

REDCLIFFE AERO CLUB

AIRCHAT

No. 24

Summer 2021



**OVER 50 YEARS OF PROFESSIONAL AVIATION TRAINING
CHARTER AND QUALITY AIRCRAFT HIRE**

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Inside

3 From the President

4 CEO update

5 Chief Pilot report

6 Editorial

7 Glossary

8 Recent achievers

10 Upcoming events

12 Watts at Biggenden

14 Controlled airspace violations

18 Attitudes

22 A day out for Pilot Little

24 RTO roundup

26 Wings dinner

28 Some FNQ hot spots

37 A look into the past

38 St George flyaway

42 Diploma dispatch

44 Noosa for lunch

46 A turf and surf adventure

*Front Cover: Lizard Island
Rear Cover: Double Island Point*

From the President

Hello and welcome to the summer edition of Air Chat.

Trusting everyone has had an enjoyable Christmas break as we move into the New Year.

Recapping on the year that was, in 2020 RAC saw plenty of challenges thrown its way. I recall we were at the end of some pretty bad bush fires, several that came close to us. Times when we don't want rain to interrupt our business, we were all wanting plenty to fall over the fire affected areas. Not long after that the country was placed on full alert from a new challenge, that being COVID-19. Even today we are still on full alert as this virus is constantly changing the way we conduct business.

The Club weathered the storm in 2020 by implementing new checks and balances as we kept the doors open for the entire year. This was done by a devoted team who worked tirelessly every day with students and members of RAC. Guidance from the CEO and Chief Pilot and the Directors ensured the Club was in no risk either by health or by the law surrounding how we continued business under COVID-19 rules. Congratulations to you all, it was a big effort which has paid off.



The start of 2021 has also been challenging, with a new strain of COVID-19 requiring us to conform to new Queensland Health rules. When entering the Club please obey all directives by the Chief Pilot, CEO and team members, thus ensuring that our Club will continue to serve you into the future.

The Club's social scene continued to grow toward the end of last year with successful flyaways and BBQ's. Depending on COVID we will endeavour to make flyaways a major part of the Club's social activities this year with some exciting new destinations being planned. Stay tuned for our activities calendar which will be released in February.

I would like to wish you all a happy and prosperous 2021.

Stay safe and well.

Happy Landings

Mike Cahill

Club President 2021



CEO update

Dear Members

Happy New Year! Let us hope this year isn't quite as challenging as last year, however I suspect the effects of COVID-19 will be with us for a number of years.

That said, we still managed to record another net profit for the 2019-20 financial year. This was attributable to the continued patronage of our Club members, our aerial survey activities, our RTO/VSL provider status and financial assistance from the federal government which helped many businesses weather the ramifications of COVID-19. It also represents the hard work and commitment of our staff and Board members. It should be noted that last year's Board have been elected again to serve this year. The sustainability of our Club begins with a stable, competent and engaged Board and this thankfully has been the case for the last six years. Your Board carries very significant and real risks and responsibilities under the four federal acts and rules that the Club operates under. I would like to personally thank our Board of Directors for their continued service and dedication.

We are currently in the process of screening our next intake of diploma students for this year, as our current cohort approach the back end of their CPL training. We now also have the capability to train CPL holders for the issue of a Grade 3 Instructor Rating outside of the Registered Training Organisation/VET student loans. Club members would undertake CASA syllabus training as a self-funded pay-as-you-go course. The course would not include the training required to obtain a nationally accredited qualification. Please contact the Club if you wish to challenge yourself by obtaining an Instructor Rating.

As always, I encourage you all to visit and make use of your Club's facilities, aircraft, and simulators and to participate in the flyaway and social program. I wish you a happy new year and I look forward to seeing you around the Club throughout the year.

Best regards,

Stephen White

CEO

Chief Pilot report



Giddy Aviators

Welcome to the new year, and we find ourselves full of hope for better times ahead.

Despite the difficulties of the past year, we still managed to see 37 flight tests conducted in 2020. That's 37 courses completed: RPL, PPL, CPL, Multi-Engine Class Ratings, Instrument Ratings. I think that is a pretty good effort on your part. Well done! We also saw a good number of new members and new courses started, so let's see if we are able to beat last year's effort this year. I'm willing to bet we can.

Late last year the Club had its instructor skills base expanded as Stephen and Mark added an instructor training endorsement to their skill set. This means that the Club can once again offer training for not only Flight Instructor Rating, but also upskilling pilots with instructor ratings. I know some of you are considering taking this step into professional aviation, so if you are interested, feel free to contact us as we are only too willing to talk to you about it.

