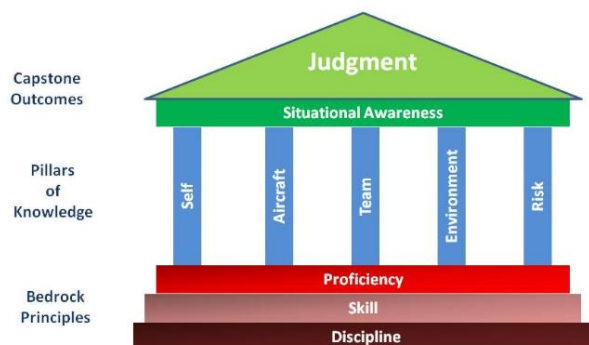
Airmanship has two fundamental components,

1. To be, “*Situationally Aware*” at all times.
2. To understand the impact of your actions on others.

I really like the simple definition stated above. As a pilot, I can clearly see the parallels between Bernie’s lookout and point number 1 mentioned above. My writing today is more directed towards point number 2.

How many times have you, as pilot in command, done the following...

- Taxied too fast.
- Started the aircraft close to the hangar blowing dusts and debris inside.
- Started your aircraft without calling “*Clear Prop*”.
- Started your aircraft too close to another aircraft or onlookers.
- Unchaperoned friends or visitors wondering about on airside.
- Cut inside another aircraft within the circuit.
- Joining the circuit without using timely radio calls.
- Accidentally or otherwise lined up for take-off forcing another aircraft to do a go-round.
- Using the non-duty runway.
- Talking too fast, or unclearly on the radio or just not using the radio.



With a little thought, the list above could be significantly longer. The point I am trying to make is that airmanship begins well before we start the aircraft and really does not finish until we put it away and are not on the airside of the airport. I would also say, I am not waving the “*goody two shoes*” flag. Over 40 years of aviation, I am guilty of all the above at one time or another.

In this day and age, duty of care, workplace health and safety, safe operations and respect for fellow aviators is the responsibility of all pilots. That includes point number 2: *To understand the impact of your actions on others.*

Last Point: When considering the models shown in the two diagrams, Airmanship has a very complex set of dependencies. At a practical level, good airmanship needs understanding and some form of routine application when we fly aircraft. The alternative, as Bernie would say, “*That’s just a poor operation*”.



A Tiger Story from a Time Gone By...

Contribution from RNAC President, Trevor Bright and former RNAC member, Bruce Budd.

The story comes from a "Pen Friend" of mine in the UK, Bruce Budd. Bruce was an RNAC member at Broadmeadow in 1960, Lou Plumstead was the CFI at that time. The move to Rutherford started in 1963, Stan Hone was the CFI. Bruce was an active member of RNAC until 1966.

The story below is from Bruce...



A story has just come to mind which I hope you'll enjoy as it sheds a little light on what the flying scene was like in the 60s.

Later, in the mid-sixties about the time my license would lapse on medical grounds, the CFI Stan Hone asked me to spend a Sunday at RAAF Williamstown (where I was an ATCO) towing their gliders with the Tiger. I hadn't done it before, and never since, but readily agreed knowing that my flying career was coming to an end.

Using a Tiger with a tail skid on tarmac brings certain considerations which we normally didn't have to worry about. Take-offs and landings were OK because the skid was never on the ground for long. The real problem arose when I was asked to taxi from the far end of r/way 12, where we were towing, to the flight line to pick up one of the squadron flight commanders from near what was then the 9 Sqn chopper pad.

A short low-level flight got me from the end of the runway to the taxiway exit and from there I learnt to taxi with the skid off the ground. To my immediate right was a line of Sabres and Mirages waiting on the flight line.

VH-ALH was renamed / re-registered VH-RNI

I duly met with my passenger whom I knew reasonably well, but whose name has now disappeared into the mists of time, and he climbed into the front cockpit and strapped in. We were able to



communicate while the engine was idling, and he asked if he could taxi the Tiger having trained on them ab initio some years before.

Being a lowly Flying Officer, what could I do but agree so off we went. I had just resigned myself to wearing the skid to bits when the engine roared and before I could react, we were airborne and flying down the taxiway a few feet above the ground. This was not part of the agreement! To our left now was a line of Sabres and Mirages all rather too close for comfort!

