



# ROYAL NEWCASTLE AERO CLUB

## Windsock Tales

RNAC Newsletter for Students and Members  
October – 2024

Edition Number 046



Royal Newcastle Aero Club

Proud to be 96.

1928 - 2024



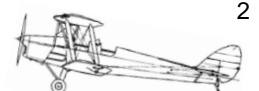
Cover photograph: Interesting view, runway 05 threshold, Maitland.

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Early morning Tiger flight, April 2020.





## Trevor Bright.

**RNAC President.**

Hello Members,

Welcome to Windsock Tales #046, October 2024.

This edition of Windsock Tales will be significantly shorter when compared with previous offerings. A very busy period as we approach the RNAC – Annual General Meeting for 2024.

This edition includes, the Club Captains report, RNAC Reflections – Part 4, a complete update on RNAC social functions, a member profile and much more.

The single biggest event over the last three months has been the departure of Grade I Flight Instructor, Greg Kennewell. As our students and regular members would know, Greg’s character, work ethic, club loyalty, and overall commitment to his students and our club has been outstanding.

At a personal level, and I am sure for many others, Greg has just been a good mate. Always willing to help and the epitome of diplomacy. He really has been an exceptional friend and staff member.

As I stated to Greg on his departure, *“I am sad to see you leave, but I am very happy for you. I would wish you all the best for now and the future”*. I am sure the RNAC membership would share a similar sentiment.



## Greg Kennewell

**RNAC Flight Instructor, ARO and HAAMC.**

G'day all.

Some of you may have already caught up with the news that I have moved onto other endeavours and challenges. Change is inevitable they say, and my wife and I have decided that after 6 years it is time to change the tempo and timetable a little. I will still be around the club from time to time as a member and hopefully fit enough to continue flying our well maintained and quality fleet of aircraft.

I joined the club back in 2010 after moving to Newcastle for work. I visited all the flying schools in the area and settled on RNAC to rejuvenate my skills and undertake my Commercial Pilot Licence. Along the way I added Aerobatics, Formation, Instructor and Night ratings as well as dabbled to some degree of competence in the Tiger.

I also had an enormous amount of fun on holidays with the RNAC safaris in 2012 - Queensland, 2014 - Arkaroola, 2015 - Cape York, 2017 - Uluru, 2018 – Tasmania, 2023 - Mildura. The ability to see my country from the air and commune with my flying friends was fantastic and I would encourage others to do the same where possible, its great polishing the flying skills and fun getting together to share experiences and learnings after each flight. Some very funny moments that I'll remember forever, some may remember the 'fickle finger of fate' debacle before leaving on the 2018 Tasmanian safari, apologies to Greg Scott and Bruce Robinson my flying buddies on that safari. And a lot of experience gained.

I was privileged to also serve RNAC as Groundsman and Club Captain. Thanks to the sub - committee, all the helpers and Lyn Kauter for their support and good humour during this period as together we tidied up the bar area with a new kitchen.

I would like to wish all my colleagues and friends around the Maitland operation the very best of flying and health going forward and thank you for the coaching, teamwork and humour.

To my students, it's hard to break the tie and I hope I have helped in some small way in your flying journey. My thanks and best wishes to you also, I have learned a lot with you and from you also. Seeing you achieve your goals is what makes my day and I'm sure you will keep on achieving them with others. Don't forget to tackle a safari when you can!!

Kind Regards, Greg.





## RNAC Social Update

**RNAC Member, Daniel Hesse**

Hello RNAC Members,

Last month we hosted the RNAC BBQ and Bonfire night. It was a great afternoon and evening with 50 members and partners attending.

The afternoon was spent socialising in and around the social club and viewing the various aircraft and hangars made available by their member owners. This was a highlight for me and a big thank you goes to these members.



As the sun was setting, a BBQ dinner was cooked and enjoyed by all. After dinner we celebrated two of our younger members birthdays with Summer turning 18 a few days before the event and Ryan turning 17 that day.

Thank you to Suzanne for organising the cakes. Following this, most people migrated down to the fire to spend the rest of the night chatting. It was really nice to see the club busy from a social aspect and sneak a little peek into what the social days of old were like at the club. Thank you to you all for coming and I look forward to more events like this in the future.



