



YMURmurs

MURWILLUMBAH AERO CLUB NEWSLETTER No. 9 June / July 2026

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

<https://www.facebook.com/macymur>



President:	Martyn Jackson	0410 669 704
Secretary:	Bruce Gard	0418 518 000

This edition of the YMURmurs newsletter includes

- news on Murwillumbah Flight Training, a new flight school that will be based at YMUR
- a story on aviation icon Bob Tait, who died a couple of months ago after teaching aviation theory to thousands of Australian and international pilots for almost 60 years
- a recent visitor to MAC who is a retired RAAF engineer
- a summary of the new ATC requirements around Ballina

Please let us know if you have any suggestions on things you'd like to see included and how we could make it more interesting or relevant to your world of aviation. Email us at: news@ymur.com.au

WORKING BEE

at
Murwillumbah Aero Club

— Sunday 9th August —
8:30am

We are working to improve the building and surrounds. The job list includes..

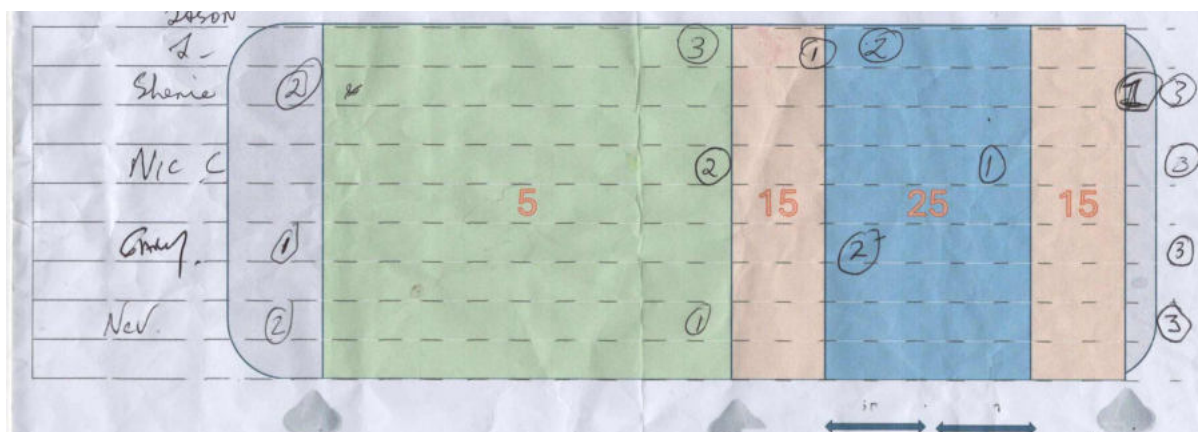
- Cleaning mould from the side of the building
- General external cleaning
- Some painting
- Garden care
- Whipper snipping and mowing

*Many hands make light work. We hope you can join us for a few hours.
Please bring along any equipment you may think will help.*



July flying day results

Name	Normal	Flapless	Glide	Total
Jason	15	25	5	45
Sherie	0	0	0	0
Nick C	25	5	0	30
Gary	0	25	0	25
Nev	5	0	0	5



July comp day photos



June committee meeting notes

RYC flew 10 hours in May.

Additional provisions have been made for the new hangar, repainting of RYC and towards the cost of a new engine when required. The total is \$47k for this financial year.

20 hours were left to 100 hourly. A new seat rail will be installed.

July committee meeting notes

The Club made a small surplus of \$5,700 for the 25/26 financial year after allowing for provisions of \$20,000 for the hangar replacement, \$20,000 for the replacement of RYC's engine and \$7,000 for painting of RYC.

RYC flew 8.7 hours in June. As of 13th July, there are 16 hours remaining until the next service.

For the next flying comp day on Sunday 2nd August Gary Clarke will hold a half hour briefing on flying into the new Ballina class delta airspace before the comp begins. Participants can plan a flight in and out of Ballina and will be able to fly down there after the comp is finished. The briefing will start at 8am and last about half an hour.

We will have a working bee on Sunday 9th August to clean the clubhouse.

The interclub flying comp against Air Gold Coast and Airways Aviation will be held on Sunday 27th September.