Many of you would have noticed that the Club's C172 VH-RAQ has been missing from the flight line for a while. After a fairly long career as a workhorse of the Club the CEO decided that it was time for a refurb. RAQ is presently at AMS, our maintenance shop at Caloundra. As part of the refurb it will:

- be repainted
- have a new interior lining installed
- have a completely new glass cockpit instrument panel installed

So it will be difficult to recognize her when we get this long-time club favourite back on line in the not too distant future.

Anyway I don't have any heavy subject matter to share this issue. I would just like to wish everyone a happy new year and may this one be a lot more fun than the last one.

Cheers and remain committed to aviation.

Mal McAdam

Head of Operations / Chief Pilot



Editorial

Dear Reader

Welcome to the summer AirChat for 2021. Now that Christmas and the new year break is over it's time to get back into flying. Here's hoping that this year is more conventional than the last one and we're free to travel and indulge our passion for aviation to a greater extent than we have over the past 12 months.

I hope you find this edition's articles interesting. As part of the Club's community service we occasionally offer free flights to those who are less fortunate. One of these is an 8 year old boy who was diagnosed with cancer last year. Richie "Little" Walsh was able to enjoy a flight across the bay to Moreton Island with Grade 1 Instructor Mark McCann, accompanied by his dad and brother. Karl Walsh has described their day, thanking the Club for the generosity and telling us how much fun they had.

Summer in SE Queensland means storms so Bob Tait has contributed an article on some of the dangers associated with them. Take a good look at the weather forecast before you fly during the summer months and take note of Bob's advice.

In November our annual Wings Dinner again celebrated the achievements of our many students who passed significant milestones during 2020. Some photos of the evening appear in this edition.

Paul Smeath thought he was doing the right thing when flying up past Sunshine Coast airspace a few months back but was caught out by some of the changes in controlled airspace around the new runway. He describes what he did and didn't do and the somewhat embarrassing outcome. Luckily there were no serious consequences and it's great that we can all learn from Paul's experience. Thanks Paul for sharing the story with us all.



The RTO team has been very busy over the past few months. Lauree Skene-Gordon provides an update of recent achievements and new initiatives for training at the Club in her regular columns.

Bryan Galvin has written a report on the Club's first overnight flyaway to St George. It included a visit to a vineyard and a cotton farm as well as lunch at the quintessential outback pub at Nindigully. Meanwhile Sam Keenan writes about a flight to Noosa for lunch. It was a scouting trip for a future flyaway.

Harpur Michell was very impressed with the hospitality shown by the owners of the Old Station west of Gladstone and the beauty of the Agnes Water/Town of 1770 coast. His story describes a central Queensland flyaway trip that combined history with agricultural learnings, aviation exploits and beachside meanderings.

And I share with you some of the interesting spots that my wife and I discovered on a trip to Far North Queensland last winter. It's a different world up there and I can't recommend it highly enough as a flyaway destination.

Thanks to everyone who contributed and remember, dear Reader, that we want to read YOUR stories too. Please email your contributions about your aviation adventures and experiences to:

airchateditor@redcliffeaeroclub.com.au

or just write them down on a piece of paper and hand it to Dee at reception.

Happy flying.

Philip Arthur

Glossary

Following requests from some readers who are not so familiar with aviation jargon here's a glossary of some of the terminology we use:

AGL – Above Ground Level

ARO – Aerodrome Reporting Officer

ASQA – Australian Skills Quality Authority)

ATC – Air Traffic Control

ATPL – Airline Transport Pilot Licence

CASA – Civil Aviation Safety Authority

CPL – Commercial Pilot Licence

CTAF – Common Traffic Advisory Frequency

CTR – Control Zone

DME – Distance Measuring Equipment

FIR – Flight Information Region

FBO – Fixed Base Operator

GNSS – Global Navigation Satellite System (commonly referred to as GPS)

IFR – Instrument Flight Rules

IMC – Instrument Meteorological Conditions (no visible horizon eg in cloud or smoke haze)

ISA – International Standard Atmosphere (15°C and 1013.2hPa at sea level)

kt – knots, nautical miles per hour

LAME – Licensed Aircraft Maintenance Engineer

MEAIR – Multi Engine Aeroplane Instrument Rating

NVFR – Night Visual Flight Rules (Rating)

POH – Pilot's Operating Handbook

PPL – Private Pilot Licence

RNAV – Area navigation

RPL – Restricted Pilot Licence

RPT – Regular Public Transport (normal scheduled flights)

RTO – Registered Training Organisation

RWY – Runway

TAF - Terminal Area Forecast

VFR – Visual Flight Rules

VMC - Visual Meteorological Conditions

VSL – VET Student Loans

Recent achievers

Congratulations to all our students who recently completed a milestone in their training at RAC. The whole Club wishes you all well for your future endeavours in aviation.