A big thank you to the club for covering the costs of the catering, the members who brought snacks and yummy sweets, Lorn Butchery, Doug and Greg for stocking the bar and helping on the day and anyone else who contributed.



The monthly socials have been continuing at the Metropolitan Hotel Maitland. These informal nights consist of discounted drinks and a meal. It's been great to see new faces turning up to these nights. Our lucky member Steve took home the Metro members draw last month, pocketing some sweet flying money.



A reminder that this is the Thursday following the Club Comp every month at the Metro starting from 6pm. I am looking to do a night in the Newcastle area soon for the members who live out that way so keep an eye out for that.

Thanks again to all of our members who are helping to grow our current RNAC social scene.

I hope to see you at an event soon.

Cheers, Daniel.



# RNAC Member Profile

Contribution from RNAC member Daniel Hesper...

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**Name:** Neil Cromarty.

**Location:** Raworth.

**Occupation:** Retired 9 years Australian Army & 41 years in the Coal industry.

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## 1. What drew you to aviation?

I have always had an interest, my father served in WWII as an engine fitter and later working on B24 Liberators. We lived on a dairy farm not that far from Williamtown, across Tilligerry Creek from the old parachute drop zone at Salt Ash and near Birubi Beach which was used as the old firing & bombing range for RAAF Williamtown. As a result, there was a lot of aircraft activity around our farm from Mustangs, Vampire and then Sabres

## 2. Where did you do your flight training?

I started with Bob Laurieton at Cessnock, my son and two nephews were training there in the early eighty`s but work and family and other activities got in the road. When I started again in the 90`s I started with Royal Newcastle Aero Club and have been there ever since.

## 3. How did you come to be a member of the Royal Newcastle Aero Club?

Many years ago, I went to an Air Show with my father when the club was at Broadmeadow and my primary school teacher was a member, his name is on the WWII Honour Board in the club. I attended many Air Shows at RNAC. The Club has many more advantages over a flying training organisation

## 4. Years of membership at RNAC?

I have been a member for around 34 years

## 5. Favourite memory/ memories at RNAC?

There has been many over the years, from the early days of training, going solo and further training though to gaining my PPL. I have met many people through the club. Being part of the flying sub-Committee, Club Captain, board member, President and being awarded Life Membership of RNAC.

## 6. What are some of the advantages of being an RNAC Member?

You are a member of one of the oldest Aero Clubs in Australia, with such a rich history, over 95 years old. During all this time the club has conducted flying training with many pilots going onto careers in defence and civil airlines. As a member of RNAC you are one of the owners of this wonderful facility and your voice is the same as any other member.

One great parts of the club is the monthly competitions, a great way to meet members and to keep your flying skills up to date, this can go on to you representing RNAC at the Australian Light Aircraft Championships' (ALAC)

One of the advantages of the club is that the club is the owner of the aerodrome. Being a member allows you to vote at elections and be nominated as a board member and if elected be part of the board which makes decisions and how the club will look like in the future.

## 7. What is your favourite GA flight destination?

One of the best flight destinations is in our area, on a good day, there is nothing better than to take friends for a flight from Maitland to Port Stephens down Stockton Beach at 500 ft around Swansea and back to Maitland over Lake Macquarie. You never get tired of it.



#### 8. What is your favourite RPT flight destination both domestically and internationally?

Brisbane or Melbourne from Newcastle on the International side, I have been to the USA a couple of times and the size of the airports LA, Atlanta etc, never cease to amaze me. One time I flew from Oshkosh to Chicago; it took longer to taxi after landing in Chicago than the actual flight took.

#### 9. Fondest aviation memory?

One of the best memories was in 2003, which was the year of the Anniversary of Flight, while in the USA I was able to get a flight in a B17 a WWII Bomber.

#### 10. What is your favourite aircraft type to fly, would like to fly and in existence?

I like all the aircraft I flew, they all have different advantages, in GA there is all the Cessna's C-152, C-172, C-182 Piper PA28, the club has over the years operated in the RA Aus, light sports aircraft like the Gazelle, Texan, Jabiru, Pioneer and the Cessna Sky Catcher. I think the WWII Mustang Fighter would be an amazing plane to fly.