The annual membership fee was due on June 30th. All members who haven't yet paid are requested to transfer \$85 into our club bank account with a reference stating "annual fee [your name]" (eg annual fee Martyn Jackson). You are no longer current and not permitted to hire RYC until the membership fee is paid. Bank details are: Account Name: Murwillumbah Aero Club. BSB: 032563 Account No. 560358

RYC currency reminder

Just a reminder that members can only fly VH-RYC, our C172, solo if you're current flying that particular aircraft. Every plane is different so even if you've flown another 172 you're only "current" if you've flown RYC as PIC within the past 90 days. This stipulation is a requirement of our insurance policy. You have to write your due date for currency on the invoice before you fly. If you haven't flown in the past 90 days, a check flight with one of our approved instructor members will set you up to go solo. Call one of the following instructors to arrange a time for a check flight:

Gary 0409 646 242	Cam 0488 198 544
Dominic 0423 283 893	Jason 0402 765 317

Murwillumbah Aero Club Calendar 2026				Updated 13 July 2026
Month	DATE	TIME (NSW)	TIME (QLD)	
July	Sun 5 Jul '26	08:00		Club Flying Comp & Quiz Club Open Day
	Mon 13 Jul '26	19:00		Monthly Committee Meeting
August	Sun 2 Aug '26	08:00		Ballina ATC briefing followed by Club Flying Comp & Quiz and possible flight to Ballina
	Sun 9 Aug '26	08:30		Working bee to clean clubhouse
	Mon 10 Aug '26	19:00		Monthly Committee Meeting
September	Sun 6 Sep '26	Fathers' Day		No flying comp
	Sun 13 Sep '26	08:00		Club Flying Comp & Quiz
	Mon 14 Sep '26	19:00		Monthly Committee Meeting
	Sun 27 Sep '26	08:00		Inter Club Challenge MAC/Airways Aviation/AGC
October	Sun 4 Oct '26	08:00	07:00	Club Flying Comp & Quiz 1hr Info session
	Mon 12 Oct '26	19:00	18:00	Monthly Committee Meeting
November	Sun 1 Nov '26	08:00	07:00	Club Flying Comp & Quiz
	Mon 9 Nov '26	19:00	18:00	Annual General Meeting
	Sun 29 Nov '26	12:00	11:00	End of Year Party / Presentations
December	Mon 7 Dec '26	19:00	18:00	Monthly Committee Meeting



Ballina

MFT Update



Great news to date in relation to the progress of Murwillumbah Flight Training (MFT). The following are the steps we have taken to have the flight training organisation operational by early August.

1. We have finalised a Memorandum of Understanding between MAC and MFT. This document that will be emailed to all members, provides clarity on the working relationship between the two entities going forward.
2. MFT are in the final stages of having the AOC (part 141) issued by CASA.
3. A final inspection of the operating premises will take place soon by CASA and the ground floor area of the club has been set up ready for the inspection to meet the regulatory requirements going forward.
4. **A 25% discount** for new and existing AVPLAN subscribers has been negotiated for MFT and MAC members.
5. The MFT website is now live and all you need to do is go into google and type in **flymft** and it will direct you to the site or click on this link: <https://www.flymft.com.au>
6. MFT will have a dedicated contact number **0491 830 340** for contact and enquiries.
7. MFT are working through the fleet that will be used for the flight training operations.
8. Club members will get a discount when they book through MFT for flight reviews, check rides and training.

There will be lots of good activity taking place and the benefits to club members will be valuable, given there will be a flight training organisation working with the club to support the club.