To be brief, we did a short low-level circuit with me in control, and more than a little flustered, landed, got him out and a glider hooked up and the day continued in the intended fashion.

Since I was in charge of the aircraft, I was expecting to be hauled over the coals in no uncertain fashion - but no one really mentioned the incident to me. The flight commander, on the other hand, was well and truly roasted and I'm not sure if he stayed as flight commander. The OC Flying was, as you can imagine, distinctly

unimpressed imagining as he had the sight of a Tiger Moth ploughing through his flight line! I don't think he was worried about what would have happened to the pilots.

At the end of the day, I had to tow a glider up the Hunter Valley and drop it somewhere west of Rutherford. The flight back in the late afternoon sunlight was quite magical and not simply because it was my last flight as PIO. ALH was beautifully rigged and would fly hands-off for a considerable time. I just sat there and admired the view while ALH took me home. I was able to store a lot of memories in those 20 or so minutes before I landed just after sunset, memories that have gone on to last me over 50 years.

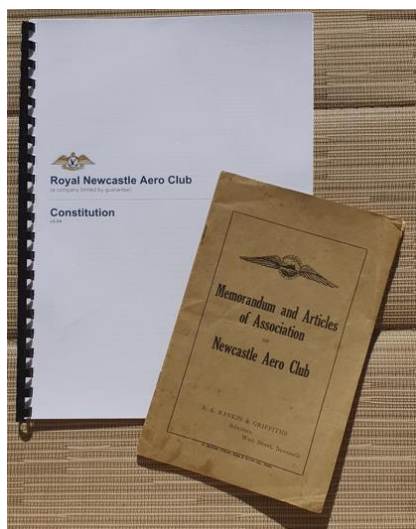


Once again, I crave your indulgence and forgiveness for another burst of reminiscences.

God bless. Bruce.

Constitution Update

Contribution from RNAC President, Trevor Bright.



As most members would be aware, 29th May 2022 was the day our membership voted to replace the Memorandum and Articles of Association with a new, updated RNAC Constitution. This was carried out over an 18 month period, essentially by the Advisory Team made up of 3, RNAC Life Members.

Many members may not be aware of the charter, set for the Advisory Team for this project. In broad terms, the team needed to convert the old Articles, like for like, into the new Constitution.

This was a board decision based on the believe that any divergence from the original would not be well received. Obviously, the changes to the voting time frame and the introduction of electronic voting were added as requested by members.

In January this year, as shared at the 2022 AGM, I have reinstated the Advisory Team. This time to look at potential amendments to the Constitution that members can consider in their own right. The Team has met several times now and is seeking advice from our club solicitor, Fed Coop and the club's auditor regarding the performance of the document and ways it can be made more secure for our club.

It is still early days and no definite decisions have been made. I can share with members that the board is committed to providing as much information as possible regarding these potential amendments. As we did last year, a similar presentation of detail will be provided prior to any EGM.

I look forward to reporting our progress. This is a very important project that needs support from the membership to succeed. The commitment from the board and the advisory team is to have the most practical, secure and fair governance document that we can.

More to come at a later date...



Lunch with the Tigers

Contribution from our friends at Luskintyre...

After the success of our Lunch with the Tigers in February, and after a 3 year hiatus *please find attached your invitation to our next opening on 1st April 2023.*

These days, in the past, have been a wonderful experience sharing the love of vintage aircraft and machinery with fellow enthusiasts. We hope you can join us, bring your families, and enjoy a sausage sizzle lunch by our local Rotary club as a charity fundraiser. We have a few small local vintage car clubs coming along, as well as visitors from nearby aero clubs.

The day will include guided tours of Luskintyre Aircraft Restoration's workshop, and hangar and demonstration start-ups of genuine wartime vintage de havilland Tiger Moths, Boeing Stearman and other vintage aircraft.

Collector vehicles and bikes will have dedicated parking areas and you will be able to picnic beside your vehicles. There may also be opportunities to have close up photos with your vehicle and an old aircraft depending on conditions on the day.



This is not an Air Show but rather an opportunity to get up close to our aircraft. Some aircraft may be in the air on the day, but we do not do aircraft joy rides.



Suggest you bring picnic style equipment such as rugs, chairs, shade and especially water. Strictly no animals allowed on the airfield for safety reasons. Children OK.

Apart from the Rotary charity fundraiser BBQ we make no charge for the day.

This is a weather-related day so if it's a good day for an outdoor picnic it's on.