Alan



First Solo

Sachin Butola
Jack Klinler
Barend Lindeque
Ashley Newton
Robert Tsung
Sam Wesley

Ashley Newton



Bernadette



Restricted Pilot Licence

Harrison Deasy
Bethany Irvine
Raymond Jonkers
Craig Letham
Alan MacSporran

Jack



Yu Hsien (Sam) Wu

Private Pilot Licence

Ashley Grimshaw
Jeffrey Huff
Jacob Ingle
Mark Lane
Bernadette Wallace
Jake Whinn

Jacob



Barend



Ashley Grimshaw



Ji (Jack)



Commercial Pilot Licence

Kimberley Carew

Private Instrument Rating

Ji (Jack) Zhang



Bethany



Ray



Craig

Jake



Sam Wesley



Harrison



Robert



Yu Hsien (Sam) Wu



Mark

Kimberley



Sachin



Jeff

Upcoming events

Our Club flyaways are always fun and a great way to get together with like-minded aviation lovers.

Keep yourself informed as to what's coming up and tell us where you'd like to go by joining the RAC Flyaways Facebook group. Click on the link below:

<https://www.facebook.com/67groups/678739008989427>

Also, our regular **happy hour/barbecues** are back on again at the clubhouse on the **first Friday of each month** (so long as they aren't cancelled due to further COVID-19 restrictions). Please call the Club at least a few days before to register for the barbecue for catering purposes.

Here's a list of a few events that are planned in the coming months, assuming COVID-19 doesn't put a spanner in the works.

Saturday 30th January: [Breakfast at Café Valetta, Toowoomba](#)

Saturday 20th February: [Dunwich breakfast, North Stradbroke Island](#)

Thursday 18th March to Sunday 21st March: [Qantas centenary celebration, Founders Museum, Longreach](#)

Saturday 20th March: [Dunwich breakfast, North Stradbroke Island](#)

Friday 26th March to Sunday 28th March: [Flyaway to Agnes Water/Town of 1770](#)

Saturday 17th April: [Dunwich breakfast, North Stradbroke Island](#)

Friday 23rd April to Monday 26th April: [Shute Harbour Fly-in and Runway Dinner, Whitsundays](#)

Sunday 25th April: Anzac Day dawn service, Sunshine Coast flypast and breakfast at RAC Clubhouse

For the overnight trips we need to know numbers a few weeks in advance so we can lock in accommodation. If you're interested please let us know by registering on the relevant Facebook flyaway page ([blue links](#) above) or by registering with Dee at reception.





AIRCRAFT MAINTENANCE SPECIALISTS

- Continental Diesel Authorised Service Centre
 - Approved Rotax Repair Centre
- Periodic inspections to charter IFR requirements
- Cessna / Beechcraft / Piper & others • Cessna SID's inspections • Re-weighs & C of A's
- Pre-purchase inspections • Insurance repairs
- Aircraft salvage & transport up to C400 series
 - Large inventory of new & serviceable parts
- Environmental systems • Aircraft refurbishment
 - Corrosion proofing • Sheet metal workshop
 - Exchange flight controls
 - CPA / ABS member

17sep09

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Caloundra QLD 4551**

**PH: 07 5491 6819 | FAX: 07 5491 8010
admin@ams99.com.au | www.ams99.com.au**

Watts at Biggenden?

by Philip Arthur

Well may you ask “What’s at Biggenden?” because it’s not the best known town in Queensland. It does, however, have an airstrip within easy walking distance of the main street, making it ideal for a flyaway and so became the Club’s September 2020 flyaway destination. Some of us were up bright and early so we could also go to the ‘Watts for Breakfast’ event at Watts Bridge Memorial Airfield on our way there. Watts Bridge is only a 15 minute flight over the range from Redcliffe so is an ideal spot to head for breakfast on a weekend. It was a perfect morning as we took off and passed over the Scarborough Peninsula.



Soon we were over Lake Somerset and the Somerset Dam and spotted the airfield in the distance. Joining right downwind for RWY 12 we had a great view of the numerous aircraft that had arrived before us.

On landing we enjoyed the eggs and bacon while watching a full size Spitfire put on an excellent fly past display. The September ‘Watts for Breakfast’ was apparently by far the most successful ever, with over 60 aircraft joining and more than 120 breakfasts served. I expect people had been going stir crazy during the COVID-19 lockdown so everyone decided to head there while they could. A Sopwith Camel replica parked side by side with the Spitfire and several de Havilland DH-82 Tiger Moths dotted around the airfield made an excellent and rare display of British aviation achievement. The ‘Watts for Breakfast’ event is held from time to time so keep a look out for the next one on their website. It should be on the bucket list for all RAC aviators.



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

Departing from Watts Bridge we had another great view of the airfield and then passed over the hills of the Brisbane River Valley on our way to Biggenden. While listening out on the CTAF for the other Club aircraft that were making their way from Redcliffe we discovered that a group from a flying club at Hervey Bay had also thought it'd be a good idea to fly there for lunch. We descended in the picturesque hilly landscape and were soon touching down on the well maintained 900 metre long grass strip.