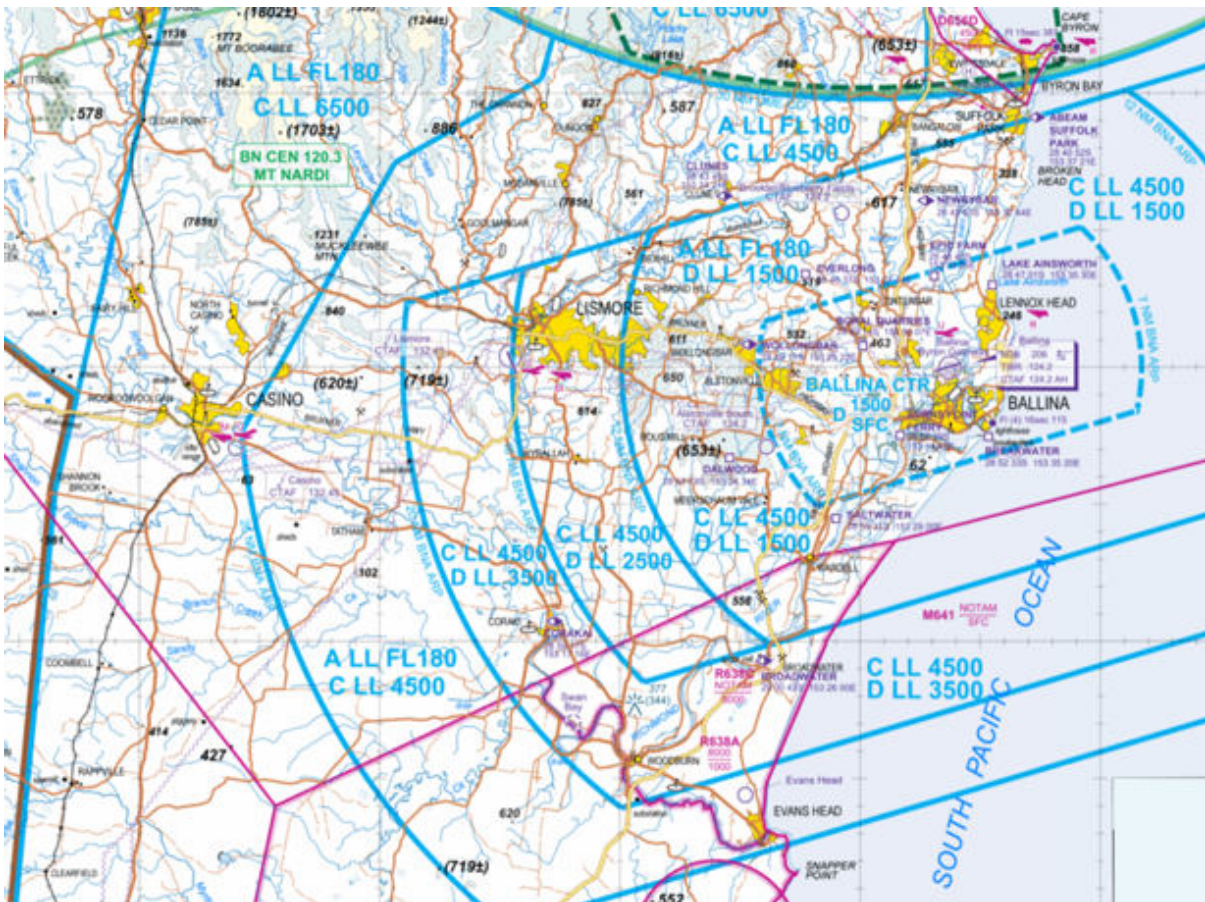
		
Trial Instructional Flight (TIF)	Recreational Pilot Licence (RPL)	Private Pilot Licence (PPL)
The first step when considering learning to fly, or simply to make a memorable experience.	Many pilots use the RPL for recreational flying with family and friends, or as a stepping stone to a PPL or CPL.	Holding a PPL allows you to fly aircraft anywhere in Australia for private purposes.

Ballina is now a CTR – clearance required

Ballina CTR is now active. It is now Class Delta controlled airspace with Class Charlie around and above it. During tower operating hours you'll need to squawk 3000, obtain the ATIS and contact the Ballina Tower for a clearance before entering. Approach and Tower hours are 7am to 8pm daily.

If you're planning on flying south of Byron Bay first familiarise yourself with the latest ERSA and VTC, either on paper or on Avplan/Ozrunways. Note that to be airside you need to have a valid ASIC and wear a high-vis vest.