#### 11. What part of your flight training did you enjoy the most?

I think first solo, after landing, was one of the most enjoyable parts as the instructor had confidence in you to complete the circuit. Another was being sent on your own for the first navigation exercise.

#### 12. What part of your flight training did you find the most difficult?

I think it was on those days, hot summer afternoon, crosswinds, very bumpy and trying to nail those landings.

#### 13. What do you think is an important skill in being a good pilot?

Make sure your aircraft is fit to fly, a thorough preflight is done and more importantly you are ready to fly. Situational awareness is very important. Listen to your instructor,

#### 14. Do you have a piece of advice for members starting out their training?

Yes, keep at it and if possible, keep your lessons as close to each other as possible. This helps you progress faster as you still remember information from the last lesson. Get all the theory exams out of the way as soon as possible as sometimes that will hold you up from progressing to PPL. Don't be afraid to ask for advice, remember there is no such thing as a stupid question.

#### 15. What type of flying are you doing now?

Unfortunately, I do not have a medical but if I want to, I can still go flying with an instructor. I still have a large interest in the club, recently I was on the committee that put forward the new constitution and working with the committee on a new social club.

#### 16. Where do you think RNAC could improve as a club?

I think there should be more focus on promotion of the flying training ability of the club as it has many approvals. Improvements need be made to the appearance of RNAC to make it more appealing to those driving into the property. It is important to have a welcoming look.

#### 17. Where would you like to see the club in 10- 20 years?

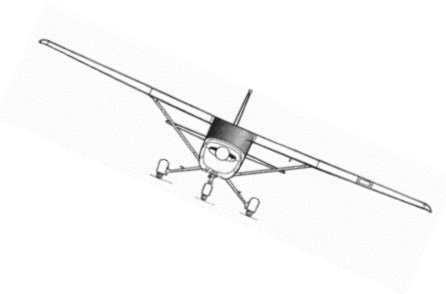
I would like to see the club prosper in the flight training area, there is so much potential for the club to achieve this with a board that wants the club to move forward. With what is happening in the Sydney basin & the new airport



at Badgerys Creek, this opens many opportunities for RNAC but only if the board gets out and promotes our advantages.

The club desperately needs a modern social area for our members, something they can be proud of and a great asset for RNAC.

In 2028 we will be 100 years old, if a new social building is built what a great legacy to leave for the next 100 years.



If you have a suggestion for a member to be featured in upcoming Windsock Tales editions, please get in touch with me [danielh\\_is@hotmail.com](mailto:danielh_is@hotmail.com)

Regards, Daniel.



## Andrew Wagner RNAC Business Manager

Good day members,

The Anambah to Branxton corridor has been designated as a NSW regionally significant growth area, signaling a transformative shift for the local economy and infrastructure. As the airport is sandwiched between land earmarked for urban development, there are significant implications for RNAC, which will present both opportunities and challenges.

### A New Growth Landscape

The Anambah to Branxton area is set to undergo extensive residential, commercial, and industrial developments. These changes are expected to attract residents and businesses, creating a hub of activity in what has traditionally been a quieter region.

According to the Hunter Regional Plan 2041, the NSW government is planning for another 101,800

new dwellings by 2041 across the Hunter with 25,200 of those required in the Maitland LGA alone. A significant portion of the Maitland LGA growth will be around Anambah and Lochinvar. (see Hunter UDP areas in pink above)