Kind regards,

LUSKINTYRE Aircraft Restorations

252 Pywells Rd
LUSKINTYRE NSW 2321
P +61 477 120 002





Bob Redman

Contribution from Bob Redman, Neil Cromarty, and Trevor Bright...

RNAC Member and former Huey Pilot

Bob Redman was born in Sydney in 1947. The family moved to Belmont NSW in late 1960, and Bob attended Belmont High School. Bob Redman was selected for National Service in early 1967 and joined the RAAF in Aug 67. He trained on Winjeel and Vampire aircraft. Bob was awarded his wings in Dec 68 and was posted to 5 SQN Fairbairn ACT for conversion to Iroquois helicopters (UH-1B/D).

From March 1970 he served with 9 SQN in Vietnam until May 1971, including several weeks with the 45th Medevac Company US Army, flying UH-1H 'Hueys' from Long Binh. He rejoined 5 SQN at Fairbairn in Jul 71 before rejoining 9 SQN Jan 72 on its move from Vietnam to Amberley QLD. He was mentioned in dispatches for his service in Vietnam.

From Jan 73 he served with Air Movement Training and Development Unit RAAF Richmond NSW, developing helicopter external load rigging methods and training syllabuses.

In Dec 73 he joined the US Navy Test Pilot School at Patuxent River Maryland USA flying a variety of fixed and rotary wing aircraft. He worked as a test pilot in the US Naval Air Test Centre for four months before returning to the RAAF Aircraft Research and Development Unit at Laverton Vic in Jun 1975.

He completed a flying instructors' course May 77 on Macchi 326H aircraft at Central Flying School East Sale Vic, instructing at 2FTS Pearce WA until late 1979. He was posted as Commanding Officer Transport Support Flight Butterworth Malaysia in Jan 1980, flying DC3, Caribou transport aircraft and UH-1H helicopters until mid 1982.

Bob Redman completed RAAF Command and Staff course in 1985, and the Joint Services Staff Course in 1989. He served in a number of staff positions in Air Force HQ, Defence, RAAF Staff College, and the Pentagon (1986 – 89), before retiring at the end of 1991 and moving to Belmont NSW.

In retirement he served on the RAAF Reserve part time working in the Australian Defence Force Warfare Centre Williamstown NSW on joint course development and the Joint Theatre Level Simulation.

In Nov 96 he commenced full time reserve service in 81Wing HQ at RAAF Williamstown. In Nov 98 he rejoined the RAAF in the same position, primarily to coordinate the transition from the Macchi to the then new Hawk 127. He continued the same duties at the newly formed 78 Wing Williamstown from Jul 2000 until Jul 2002, including planning fast jet training and continued development of the Hawk 127. He was awarded the Conspicuous Service Cross in Jul 2002 for his work at 78 and 81 Wings.

WGCDR Redman was posted to ADF BFTS Tamworth from Jul 2002 as a flying instructor on CT4B and CAP10B aircraft. He retired from the RAAF on 30 Dec 04, and returned home to Belmont.

Bob married Shaun Sebastian in 1972. They have four children, six grandchildren, and two MGs. All four children (Ean, Heather, Lauren and Ross) attended Belmont High School. Bob, Shaun, family and friends built an RV-7 aircraft in the family garage.

Bob Redman became a member of RNAC in 2010. Bob's RV7 aircraft is based at the club and flies as often as he can. This usually occurs during the week, however COVID has impacted his frequency of flying over recent years...

The 10 minute YouTube video, Bob shares his experiences during his time in Vietnam.

As a returned serviceman, fellow aviator and RNAC member, I feel Bob's story may interest many members.

Click on the link below or the video picture to the right to gain an insight into a flying career that started by virtue of Nation Service and the Vietnam war.

<https://www.youtube.com/watch?v=quaC8EI2wpM>



Notice – Airfield Works to Start Soon

Contribution from RNAC Director, David Gilford.



The open drain is on RNAC property, running parallel to the boundary fence on the north side of Runway 23 Threshold. The drain surface is grassed, over soft clay-like material.

There are numerous deep erosion holes in the base of the drain, the base of the drain is losing its shape, and stormwater is eroding the embankments to the base of the fence line in some areas, and to the Runway embankment in other areas.