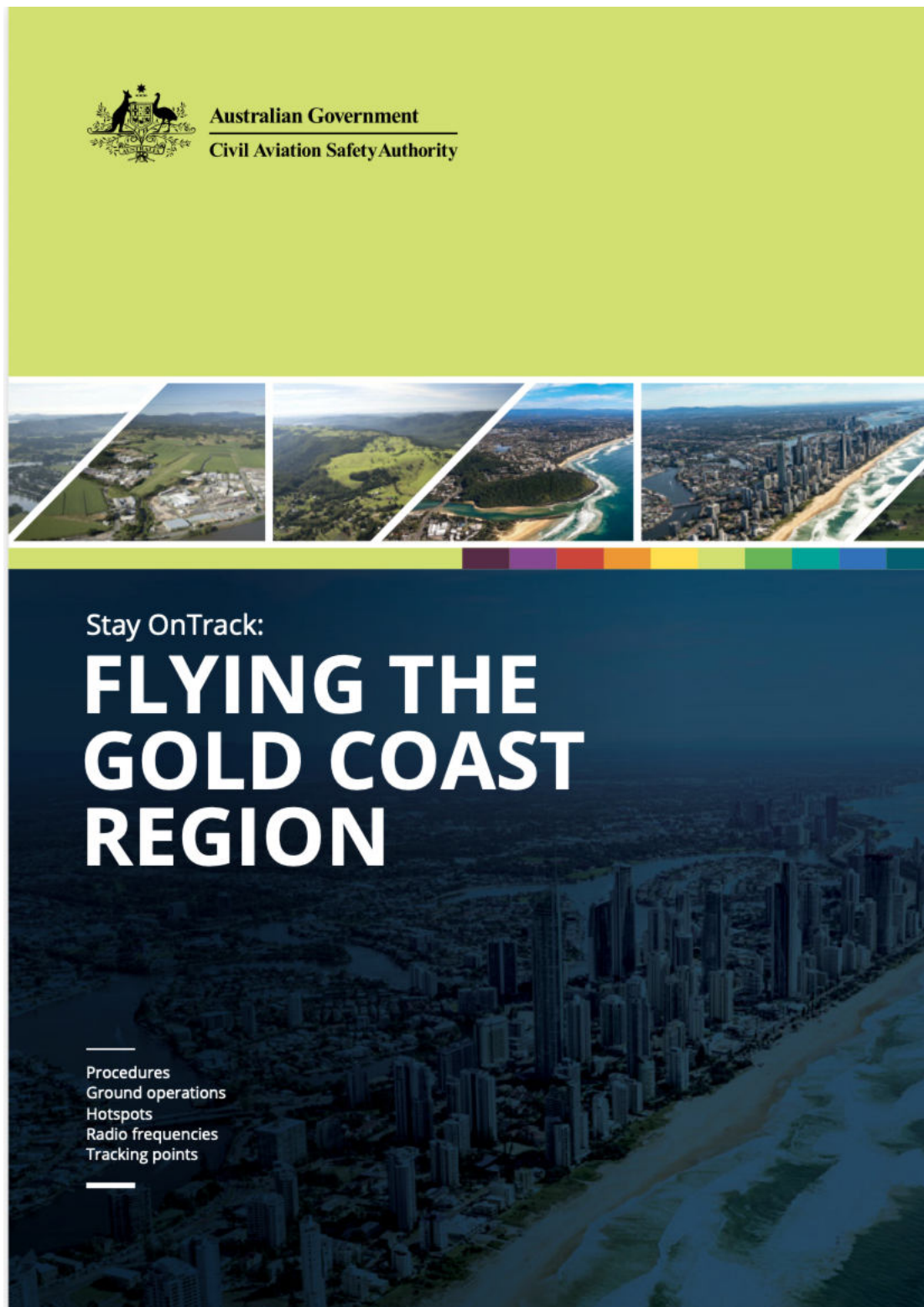
As mentioned above Gary Clarke will hold a briefing session starting at 8:00am on the morning of our flying comp on 2nd August for anyone who's interested to plan and then fly into Ballina in the company of others.



The new VTC chart

There's a new CASA Stay-on-track flying the Gold Coast publication with more details:

<https://www.casa.gov.au/sites/default/files/2021-09/stay-ontrack-flying-the-gold-coast.pdf>



BALLINA/BYRON GATEWAY**ELEV 7****AVFAX CODE 2005**

NSW

285002S

1533345E

UTC +10

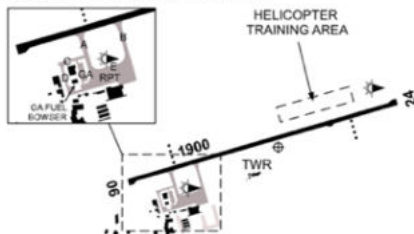
VAR 12 DEG E

YBNA

CERT

AD OPR Ballina Shire Council, PO Box 450, Ballina, NSW, 2478. PH Airport 02 6681 1858 BH.

ARO H24 0414 482 584. Council PH 02 6686 4444 BH.

**REMARKS**

1. This AD is a Security Controlled Airport.
2. The RPT apron is a Security Restricted Area. All non RPT ACFT must obtain prior approval of AD OPR to gain access to and from the RPT apron.
3. Terminal is closed to airside access except for RPT services. Prior approval of AD OPR must be obtained for access to the terminal building. Passenger and baggage screening may be in operation.
4. Access to GA apron area via pedestrian gate 1A. GA access to terminal building not AVBL.
5. AD Charges: Landing fees all ACFT. Parking fees apply to all non RPT ACFT.
6. High visibility safety vest (or equivalent) and valid ASIC or BBGA VIC must be worn/ displayed airside.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI.
2. AWIS Phone 02 9353 6402 - Report faults to BoM.
3. AWIS FREQ 134.8 - AVBL outside TWR HR - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

06/24 062 62a PCR 225/F/B/1.20 MPa/U Grooved. WID 30 RWS 150

1. All ACFT takeoff, landing and taxiing to be confined to sealed surfaces only.
2. Transitional SFC at W end infringed by transient vehicles.

AERODROME AND APPROACH LIGHTING

RWY 06/24	MIRL	PAL+AA 121.3		SDBY PWR AVBL
RWY 06/24	PAPI(1)	PAL+AA 121.3	3.0 DEG53FT	SDBY PWR AVBL
RWY 06/24	RTIL	PAL+AA 121.3		SDBY PWR AVBL

(1) Left Side.