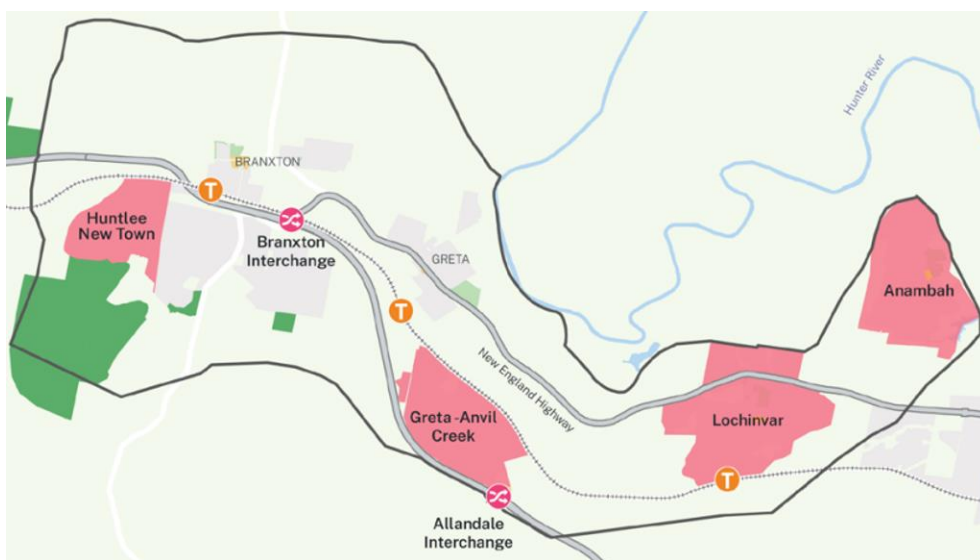


Figure 20: Branxton to Anambah regionally significant growth area



Source [Hunter Regional Plan 2041 \(nsw.gov.au\)](https://www.nsw.gov.au), page 114.



## Opportunities for RNAC

RNAC stands to benefit significantly from this growth:

1. **Increased Membership and Participation:** As the local population swells, the potential for new members increases. Residents may seek out flight training, recreational flying, and other aviation activities, boosting club participation.
2. **Community Engagement:** RNAC can play a pivotal role in the community by offering programs such as school partnerships, aviation workshops, and open days. These initiatives could cultivate a new generation of aviation enthusiasts and foster stronger community ties.
3. **Increased Emergency Service Use of the Airport:** We will be called upon to facilitate more emergency service operations. Patient Transfers, RFDS, Police, RFS and other activity will increase.
4. **Commercial Collaborations:** With the influx of businesses, RNAC should explore partnerships that align with local enterprises.

## Challenges to Navigate (no pun intended)

Despite the opportunities, several challenges may arise from this rapid growth:

1. **Environmental Concerns:** As the inevitable development of the region occurs, there may be heightened scrutiny regarding noise and environmental impact from aviation activities. RNAC will need to engage proactively with the community to address concerns and emphasise the benefits of aviation. Close coordination with council and adherence to our Community Operational Undertaking (COU) will be essential to ensure the airport is not perceived as an annoyance. Potential new residents should be made fully aware that an airport exists and that we create noise prior to signing a land contract.
2. **Increase in Incompatible Development:** The club has recently objected to two development applications which would place residential housing underneath the approaches to our runways. The proposed developments were completely inconsistent with the positive planning outcomes they sought to address, not to mention the safety and noise implications. As development intensifies, it is paramount that residential development so close to the airport boundary be avoided.

## Looking Forward

As the Anambah to Branxton region evolves, RNAC finds itself at a pivotal moment. By embracing the opportunities while strategically addressing potential challenges, RNAC can ensure it remains a vital player in the region's future. We certainly can remind ourselves of the club's relocation from Broadmeadow in the early 60's due to urban sprawl. To avoid history repeating itself, due care and active lobbying must be undertaken.

## Conclusion

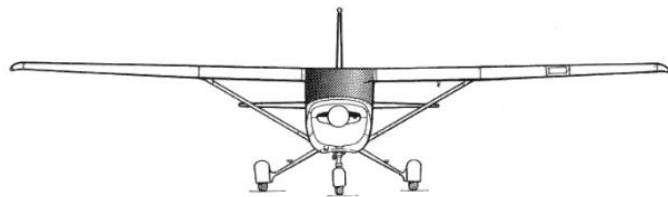
As a critical piece of infrastructure in the Maitland LGA, Maitland Airport will have numerous opportunities as the growth from Anambah to Branxton occurs. However, the club must take appropriate measures to prepare for the challenges that increasing development brings.

Kind Regards, Andrew.

**Andrew Wagner**  
**RNAC Business Manager**

PO Box 491  
Rutherford NSW 2320  
Phone: 02 4932 8888

**Royal Newcastle Aero Club**





## Suzanne Ford RNAC Office Admin.

Hello to you all,

### New Merch Alert!!!

It maybe spring but the mornings are still quite cool, what better way to warm up but with an RNAC beanie..... Grab your \$16.95 RNAC beanie next time you are in before they run out...



Just wanted to say what a great turn out for the Bonfire night back in August. It was a fun night, and it was so good to see so many members, family and friends.