Soil Conservation Service has been engaged to remediate this section of the open drain, and work is expected to commence by the end of March and is expected to take approx. 1 to 2 weeks to finalise. The start date is subject to weather and may be delayed, however at writing, late March is the current scheduled commencement date.

For your awareness, site works may impact on Runway operations during the work program due to rock material being transported to the site and excavation machinery working close to or within the gable markers.



Cessna 172 VH-RNX ADS-B Install

Contribution from RNAC Business Manager Andrew Wagner...

Club aircraft VH-RNX is now equipped with a Garmin GNX 375 Navigator with ADS-B Transponder. The unit includes ADS-B in and out capabilities.



The club was able to take advantage of a government grant that allows a \$5000 rebate for installing the safety enhancing ADS-B out capabilities of the unit.

VH-RNN will also be fitted with the same modern technology next month. With VH-VMR already fitted with a Garmin 375 the entire touring fleet will have commonality.

Book a flight today in VH-RNX to experience the enhanced navigation and situational awareness provided by the equipment.

If you wish to have your own aircraft fitted with ADS-B out technology and take advantage of the grant, get in quick. The grant ends on the 31st of May 2023 or when funding is exhausted.



Suzanne Ford RNAC Office Admin

Hello to you all,

Just a quick shout out to all our Volunteer Duty Pilots who continually and effortlessly support us on the weekend. A welcome also to our newly enlisted Duty Pilot's, your help is greatly appreciated.

We are always happy to accept any new member if you are interested in becoming a Duty Pilot so call or email myself for a chat.

For those members that have been asking about our Navy logo polo shirts, our supplier is waiting on a delivery and are currently on back-order, so hopefully I will have them in stock soon.

I know that some of our members are aware, but for those who don't know, I am a Justice of the Peace so if you are requiring the services of a JP please call into the office and I'm always happy to help. Also, just a reminder that member web access is available via the following generic credentials...

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

Username: member
Password: Avi8or#05

Stay safe everyone. Regards, Suzanne Ford





Greg Kennewell RNAC Flight Instructor, ARO and HAMCC

Hello Everyone,

Flight Training

Welcome to the steady stream of new students and those punching through their curriculum currently. Keep up the good work and focus on your theory components. Pleasing to see many of our recent RPL graduates moving through to their PPL or RPL Nav endorsements. On 2/4 and 9/4, 2 x 3 hour sessions is being planned, for those students preparing for their Nav training. If within a few months you plan to move into Nav training, give myself, or the office a call. This will introduce the practical aspects of planning a flight.

Shellharbour flyaway

Mid-February saw a small group of students and private pilots venture away for an overnight expedition to the Shellharbour airport home of the HARS Museum. A lot of witty banter and aviation chit chat ensued, as always, we all come away a little bit wiser and more socially cohesive. Well done to all who managed to find their way to Shellharbour and the organising team.

More on this subject and photos from Club Captain, Doug Brooks below...

Aircraft Maintenance

It has been good to see the hours build across the fleet after COVID, however this also means more frequent planned maintenance with most of the fleet undergoing 100 hourlies over the last 3 months, and unfortunately some unplanned maintenance. RNQ is currently awaiting its new engine, expected to be refitted round the end of March, and RNX is within 100 odd hours of its engine exchange. RNN was out of action for an extended period due to some wing maintenance but is back on deck now and ready to be flown. Thank you for your patience in this space.

Aircraft washing and wiping down still is the best corrosion protection we have, so if anybody can assist with washing please let us now, best done in groups, so if you can help with this let the office know and we can co-ordinate the best times and put groups together.