1. Outside TWR HR:
 - a. PAL+AA 121.3 AVBL
 - b. AFRU 124.2 AVBL.
2. RWY 06/24 edge light spacing: 60M

OTHER LIGHTING

1. Secondary PWR switchover time: 15 SEC.
2. TWY LGT: Blue edge.
3. RWY 06/24 RWY guard lights:
 - a. OPR at RWY HLDG points.
 - b. Not provided on road access points.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	BRISBANE CENTRE	120.3 CCT area. On ground COM CTC
		126.05. Outside TWR HR
APP	BALLINA APPROACH	118.35
ATIS	BALLINA ATIS	128.65 (1)
TWR	BALLINA TOWER	124.2

(1) During TWR HR.

1. Ballina AFRU disabled during TWR HR.
2. TWR and APP HR: 2100-1000 UTC DLY (1HR earlier HDS).
3. Phone BNA TWR: 02 6618 7750 BNA APP: 07 3866 3694 BN CEN: 07 3866 3224.
4. Ballina TWR provides Class D TWR services within Ballina CTR, SFC to 1,500FT AMSL. CTC TWR for CLR.
5. During TWR HR, BNA APP provides ATS:
 - a. W1 Class D CTA steps up to 4,500FT AMSL and
 - b. W1 Class C airspace above the Class D CTA steps, up to FL125.
6. Outside TWR HR Brisbane Centre provides:
 - a. ATS within Class C airspace ABV 4,500FT AMSL.
 - b. Class G service at and below 4,500FT AMSL.

*Note: Outside TWR HR, CTC Brisbane Centre for TAX and on ground reports in this airspace.**Note: TWR and APP may operate independently, hours or airspace responsibility may change at short notice. Check status of airspace with ATS, NOTAM or Ballina ATIS.*

Club discount on avplan subscription

We have arranged a 25% discount for an avplan subscription for MAC members who either sign up or renew their subscription. Talk to Gary Clarke to find out how. Up to three portable devices (tablets and smartphones) for inflight use plus a web-based version for planning purposes.



Comprehensive flight planning
& moving-map navigation



Easy NAIPS flight plan filing
and access to NOTAMs



Outstanding support and
customer service



Interactive Graphical Area
Forecasts, plain-English
TAFs & METARs



Longitudinal & Lateral Weight
and Balance (iOS only)



Part 175 CASA Approved



Highly accurate 4-D wind
modelling



For all pilots, at all levels



Web, iOS and Android

Retired RAAF engineer takes part in July flying comp

One of our guests at our monthly Club gathering on 5th July was John Lutton, former RAAF officer, who recently moved to Murwillumbah. Gary Clarke took John up for a few circuits as part of the monthly spot landing comp.

Born in 1955, John comes from an air force family and was used to moving around the country with his father's various postings. As a youngster with his parents and three siblings, he also spent several years in Malaysia with his father typically working on Hercules planes and the love of aircraft and associated industries became well entrenched at a young age. John was fascinated with aircraft as a child and had hopes of training as a pilot. Whilst that wasn't meant to be John studied and graduated with a BA in Engineering in 1978 and soon after joined the RAAF, graduating from officers training school at Point Cook in Victoria to become an Aeronautical Engineering Officer. John is on the right in the graduation photo above.



He lived and worked across Australia and abroad, working in Saudi Arabia for 18 years. Proud of his study, work and life achievements within the RAAF, with BAE systems and across the private sector, John was also involved in teaching and training positions. His love of all things aeronautical has been a passion most of his life. Although a commercial licence wasn't to be, a private licence and working around aircraft and within the defence sector has satiated his love of flying. Following a diagnosis of MS in 2005 and Parkinson's Disease in 2018, Melbourne became his home base with health symptoms forcing him into early retirement from his rewarding and much-loved engineering position. In recent years, John moved to Murwillumbah to be closer to family.

Whilst John has been living with Parkinson's and MS for many years now, he remains positive and open to medical and practical interventions. As an engineer, he looks for opportunities to investigate the latest technologies, like his laser light walker and a Deep Brain Stimulator which has worked very well in controlling his tremors. John receives in home and community support but is able to remain living independently.



Enjoying getting out, he attends weekly German lessons, hydro and local music and social events and loves a good chai! John has also recently taken up choir to help with projecting his voice (impacted by Parkinsons').

Like all of us, John has had both positive and negative experiences in life but doesn't let things stand in his way and coming to MAC was another opportunity he has been supported to take up. He strives to be open to the future and whatever is installed for him, remaining open to new experiences since his move to the area. John now lives on Hospital Hill with fabulous views of the cane fields and mountain range beyond. His elevated home allows him to watch RYC and other light aircraft fly past and Flightradar 24 allows him to identify the planes. He was over the moon about being able to fly in RYC and now wants to join MAC and attend Club events.