Well done Daniel Hesse for organising our Bonfire night, the food was excellent, and the company just added to it, hopefully it will be the first of many Bonfire nights to come!



One of our Duty Pilots has gone above and beyond the call of Duty Pilot!!!

What do you do when you have some spare skin!!!! Get a tattoo of Charlie!!!! RNC

Julian surprised us all when he came to lessons and proudly showed us his new artwork.....it looks great Julian....what a way to have a memory of your fav plane!.....and if you are asking who the other tattoo less fellow in the photo is.....this is Luke one of our two new Grade 3 Instructors, so if you haven't met either Luke or Anthony yet pop in and say g'day.

Don't forget to let me know if any of your contact details change as we will be sending out info regarding our AGM in the next few weeks so please ensure we have your correct details.

## RNAC Web Site

Again, a reminder for our members web access, details below.

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

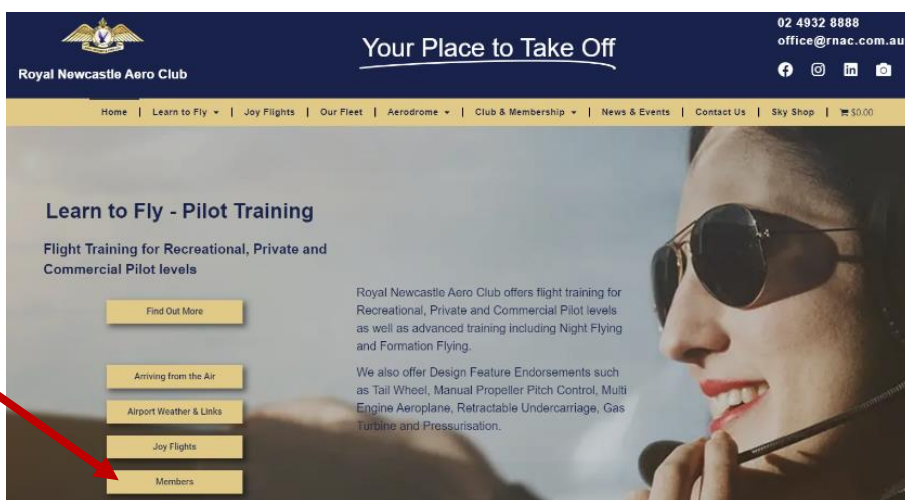
Username: **member**

Password: **Avi8or#05**

Take care and safe flying.

See you all soon...

Suzanne.





## Doug Brooks RNAC Club Captain.

Greetings Members, hope you are all well.

I am sorry to say that our July Club Competition was cancelled due to bad weather again.

The August Club Competition was a good one with twelve members taking part in the third round of the Club Championship.

August 24th was our Bonfire Night which was a huge success with over twenty members and their families and friends attending.



September was the annual Tri-Club Competition with teams from Port Macquarie and Taree travelling down to take part in the three events on the day. We started the day with a BBQ breakfast of bacon and egg sandwiches at 8:30 am. The briefing started at 9:15 am with the flying activities kicking off just before 10:00 am. The events started with a river-bash, then onto the step turns and finishing off with a forced landing on the grass beside runway 26.



### The River Bash results were:-

- 1st: Gary Tonkin. 2nd: Steve Schwartz. 3rd: Doug Brooks.

### The Steep Turns results were:-

- 1st: Neil Graham. 2nd: Ethan Simpson. 3rd: David Turnbull.

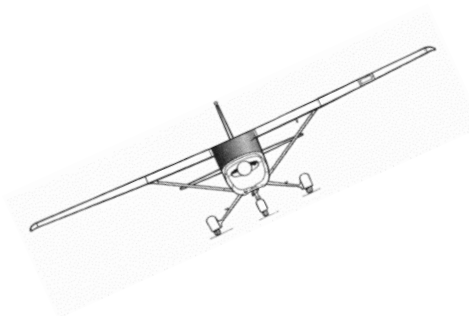
### The Forced Landing results were:-

- 1st: John Brown. 2nd: Gordon Southwood. 3rd: Neil Graham.