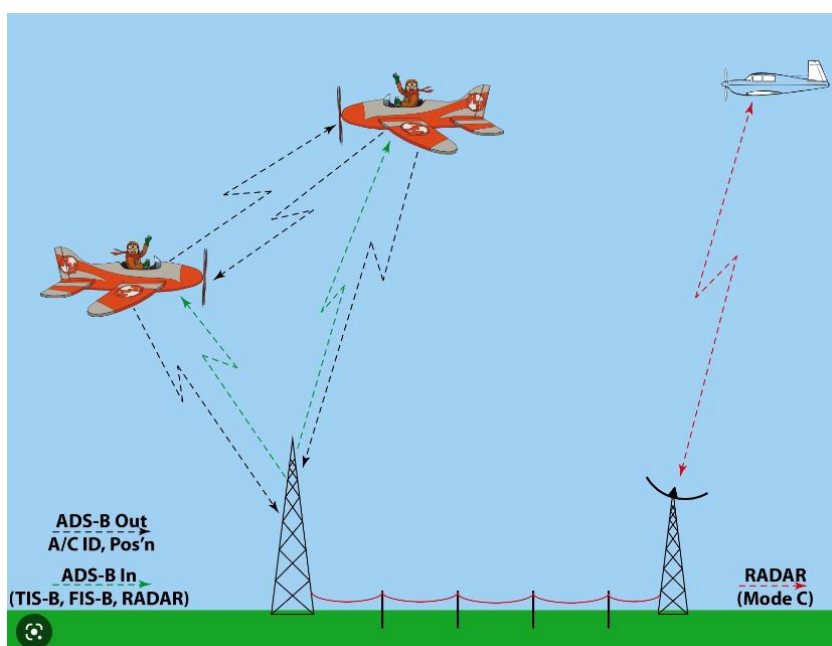
ADS-B Grant RNX/RNN

Airservices has established a financial grant for eligible aircraft owners to encourage the uptake of ADS-B technology in private aircraft. We are taking advantage of the Grant available to support installation of ADS-B equipment in our fleet. Up to \$5,000 can be claimed per aircraft towards eligible ADS-B equipment, something that will eventually be standard in newer aircraft.

In our case VH-RNX has completed its install and VH-RNN will be upgraded early April, with GNX 375 GPS/Transponders providing improved safety and situational awareness by adding Traffic and Terrain awareness as well as improved tracking via the Airservices ADS-B system.

This will standardise the technology across the entire private hire fleet with improved situational awareness already being noticed.

Safe flying, Greg.





Doug Brooks RNAC Club Captain

Greetings Members,

A New Year and we are well into the flying club days again. January was a warmup with an instrument climb, step turns and a spot landing. February was the first round of the Club Championships with Instrument Climb, Forced Landing and Spot landing. It was a very hot day with the clouds rolling in and making it very hard to get the correct height for the Forced Landing.



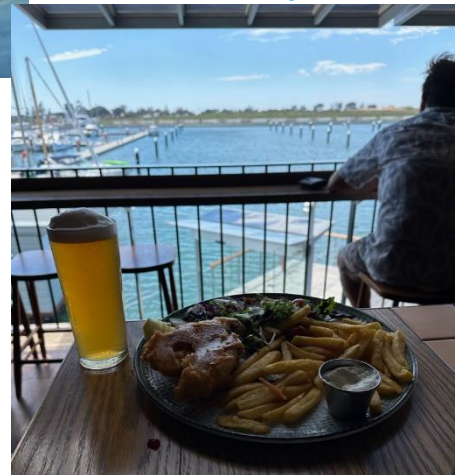
Shell Harbour trip in February was a success with a very scenic flight down Victor 1.

Sydney Harbour >>>



<<< Sea Cliff Bridge

Lunch at Shell Cove Marina >>>



<<< Shell Harbour Airport

clouds blowing in from the south on departure from Shell Harbour.

There will be a few more trips coming up through the year. Bruce Robinson has organised a Mildura weekend at the end of June. If interested in attending this trip please contact the Office before the 1/04/23 so numbers can be confirmed as accommodation is booking out fast.

Regards
Doug Brooks
Club Captain





RNAC Social Club Building Update

The following Social Club building update has been provided by RNAC director Richard Morrissey and RNAC Life Member, Peter Meguyer.

Hello Members,

I have provided the following updates on the Social Club Redevelopment

A number of options have been considered to date for the replacement of the existing social club at RNAC. Following development of concept sketches and layouts, a local design and architectural company - Sorensen Design was engaged to prepare architectural concepts for the options and check building compliance aspects. Following further consideration, the sub-committee has selected a preferred option being a dual storey building on the existing Social Club site.

Sub Committee Task

The initial task was down to deciding between the construction of a new facility or a remodeling of the existing that has served for more than 60 years. The subcommittee has sensibly recommended to demolish the existing to make way for a new facility. This option will free up additional land at the present social club site for future commercial development.