John, Gary and John's Key Support Worker Therese, after their flight

Vale Bob Tait

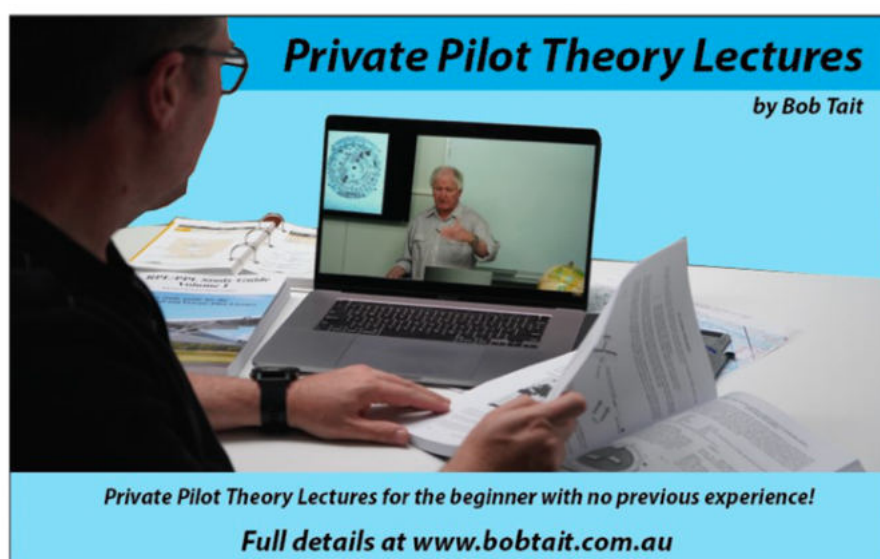
Bob Tait, famous for his aviation theory books and flight theory school based at Redcliffe airport, passed away on 6th May aged 85. He was an aviation “legend” and received numerous awards over his career, including an honour at the Australian Aviation Hall of Fame at the HARS museum at Shell Harbour.

<https://www.aahof.com.au/inductees/robert-stuart-charles-tait>



Bob Tait's portrait centre, next to Kingsford Smith

At his aviation theory school, Bob taught thousands of student pilots and wrote best-selling books that were used by countless budding aviators to help them pass their theory exams and fulfill their dreams to fly. He received numerous awards for his flying skills and passion for aviation and education. During the 1990's he wrote articles for various publications to further help educate GA pilots. Some of these articles, still as relevant today as when they were written, appear in Murmurs from time to time. By generously donating the articles, Bob demonstrated his desire to pass on his knowledge to as many pilots as possible. Although he became known as an icon in the industry, his rise to top aviation educator wasn't exactly planned, as you'll see in the article below that is based on a 2016 interview.



The accidental aviation theory specialist

Bob Tait was keen to learn to fly since he was a young child, although no one in his family or their circle of friends had any aviation experience. Growing up in Innisfail in far north Queensland, he dreamed of being an aviator and often hung out at the local airfield to watch the planes and catch glimpses of the pilots he worshipped. He had been planning on leaving school at 16 to get a job but with some encouragement from a science teacher he completed high school and went to teachers college.

His first flying lessons were funded by a part time job at the local newspaper when he was 17. Those first lessons in a Tiger Moth from the North Queensland Aero Club cost only 4 pounds 10 shillings (\$9) per hour but even that was a bit much for a student of limited means. Lack of an income meant that further training had to wait until he graduated but his first pay cheques as a teacher were quickly converted into flying lessons. After obtaining his CPL with the Townsville Aero Club, and while teaching at Ingham State School, he completed his Instructor Rating then progressed to Test Officer Approval, Aerobatic Test and Training Approval for Low-level Aerobatics and Air Shows, Formation Flying Test and Training Approval and Instrument Rating. He started instructing part time and eventually bought a Cherokee from the aero club and set up his own company at Ingham. After obtaining his instructor rating and test officer approval, Bob was teaching and testing students from all over Australia while continuing his "day job" as a high school maths and science teacher. After a

while he noticed that many of his students, while quite capable of flying the aeroplanes, were falling by the wayside because they were failing the theory exams. "I thought that was a pity, so I called upon my professional teaching skills and began teaching the theory to my students free of charge. When others heard of it, they began asking if they could come to my classes too. Finally, so much time was demanded that I began charging. When I did, even more students turned up!! I had accidentally become an aviation theory specialist. The demand for face-to-face theory training grew rapidly and became a significant income stream."

The company grew, providing flying training and charter, especially to the mining centres, and in 1968 Bob resigned from the Education Department and started flying full time. The school eventually moved to Brisbane and in 2008 the present day school was established at Redcliffe.