### Overall Results were:-

- Manning River 1427 points
- Hastings River 1321 points
- RNAC 1320 points

Regards, Doug Brooks  
**RNAC Club Captain**



# Reflections – Part 4...

Contribution collaboration from RNAC President, Trevor Bright. Slides created and provided by RNAC Life Member – Peter Meguyer.

1954



The first setback occurred during 1954 following the transfer of RAAF National Service to Bankstown.

Russ Evans was appointed as the Club's CFI in 1954. In this photo Russ talks to Warren Wilks who would become CFI some 40 years in the future.

On the retirement of Stan Preston, Lou Plumstead was appointed to fill the role as the new Manager.



Winners of the 1956 Texaco Cup between Royal Newcastle Aero Club & Royal Aero Club of NSW held at Maitland Aerodrome are seen here with the trophy.

RNAC members from the left are:

- ❖ W. Wilks.
- ❖ G. Backhouse.
- ❖ M. Lean.
- ❖ C. Spitzkowsky.



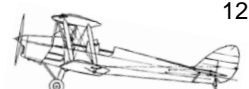
1956



The Royal Newcastle Aero Club, Newcastle			
INCOME & EXPENDITURE ACCOUNT FOR TWELVE MONTHS ENDED 30th JUNE, 1956			
	£	s	d
To Working Expenses:			
Direct Operating Costs:			
Petrol and Oil	22042	2	4
Aircraft Maintenance, including all Workshop Wages, Workers' Comp. Insurance, Pay-Roll Tax and Other Costs	26267	19	5
Depreciation Written Off Workshop Equipment	199	7	5
Air Route Registration Charges	209	5	6
Rates and Maintenance of Aerodrome, etc.	877	18	0
Indirect Operating Costs:			49596 12 8
Instructors' Salaries, Workers' Comp. Insurance and Pay-Roll Tax	18868	12	2
Depreciation of Aircraft	4351	13	5
Depreciation of Buildings, etc.	971	16	11
Maintenance of Buildings and Plant	1183	8	2
Insurance, Rents, Transport, Travelling and Other Expenses	2841	0	4
Sundry Expenses, including:			28216 11 0
Office Salaries, Country Clerical Work, Workers' Comp. Insurance and Pay-Roll Tax	6246	13	5
Telephone, Printing, Stationery, Postage and Duty Stamps, Advertising, Audit, Club Room Maintenance, Entertainment of Visitors, Exchange, Bank Fees, Insurance, Interest, Travelling and Miscellaneous Expenses	6039	0	7
Depreciation Written Off Office Buildings and Equipment	162	9	8
Provision for Replacement of Aircraft			12468 2 8
			4112 4 0
To Country Training Travel Flights			94393 11 7
Instructors' Practice, Flying Tests and Goodwill Flying			8501 1 2
			1576 2 0
			£104470 14 10
			£
By Flight Earnings	47681	14	6
Commonwealth Government Subsidies and Grants	32656	1	2
	80337	15	8
Entrance Fees and Subscriptions	1128	2	6
Miscellaneous Revenue	783	8	3
	82249	6	5
Surplus from Social Committee	1526	12	7
	83775	19	0
Deficit for Year to Accumulation Account	10617	12	7
	94393	11	7
By Club Flying	10077	3	3

Given the above flight earnings £ 47,681 & Government subsidy £ 32,656 Total Flight Earnings £ 80,337

The subsidy, being around 40% of total flight earnings is an indication of the struggle ahead when Government withdraws this support in the early 1960's.



With the Broadmeadow lease due to expire in 1961, a site in the Belmont area favoured as the next aerodrome site at this stage but, Club President (Howard Williams) is urging members to look ahead 20, 30 or 50 years.