On the ground we introduced ourselves to the other aviators, secured the aircraft and headed off on the ten minute stroll into town. One of the pubs put on lunch where we enjoyed some excellent steaks while exchanging experiences from past flying expeditions and our plans for future ones.

Back at the airfield we said our farewells and took off into the wild blue yonder, dodging the cumulus clouds as we went.



Controlled airspace violations

by Paul Smeath

Editor's note: We've all done it (or will do it) at one time or other. Through a lack of concentration, loss of situational awareness or simply poor planning we cross that invisible line in the sky into controlled airspace. Often we realise quickly and get out of it again before anyone notices, other times we don't. It's not often that we are courageous enough to share the story with our fellow aviators. Paul Smeath has done just that and deserves our congratulations for sharing this story with us, in the hope that we will all be a bit less likely to transgress in future.



My definition of controlled airspace is as follows:

“A terrifying place to be avoided at all costs because an air traffic controller is going to tear your head off and take your licence away because you do not have a controlled airspace endorsement and you're flying in their space.”

This is one reason why I've been happy to avoid controlled airspace as a recreational pilot.

After researching airspace violations, I discovered that punching through controlled airspace without a clearance, or Airspace Infringement (AI) as Air Services like to call it, is not as infrequent as I thought. Although it was almost impossible to find statistics for AI in Queensland, I did find the results of an Air Services survey in 2019. The Flight Safety Magazine published the results of the Understanding Airspace Infringements Survey. The survey stated that AI is rarely due to inexperience of the pilots, as the average flying experience for a pilot involved in an AI is 3052 hours (Airservices, 2019).

According to the survey the top five factors contributing to AI were:

1. pilot distraction
2. misreading the chart(s)
3. high workload in the cockpit
4. unexpected ATC instructions
5. incorrect use of equipment

Unfortunately, I recently experienced my own AI experience, caused by both factor 1 and 2.

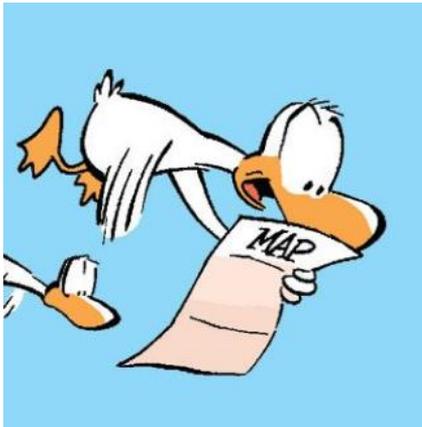


Although I was initially reluctant to share my AI story in AirChat, the more I talked to others about my experience, the more I could see that sharing what had happened might help someone else avoid the same mistake and embarrassment. So here is my “mea culpa”.

My Story

The flying conditions for the flight from Redcliffe to the Wings and Wheels show at Maryborough on 1st August 2020 were almost perfect as my offside and I finalised the flight plan, worked out fuel requirements and plotted our flight path on a real paper map.

With the pre-flight completed we were away. The VFR route to the north, scooting past the Sunshine Coast class D airspace, staying west of the Bruce highway, is a well flown track for me so I figured there was no need for me to overthink this flight. I think that's called complacency - "a feeling of calm satisfaction with your own abilities or situation that prevents you from trying harder" (Cambridge Dictionary, 2020).



Approaching Mt Eerwah we were kicking back and enjoying the flight when I heard Brisbane Centre advising aircraft in the area that there was a VFR aircraft at Blah Blah Blah in their vicinity and remember thinking to myself "somebody's in trouble!!!" The very next radio message from Brisbane Centre was: "VFR aircraft, 2500ft south of Mount Cooroy tracking north this is Brisbane Centre". The cockpit went silent, I looked out the window hoping to see the offending aircraft. There was none in sight. I looked first at my paper map and then at the OzRunways map on my iPad and concluded that maybe they were talking to me.

At this stage I was none the wiser as to why they were calling me. In sheer terror I responded: "Brisbane Centre this is Cessna 172 YRE. I think you might be talking to me?" The controller was brief and direct. "YRE contact Sunshine Coast tower on 124.4". My stress level was now through the roof as it was to be the first time that I had initiated communications on a tower frequency.

Scrambling to change frequency and praying to God that I'd written the right one down I changed to 124.4 and in a quavering voice spoke to the scary person in the tower. It was at this point I realised my definition of controlled airspace was accurate, as I was publicly berated on the radio for what seemed like an eternity for violating controlled airspace.