Over this time Bob has become a bit of an icon in the aviation theory world, instructing thousands of students, many of whom went on to become airline pilots.





"Quite a few of my former students became QANTAS captains and a number of them attended my 70th birthday celebration at my hangar in Redcliffe not long ago. In fact, many of those have even retired, making me feel quite old!"

Bob thinks the best thing about teaching new pilots is seeing them realise their dreams. "It's often the theory that is holding them back. Our in-house courses have helped many to understand the subject matter properly but the books and our internet presence, including e-texts and practice exams, have extended our reach beyond Queensland to all over Australia and overseas including to Hong Kong, the UK and Africa. A constant stream of thank you messages from hundreds of pilots I have never met makes the effort very rewarding. Every now and then, we get a visit from a pilot who is passing through Redcliffe. They just drop in to say hello. Nice to know that they take the trouble."

And what were the best things Bob experienced during his aviation career?

"There were too many to mention. As far as instruction goes, my favourite students were those who came in from 'out west'. Usually from homesteads, slow talking salt-of-the-earth characters who were an absolute pleasure to teach. With heaps and heaps of common sense, they looked upon the aeroplane as just another farm implement. A

good example of the difference between education and intelligence."

Bob found it a natural progression after learning to fly to progress to aerobatics.

"In the Tiger Moth days, you had to do spin recoveries before you were sent solo. I wanted to explore the edges of the performance envelope and loved aerobatics. I did a lot of performing at air shows as I'm afraid I'm a natural-born show off! Air Shows are really quite easy — you just stay low, trail some smoke out the back and make lots of noise and the public are generally happy. Aerobatics competition however is quite a different matter. There it's all about precision and seeking perfection in manoeuvres. I got involved in competition aerobatic flying in a Decathlon and later a Pitts Special. I especially enjoyed training up-and-coming pilots for competition flying. Some went on to win state and national championships."

Ten years ago Bob put on an aerobatics display for the Redcliffe Aero Club's 40th anniversary celebration.

"Gerry Dick donated his Citabria for the display that was done between 1500ft and 300ft directly in front of the RAC clubhouse. We had to obtain CASA's permission first and a senior member of the Australian Aerobatic Club (and international aerobatic judge), Dave Pilkington, had to be present."

Gerry Dick and Bob at the RAC 40th Anniversary



Bob would like to believe that general aviation in Australia is still going strong. However the growing separation of CASA from the real world of general aviation bothers him at times.

"We don't need an 'us-and-them' mentality. I think it is good that CASA are getting about more and holding their safety seminars. However their policy formulators should be out talking to the GA public, not just the policy implementers. Policy implementers simply implement policy while policy formulators are the ones responsible for formulating policy and they are the ones who need to understand how to improve the GA industry. More consultation with the 'coal face' of the industry is required and less effort should be wasted on implementing policies that, in the end, do nothing to improve the functioning of the industry."

Bob believes that GA has changed beyond all recognition since he began flying.

"The thing I miss most is the fellowship that was so much a part of flying in the past. Even the CASA (then called DCA) examiners and inspectors were happy to

have a beer and tell jokes at the end of the day's flying. The theory examiners also were all on a first-name basis and conferences in Canberra had a social aspect. Pilots often stayed at the flying school all day to enjoy the company of other pilots. I think aero clubs such as RAC play a very important part in fostering this atmosphere now."

And what advice does he have for people who want to learn to fly?

"Just do it! Choose your school carefully though. Go and visit the school and suss it out. It doesn't take long to absorb the atmosphere. Choose the school that you feel most comfortable with."

"Existing pilots who want to improve their flying skills or lapsed ones who want to get back into it should just go back to the aerodrome. Soak up the atmosphere and talk with current pilots. If you have been away from flying for a while, you will find quite a few changes have taken place. Go to some social gatherings and listen to the conversations going on. Maybe even con a back seat some time. If the bug is still alive, it will bite!"

Bob's life in aviation was featured in an edition of ABC Radio's Conversations program. You can listen to the program by clicking on the link below:

<https://www.abc.net.au/radio/programs/conversations/conversations-bob-tait/8622762>



Get up to speed with RYC's avionics at home

If you want to gain more knowledge or experience with the Garmin GNX375 in RYC before you fly download the app for free anytime and gain some practice. <https://www.garmin.com/en-US/p/685256/>

How it appears on an iPad:



A simple guide to RYC's GMA 340 audio panel

co-pilot and if you pull out the small knob, controls the rear passengers.