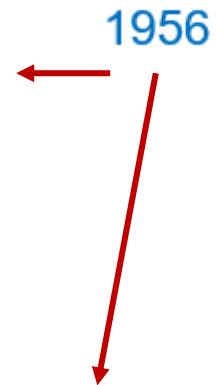
DECEMBER, 1956 AIRBORNE PAGE 5

## future prospects

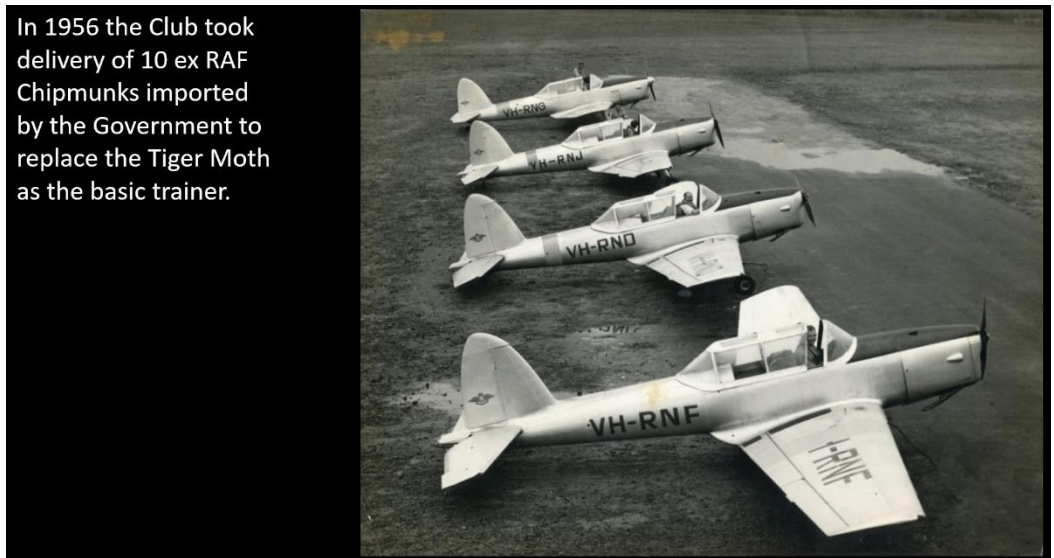
THE QUESTION OF ALTERNATIVE AERODROMES FOR THE ROYAL NEWCASTLE AERO CLUB IS UNDER CONSIDERATION FOR THE MOMENT, BECAUSE THE LEASE ON THE AERODROME AT BROADMEADOW EXPIRES IN 1961, AND ALSO OWING TO THE SIZE OF THE FIELD WE ARE RESTRICTED IN THE TYPE OF AIRCRAFT WE CAN OPERATE.

Looking ahead 20, 30 or 50 years, we know we are going to have to move from our present site. With the build-up round Newcastle which is taking place fairly rapidly, we feel the time is now ripe to consider where we can get to. If we leave it later, say in five years time, we should be pushed still further out into the bush.

As a result of this, we have conferred with the Department of Civil Aviation, and a site at Belmont is suitable for our requirements, and for the Department of Civil Aviation. The site in question is on the sea coast, just south of Belmont Golf Course, and bounded on the southern side by the built-up subdivision of Blacksmith. Its eastern boundary would be the ocean beach and the western boundary would be the main road running from Belmont to Swansea.



In 1956 the Club took delivery of 10 ex RAF Chipmunks imported by the Government to replace the Tiger Moth as the basic trainer.



### ANNUAL REPORT YEAR ENDED 30th JUNE, 1957

This report from President Howard Williams announces a record of 15,064 flight hours.

As can be seen in this report, Broadmeadow recorded 6,240 flight hours with the remaining conducted at Wollongong, Mudgee, Tamworth, Inverell, Parkes, South Grafton & Casino.

With the Broadmeadow lease due to expire in 1961, the Club took over the mortgage for the property of now defunct Maitland Aero Club, becoming an aerodrome owner since securing the lease in 1932 to operate at Broadmeadow some 25 years later.

### ANNUAL REPORT

FOR THE YEAR ENDED 30th JUNE, 1957

Ladies and Gentlemen,

During the period covered by this report, the volume of flying has shown a very marked increase over the previous years and once again a new record has been set with a total of 15,064 hours 30 minutes flown. This was achieved by the hard work of the permanent staff who took full advantage of the exceptionally good weather during the autumn and early winter. Over 1200 hours were flown in June, a figure never before achieved in any single month.