It turned out that I had flown through a 1500 ft control step at 2500 ft. The levels had only changed 2 weeks before, due to the commissioning of the new Sunshine Coast runway. ATC confirmed that separation had been maintained and gave me instructions to allow my safe departure from the airspace in question. As a pilot that flies regularly, including having flown this route many times, I started wondering how this could have happened. I began a detailed post-mortem of the flight during the rest of the trip to Maryborough, while not being too distracted from flying the plane, and we tried to determine what the consequences of my heinous crime would be.

To add insult to injury, the return flight of shame to Redcliffe required us to divert to Gympie airport as low-level cloud and rain prevented us flying the VFR route south. With no air traffic control endorsement I wasn't able to request clearance coastal through the controlled airspace, so we had the privilege of experiencing a 4 hour lunch stop at Gympie.

I figured the best thing to do once I arrived back at the clubhouse was to immediately fall on my sword and beg forgiveness; however it turned out that the scary people from Sunshine Coast tower had already called the club and advised them of my stupidity. It was at this point I concluded it was my worst day of flying ever.

Ok so let's have a quick look at why AI is taken seriously even if it was just a little corner I cut through.

According to Airservices Australia (as we all probably know) an AI is "the unauthorised entry of an aircraft into airspace where a clearance is required, or to which entry is prohibited. In an AI, there is the potential for your aircraft to operate in an unsafe proximity to other aircraft. An AI may also increase air traffic control (ATC) and pilot workload and result in delays to other aircraft" (Air Services, 2020). I don't think there is any new information in there for any pilot so how do we prevent this from happening again?

My Assessment

As I'm writing this story, I can hear my navigation instructor in my head repeating



"plan your flight and fly your plan". On reflection, I was aware that the new Sunshine Coast runway had opened and that there were changes to controlled airspace. I didn't plan my flight with enough attention though and complacency resulted in planning it on an old VTC map and not noticing that the map on my iPad, which had the new maps installed, was different. I failed to notice that the altitudes for the Sunshine Coast control zone differed between my (outdated) VTC map and OzRunways.

Unfortunately, as I flew the VFR route habit kicked in, replacing good piloting skills, resulting in me not verifying my location and altitude against the most recent maps. It was that simple.

And my tips to prevent AI? It's "Flying 101" I think:



- Don't become distracted or complacent during planning or in flight
- always check you are using the most up-to-date charts
- actually verify your location and altitude against those charts and know your location in relation to controlled airspace
- do as much planning as possible prior to the flight to reduce cockpit workload
- if you don't have a controlled airspace endorsement and ATC contact you, don't panic - they are there to help
- follow the directions of ATC precisely, as your life could depend on it
- always have your transponder set to ALT during flight and squawk the correct code

The positive side to the story is that I have learnt a valuable lesson with respect to complacency and as a result pay more attention to planning my flights using up-to-date maps and more diligent location referencing. I have made sure that I joined other pilots as a passenger while they flew in and out of class C and D airports and, as a result, now have a better understanding and respect for controlled airspace and the roles and responsibilities of air traffic controllers.

I am now planning to complete my Controlled Airspace and Airfield endorsements next year.

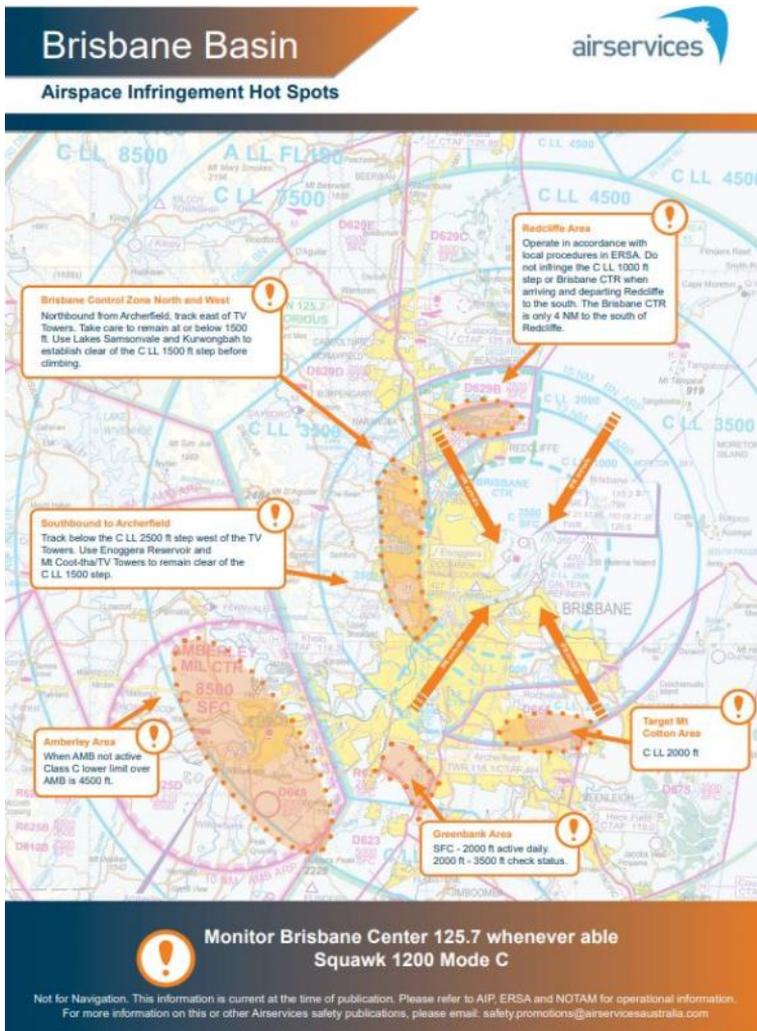
The map below highlights areas to look out for in our own backyard.