INTERCOM CONTROLS (SUMMARY)

Intercom volume and squelch are adjusted using the following front panel knobs:

- | | |
|---------------------------|---|
| LEFT SMALL KNOB — | Pilot Intercom volume and power ON/OFF |
| LEFT LARGE KNOB — | Pilot Intercom Squelch level. |
| RIGHT SMALL KNOB — | IN position: Copilot Intercom volume.
OUT position: Rear Passengers Intercom volume. |
| RIGHT LARGE KNOB — | Copilot and rear passengers mic squelch level. |

PILOT isolates the pilot from everyone else and dedicates the aircraft radios to the pilot exclusively. The copilot and passengers share communication between themselves but cannot communicate with the pilot or hear the aircraft radios.

CREW places the pilot and copilot on a common Intercom communication channel. The passengers are on their own intercom channel and can communicate with each other, but cannot communicate with the crew or hear the aircraft radios.

ALL *PILOT & CREW lights are not lit.* Allows full intercom communication between everyone plugged in to the GMA 340. Aircraft radios are heard by all.

The Flight Docket

Our flight docket (as shown to the right) that must be filled out when you hire C172 RYC.

Please fill out **all parts of the form** each time you fly **including date and time of your flight**. This helps our bookkeeper immensely.

Also remember that it's up to you as pilot in command to **include any landing/parking fees** (if applicable) along with hours flown in your invoice and pay on the day of your flight. To make things easier we've posted a list of the most common landing strips in the local area on the notice board along with the cost for landing/parking at each one. Please check this list first and add the relevant amount to your invoice after you've completed your flight. If the airstrip or airport isn't listed, please contact the ARO of the relevant location and ask them what the landing fee/parking fee (if anything) is. **And if you buy fuel away from YMUR you may deduct an amount for the fuel from your bill. If the fuel costs you less per litre than at YMUR then deduct the amount you actually paid. If it costs more, then deduct the amount you would've paid at YMUR for that many litres. So if you fill up at Bourke and it costs you \$4 per litre, only deduct the amount it would've costed you at YMUR (say for example \$2.90).** We appreciate all members' co-operation with filling out the form, including all landing fees, each time you hire the aircraft. **Also note that the hire rate is currently \$290 per hour.**

And a reminder to all members that when you fill out the flight docket the white sheet remains in the book. Please take the **blue sheet** as your copy.

We also recommend that all pilots take a photo of the VDO and tacho before and after flying to make it easier to record your flight times.



MURWILLUMBAH AERO CLUB INC.
 ABN 59 001 253 872 accounts@ymur.com.au
 PO BOX 254 MURWILLUMBAH NSW 2484 PHONE 02 6672 3235

FLIGHT DOCKET **9999**
TAX INVOICE/RECEIPT

MURWILLUMBAH AERO CLUB

AIRCRAFT VH-RYC	DATE OF FLIGHT 	TIME OF HIRE UNTIL
--------------------	--------------------	-----------------------

PASSENGERS / INSTRUCTOR		
1. Mobile: 04 WT kg		
2. Mobile: 04 WT kg		
3. Mobile: 04 WT kg		

VDO END	
VDO START	
HOURS	
RATE \$/HR	\$
FLIGHT CHARGE	\$

PILOT IN COMMAND (PRINT)

 Mobile: 04 WT kg

I AM CURRENT IN RYC UNTIL	MY MEDICAL IS VALID UNTIL	NEXT FLIGHT REVIEW DUE

Note: For insurance purposes you must have flown RYC within the last 90 days to be current. If not, you need to do a check flight with one of the Club's approved check pilots before flying solo.

FLIGHT ROUTE (UNDERLINE ANY LANDINGS)

I undertake to comply with the Approved Flight Manual which I have read and had explained to me including its requirements and any special instructions.

If the Club's aircraft or any other property is damaged or someone is injured whilst the Club's aircraft is in my care and control I will indemnify the Club for the full amount of any insurance claim excess/ deductible, or up to \$5,000 if no insurance claim is made, at the discretion of the Club's board.

My legal right to fly is current in all respects including RYC currency, medical certificate and flight review.

FIC ARN/LICENCE NO. LICENCE CLASS

FLIGHT CHARGE	LANDING AT	LANDING AT	LANDING AT	LANDING AT	OTHER FEES	TOTAL CHARGES
\$	\$	\$	\$	\$	\$	\$

CHARGE TO:

MEMBER NO:

SIGNATURE:

BANKING DETAILS
MURWILLUMBAH AERO CLUB
BSB: 032563 ACC NO: 560358



MAC WhatsApp Group

Keep in touch with other members

Stay up to date with Club activities

Post aviation events, flyaway ideas, photos and videos of your flying adventures or aviation info

Invite others along if you're planning a flight
and want some company

Raise questions, share ideas, or flag any issues
with aircraft or facilities

Text or talk to

Nick Christian on 0413 171 664

or

Philip Arthur on 0412 217 510

to sign up