History

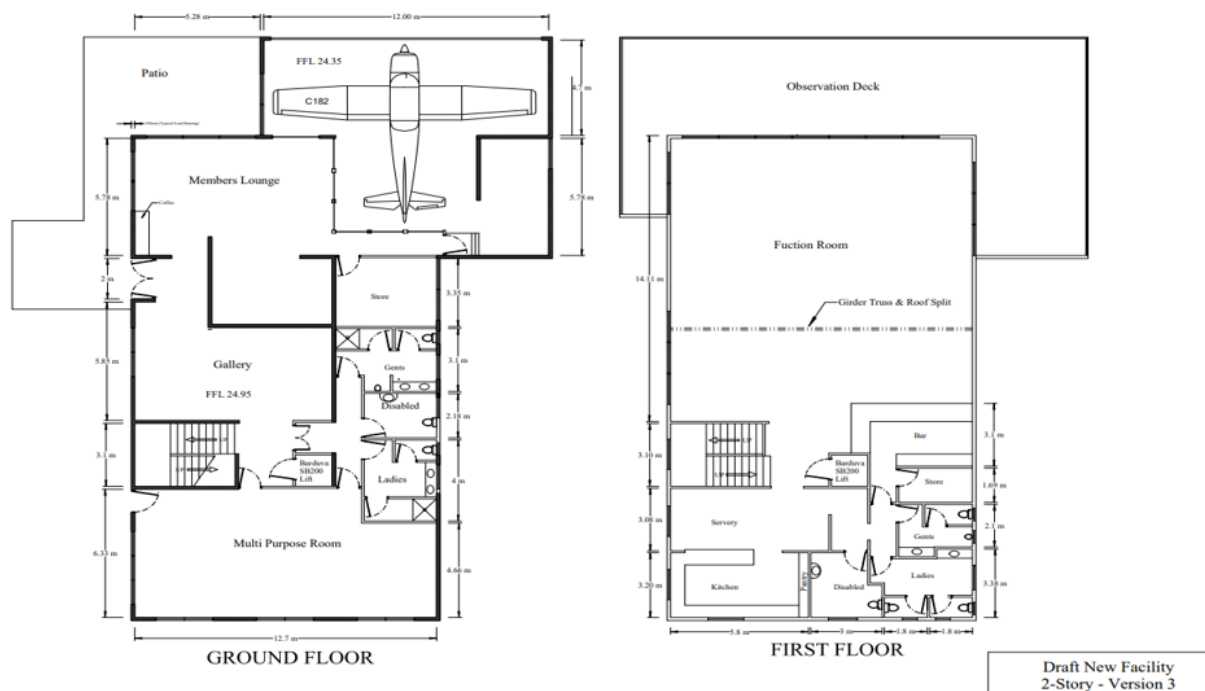
We can only reflect on the use of the Social Club from the early 1980's when up to 150 members gathered to enjoy the many functions of the period.

As most would be aware, the office and flying ops were based in the "Yanda Hut" until the mid-1980's until the club carried out alterations to transfer the office in the Social Club. The "Nissan Huts" continued their use as a briefing facility until their removal in 1994 when admin & flying ops moved into the current facility.

Conceptual Social Club Plan

As previously stated, the initial task was to recommend a replacement plan to replace the Social Club. Whilst many will remember the layout, a copy of a plan dated from 1986 assisted in drawing the attached plan of

Option Floor Plans – Dual Storey



Draft New Facility
2-Story - Version 3

Concept plan under consideration only...



the period. Unfortunately, later alterations for parachute ops & the inclusion of a poker machine room intruding into the function hall failed to recognise its prior service to the membership.

We have moved on; the Social Club provides many of the “**must have inclusions**” in the example plans prepared to date have largely influenced the subcommittee logic in the 2-story option. That is to first determine what are the “**must have inclusions**” in the upper floor as this will dictate the ground floor layout.



...Conceptual pallet only...

The following inputs have been considered: -

Table 1- Social Club Inclusions

ID	Key Criteria	must have	nice to have
1	Area to display Club memorabilia	✓	
2	Area to hold RNAC meetings	✓	
3	Area to hold External Conferences	✓	
4	Viewing platform		✓
5	Overnight Pilot accommodation		✓
6	Dedicated members lounge area	✓	
7	Area to display Aircraft		✓
8	Disabled access	✓	
9	Affordable	✓	
10	Potential to generate income	✓	
11	Basic Kitchen area	✓	
12	Basic Bar area	✓	
13	Optimise location / footprint to make land available for future commercial development	✓	
14	Basic amenities (Toilets etc)	✓	
16	Low ongoing maintenance	✓	
17	Area for multi-purpose use		✓
18	Makes use of ground levels / constructability	✓	
19	Connectivity to Jack Fahey Building	✓	
20	Landscaping / outdoor area	✓	

Budget considerations

Subject to Board approval, the sub-committee is working towards a position where we can go to the market with a design to obtain costs for a new building. The sub-committee is also preparing financial considerations including potential commercial returns for use of the facility by external organizations that may rent out potential commercial space in the building and use of the upper floor area for functions, training etc.