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Attitudes

by Bob Tait

IT'S THUNDERSTORM SEASON WATCH OUT!



WHAT ARE THE CONDITIONS NECESSARY FOR STORMS?

For storms to occur the atmosphere must be unstable or conditionally unstable from the surface to high levels [usually throughout the troposphere]. Any mechanism that produces a rapid cooling of the environment with increased height i.e. high environmental lapse rate [ELR], will cause the atmosphere to tend towards instability. Either heating of the bottom layers or cooling of top layers increases the ELR and reduces atmospheric stability.

There must also be sufficient water vapour present in the atmosphere to produce large, well developed cumulonimbus cloud. The latent heat released during the formation of these clouds increases their buoyancy and enhances their development.

Some mechanism must be present to produce the initial lifting of the surface air. Once it has been lifted, the latent heat released during cloud formation and the conditionally unstable atmosphere will ensure its continued ascent. Thunderstorms are sometimes classified according to the trigger mechanism that was involved in the initial lifting of the surface air.

HAZARDS ASSOCIATED WITH THUNDERSTORMS

Thunderstorms are not only one of the most violent phenomena encountered in the earth's atmosphere, they are also one of the most common. It has been estimated that the earth's surface is struck by lightning one hundred times a second, every minute of every day!! It follows that you won't have to be flying long before you have your first encounter with thunderstorms. Most of the hazards listed below are likely to be encountered by IFR aircraft. VFR aircraft have no business being anywhere near a thunderstorm.

SEVERE TURBULENCE

The turbulence generated within and near a thunderstorm, especially during the mature stage, is so severe that accurate control of a light aircraft is almost impossible. Large excursions from the intended level will be accompanied by severe buffeting. Heavy structural loads are placed on the airframe and in extreme cases, airframe damage and injury to occupants can occur. If the crew of big jets use their radar to avoid even moderate thunderstorms, surely the pilots of light aircraft should give them at least equal respect!

AIRFRAME ICE

The updrafts in thunderstorm cells are strong enough to prevent quite large supercooled droplets from leaving the cloud. Moderate to severe clear and rime ice is common, especially near the middle of the cloud above the freezing level. It's hard to imagine how a VFR aircraft could find itself in that situation!

However, for IFR operations, large build-ups of ice on the wings of an aircraft that is already being buffeted by severe turbulence do nothing to enhance its performance. Severe airframe ice is accompanied by a significant reduction in cruising speed and climb capability.

LIGHTNING

Lightning is simply an enormous electrical spark that flows along pathways of ionized air. Sometimes the lightning uses the airframe as a part of this pathway. It enters at one point, flows through the airframe and exits at another. Despite its spectacular nature, lightning poses no immediate danger to the occupants of the aircraft since they do not form any part of the pathway. It can however damage electrical equipment and pose a fire danger if it is forced to arc across gaps in the airframe that are not well bonded.



Supercell thunderstorm approaching Redcliffe from the south-east

HAIL

Hail can cause extensive (and very expensive) damage to an airframe. Large hail stones can be encountered in clear air, both beneath and beside [downwind of] the cell. Even though encounters with hail are usually short lived, the resulting damage to leading edges and windscreens can be devastating. IFR aircraft in flight most frequently encounter hail near the middle level of the storm between about 10,000 and 20,000 feet.

LOW LEVEL HAZARDS, SQUALLS, GUSTS AND WIND SHEAR

Aircraft operating VFR are more likely to encounter hazards produced by violent and rapidly changing winds near the surface. These effects are most dangerous beneath and in the immediate vicinity of the storm, however they can affect aircraft landing and taking-off as far as 10km away from the storm cell. A pilot may feel confident that he/she is well clear of the cell, but still encounter control problems on final approach.

Local, short-lived bursts of strong wind can produce severe low-level turbulence and wind shear, making control difficult at the relatively low airspeeds of approach and take-off. The sudden onset of strong cross winds can make a safe landing impossible - a major problem for an aircraft without sufficient fuel to proceed to an alternate aerodrome!