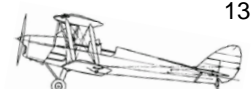
A review in January of the first six months operations showed an alarming financial loss and urgent action was necessary to reduce costs. Economies in staff were made where possible and it was unfortunately necessary to reduce the maintenance section by two licensed engine engineers and an apprentice. Both the engineers laid off had given the Club many valuable years service. Further changes occurred in the maintenance section as a result of the resignation of Mr. Bill Dousha, whom members will know as a highly skilled man at his job of Senior Airframes Engineer and Chief Inspector and at the time of his departure Mr. Dousha had been nearly 20 years with this Club. The maintenance section is now under the sole charge of Mr. Jack Olms, and the position of Chief Inspector was entrusted to Mr. Lance Fletcher. I am happy to report that the standard of maintenance has been maintained during a difficult period when, due to high utilisation, overhauls started to back up so that at one stage we were faced with 12 overhauls in a 10-week period. This state of affairs resulted from the unusually high hours being produced from a comparatively small fleet. Other features regarding maintenance worthy of record are the institution of an electrical and instrument overhaul section which is saving money normally expended on outside work, and the reorganisation of the store which I am happy to advise is on a very good footing for the first time for many years.

As a result of our reorganisation of the maintenance section and in other directions our figures for the second six months were much more satisfactory.

Flying operations have continued at all country centres most satisfactorily, with the exception of Parkes, which has been closed as a permanently-staffed centre and which is now maintained under a part-time instructor. Wollongong is still slow to develop and is being watched closely but it is felt that a potential equivalent to Newcastle exists there and with patience it should fully justify our belief that it will shortly be contributing handsomely to the Club's income.

Flying hours produced by the various country centres and sub-centres during the year are:

Newcastle	6239.45
Wollongong	843.55
Mudgee	1309.55
Tamworth	2554.35
Inverell	1016.30
Parkes	448.20
South Grafton	1268.00
Casino	383.15
<b>Total</b>	<b>15064.50</b>



In late 1959, President Howard Williams reflects on a greater need to rely on voluntary work as the Club has decided to withdraw from Country Centres due to decline in the Government subsidy.

The report also noted the transfer of all student pilot training to Maitland due to the erection of T.V. aerials.

Also noted was the assistance offered by the Department of Civil Aviation (DCA) to find, acquire and move to a new field within two years.

1959 →

As the Club entered the 1960's, C.F.I. (Lou Plumstead) & Senior Instructor Bob Russell carried out an evaluation of a Cessna 150 during January 1960.

It was later in that March when the Club announced its plan to replace the fleet of Chipmunks with either Cessna 150 or Cessna 172 types.

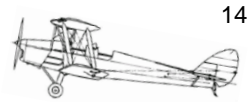
Proceeds from the sale of the Chipmunks & the hope of a Government subsidy were to fund the transition.

← The 60's

The Club would later learn of a further challenge when the Government ruled to end the subsidy that had been in force since it was restored after World War II.

Given the subsidy had delivered an additional 40% on top of the flight charge, it was evident that further adjustments would be required beyond the previous need to withdraw from the Country Centres.

Fortunately with Maitland Aerodrome now selected as the Club's new home, the committee could now focus on a Government offer to assist in a progressive move to the new site.



## Last Words...



As I write these words today, I must say it is with a significant dose of melancholy and reflection. My close friends would know that in recent months, my health has taken a turn and under medical advice, I have been told to slow down. Our great friends at CASA have revoked my medical, and not to sound too much like Robinson Crusoe, a different journey for me has now begun.

At the same time, the passing of a very close and dearly loved family member coupled with a very difficult and personally challenging period on the board, has now culminated with an obvious decision...

After 45 years as a RNAC member, 41 years as a RNAC charter pilot,

39 years as a RNAC flight instructor, 18 years of running the RNAC monthly competitions, 4 completely full flight logbooks with 540 consecutive calendar months with flight entries, awarded RNAC life membership in 2008, 17 years as a RNAC Director, 2 years as RNAC Vice President and 3 years as RNAC President...

The job is done.

All the fore-mentioned activities have been performed in an honorary capacity. I have done this in the footsteps of so many dedicated RNAC forebearers. It was an incredible experience and a great privilege.

My duties at the club, including Windsock Tales and several other administrative responsibilities, are now ending.

On balance, I really have had the time of my life.



To my many special friends, supporters, and the RNAC membership in general, thank you.

I wish you all clear skies, tailwinds and safe landings.

Kind regards, Trevor.

**Trevor Bright**

**RNAC President and Life Member**

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**Royal Newcastle Aero Club**