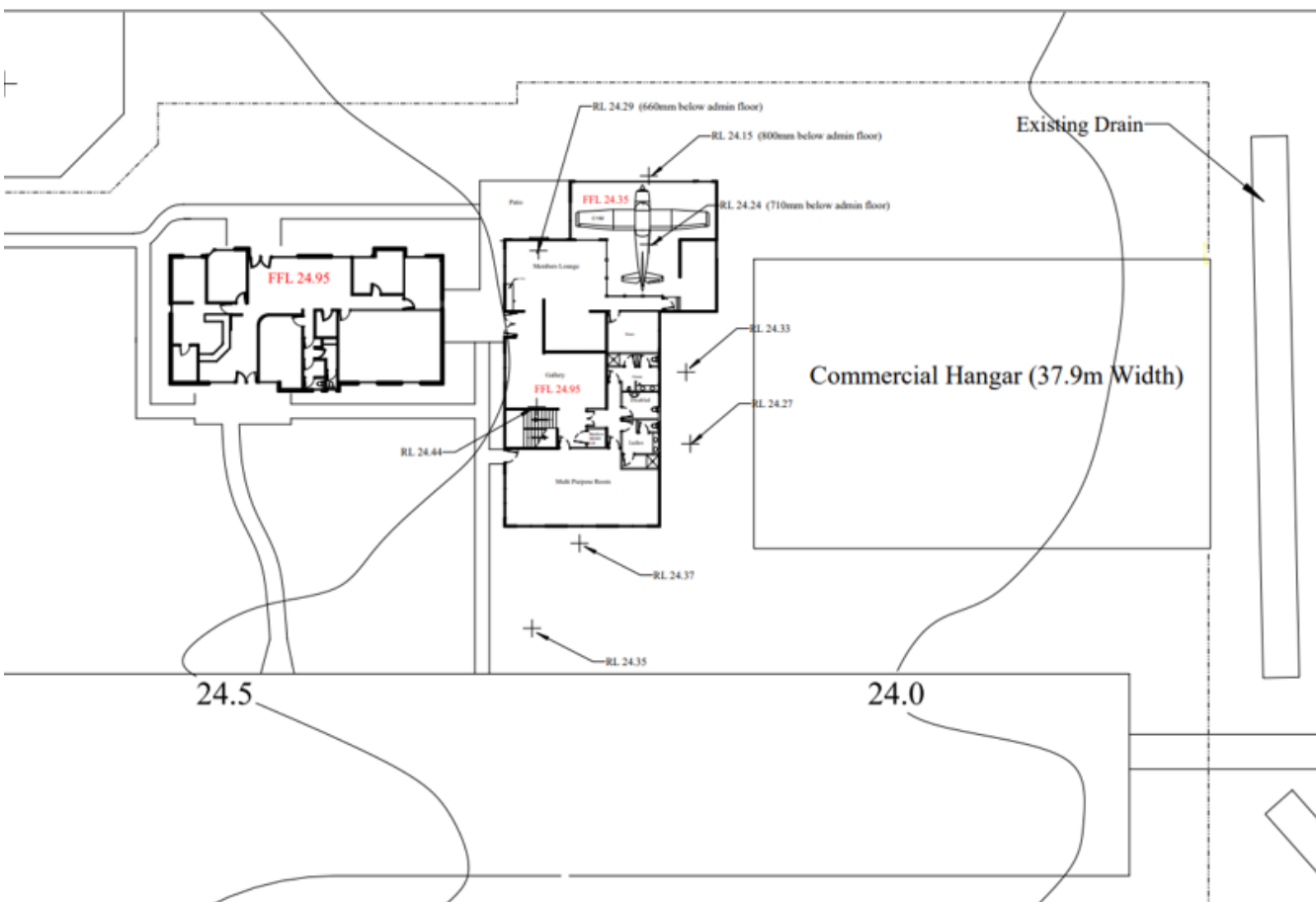
It should be noted that the Sub Committee has presented what is considered feasible and meeting the requirements to replace the existing social club for the ongoing use of members, however final approval for this option or an alternate option will be subject to member input and final Board approval.