MICROBURSTS

Apart from the main downdraft within the cell, many severe thunderstorms feature very localized areas of intense downdraft activity. Called microbursts, these short-lived blasts of cold air can cause drastic changes in vertical and horizontal wind speeds during an approach to land. Microburst activity has featured in many overseas air disasters involving large passenger jets.

Storm damage in Archerfield 1981



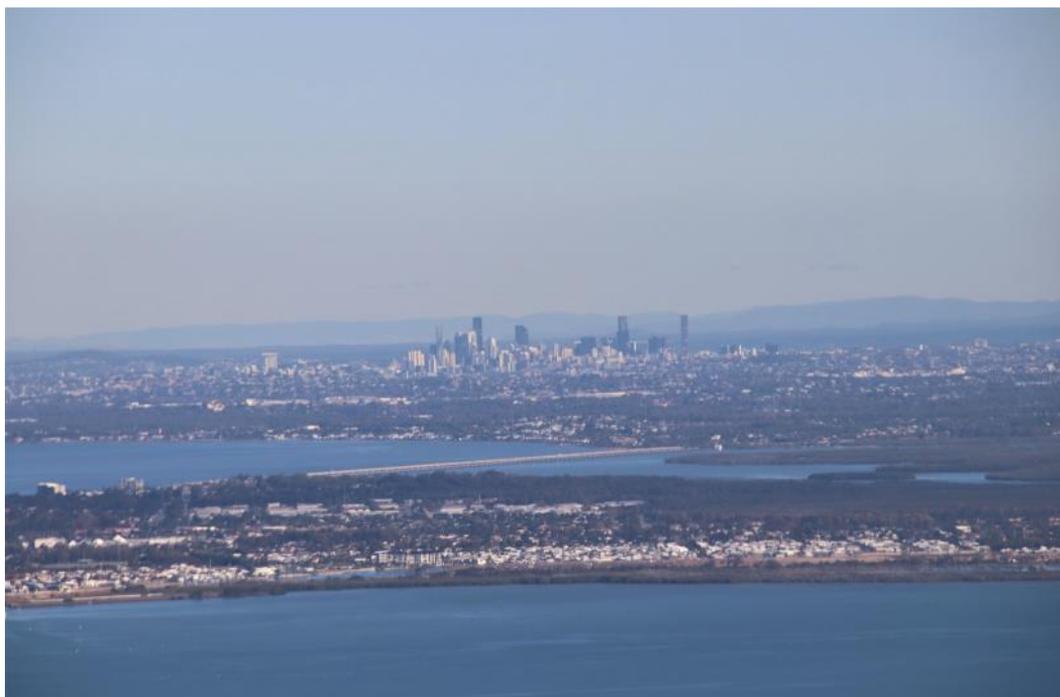
Private Pilot Theory Lectures

by Bob Tait



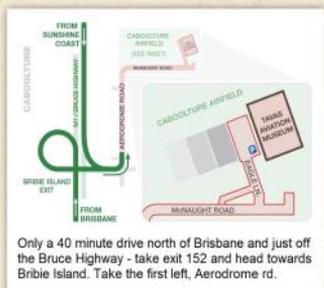
Private Pilot Theory Lectures for the beginner with no previous experience!

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TAVAS MUSEUM

Hangar 106, Caboolture Airfield, Caboolture QLD



The only museum in Australia that concentrates solely on the first 30 years of powered flight - and houses the only collection of flying WWI type aircraft in this country.

See a full-size replica of the first aircraft to achieve powered, controlled flight - 2 years before the Wright brothers did.

Get up close to a 100% accurate reproduction of the first ever true fighter aircraft of all time - it is one of only two in the world. This one painted in the colours of the one to shoot down the last Australian to die at Gallipoli.

See two flying aircraft that represent ones flown by interesting Australian Aces of WWI.

One of the flying WWI aircraft in the collection is literally powered by a 100-year-old engine.

Of all the aircraft in the museum, one can't be found anywhere else in the world, three of them can't be seen anywhere else in the Southern Hemisphere and another two aircraft are the only ones of their type in the country.

The front wall of the museum is dedicated to all of the Australians who became aces during WWI. This is the most complete and accurate list ever and gives a good account of each of these amazing individuals.

There is also a kids corner with interactive elements to keep them having fun, whilst you continue to look around the aircraft and displays and learn more about this little known, but fascinating period of aviation history.

LOCATION

TAVAS is a new and unique museum experience, just a 40 minute drive north of Brisbane and just off the Bruce Highway. After visiting TAVAS, you can drive further north to Caloundra and see the impressive Queensland Aviation Museum.