Preferred Option.

The preferred option of a dual storey complex is based on achieving a functionality similar to the existing social club; however, we have a focus on developing the layout to accommodate a commercial space as well as explore the potential to generate revenue for use of the upper floor function area for use during the week and weekends by external organisations where applicable.

The sub-committee would like to share with the members in the very near future the detail we have developed and considered with the view to moving towards a final option and progression to Development Application and commitment to construct the project.

The attached images reflect some of the works to date: -



From Facebook...

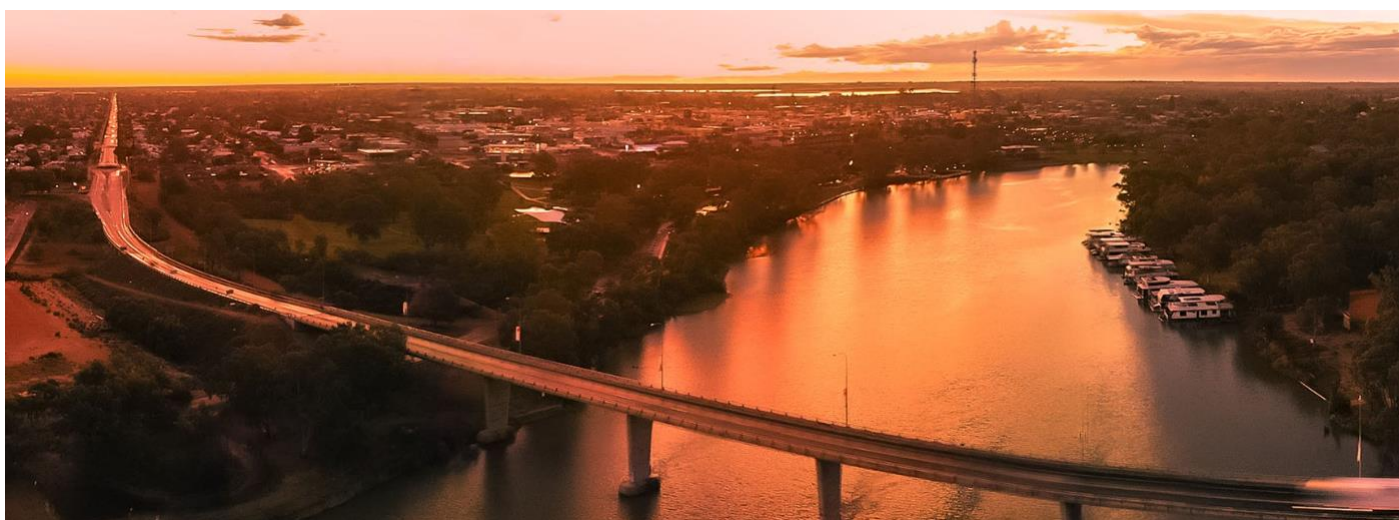
The flying sub-committee is planning a long weekend flyaway to Mildura from Friday 30/6 - Monday 03/7. The route will be Leave Maitland (Early) via Mudgee/Parks/Griffiths/Mildura (3.5hrs) to Mildura.



Leave Mildura (Early?) via Wagga Wagga/Canberra/Jervis Bay/Victor 1/Maitland (4hrs) on the way back.



Activities are planned for the trip, but the option is open to do your own thing. This trip is open to PPL students so get in touch with your instructor to organise. [Please contact the office if you would like further information.](#)



Last Word...

The last three months have been very busy for our club. We have three active sub-committees working on important projects...

- Advisory Team – Working on constitution amendments.
- Social Club sub-committee.
- Wings Night 2023 – More information on this in our next Windsock Tales edition.

This is in addition to the current business before the board currently.

Once again, a sincere thank you to the RNAC members, students, duty pilots, volunteers, staff, and directors that contribute to our very special club.

On the horizon...

Steamfest 29th & 30th April 2023



ANZAC Day 25th April 2023



Maitland Heritage Fest 18th June 2023

Kind regards, Trevor.

Trevor Bright
RNAC President

PO Box 491
Rutherford NSW 2320
Phone: 02 4932 8888



Royal Newcastle Aero Club



END