Prices: Adults \$15
Concession \$12
Children 5-16 \$7 Children under 5 Free

OPENING TIMES

Thursday - Sunday:

10:00am - 3:00pm

Web: www.tavas.com.au

Email: info@tavas.com.au

Phone: (07) 5495 7069

AIRCRAFT ON DISPLAY

- 1901 No.21 Condor
- 1909 Demoiselle
- 1910 Henri Farman III
- 1911 Johnson Monoplane
- 1915 Fokker E.III Eindecker
- 1917 Sopwith Camel
- 1917 Fokker Dr.I Triplane
- 1917 RAF SE5a
- 1917 Bristol F2B
- 1917 Nieuport 24
- 1917 Fokker D.VII
- 1918 Fokker D.VIII
- 1933 Flying Flea

A day out for Pilot Little

by Karl Walsh

Editor's note: Richie Walsh, known to friends and family as "Little", is an 8 year old Brisbane boy whose life changed forever on March 16th 2020, when he was diagnosed with cancer. He'd shown no symptoms until that morning when, after complaining of breathlessness, he was taken to hospital and diagnosed with Rhabdomyosarcoma, a cancer that develops from muscle cells. Prior to his diagnosis Little had lived a very active lifestyle and was involved in swimming, football and Cub Scouts on a weekly basis. Since then he has been undergoing chemotherapy and his family have been keen to find new ways to show him the wonders of the world. One opportunity came along in September, when the Redcliffe Aero Club offered to take him for a joy flight with his brother Luke (known as "Big") and father Karl.

After a really tough week we had chilled out all weekend and saved our strength for a few special hours arranged by the Redcliffe Aero Club. Richie really did not want to miss this little adventure. When we arrived at the club we were advised our Captain Mark was already up in the air flying, so we relaxed in the club house and enjoyed a few games of 8 ball pool and of course tried on the Captains' hats.

When it was time to fly, Mark introduced himself and gave us the option of where we could fly. Did we want to fly over the CBD, the Glass House Mountains or over to Moreton Island to see the shipwrecks at Tangalooma? Big (Luke) wanted to



see the mountains and Little the shipwrecks. I had the deciding vote!! Well it was only going one way, so we agreed to fly over to the shipwrecks. After our safety brief and putting on our life jackets we headed to the plane. Big and I jumped into the back seats to make way up front for Pilot Little.





Once we were airborne and on the way to Moreton Island Little took control of the plane under Captain Mark's watchful eyes. He made a few smooth left and right turns and also a lovely climb to a higher altitude. Once we arrived over the island we flew really low over the shipwrecks and the views were truly amazing. The water was so clear we could even see the turtles!

Then we flew over to the other side of the island for a bit more whale watching from the sky and they did not let us down. There were so many beautiful whales.

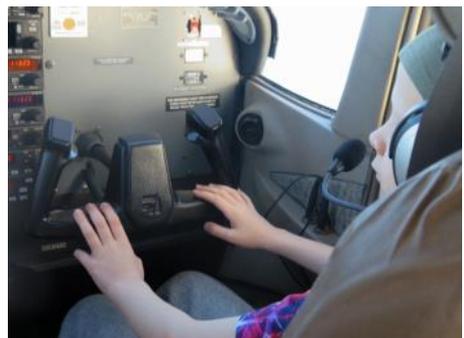
Now I don't know whether it was Mark's excellent smooth flying or the engine noise but next thing you know Little was fast asleep in the co-pilot's seat. As long as Mark didn't nod off too all was good. Little only missed the trip back to Redcliffe, so he got to experience most of the flight and he woke up in time for the landing. Once we landed the excitement was all a bit too much for him and we headed straight home - he didn't even want to pose for a photo with the

plane. His busy week of medication had caught up with him.

We will have to return later in the year to take some more photos and have another game of pool. Can I just thank all the staff once again for the amazing gift. You really did make his day and once he relaxed back at home, he told everyone about his great adventure.

You can read more about Little at:

<https://littleslegends.com/>



RTO roundup

by Lauree Skene-Gordon

It's exciting times as the Club progresses through the recruitment and selection process for new and eager aviation students for 2021 enrolment vacancies. The RTO team members are looking forward to conducting "Pre-Enrolment Information Sessions" and "Pre-Enrolment Application Sessions" throughout January, February and March to share their knowledge related to all things RTO and VET Student loan funding. Vacancies include positions on our AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) and AVI50519 Diploma of Aviation (Instrument Rating). The team is excited to see the talent pool that apply for 2021.

The Redcliffe Aero Club, as an RTO (Registered Training Organisation No. 40971), will continue to support our 2020 diploma students as they progress from becoming Licensed Private Aeroplane Pilots. Their continuing studies will enable them to progress further to become Commercial Pilots and beyond.

After lengthy discussions and consultation the Club chose to withdraw its ASQA application for the registration of the qualification AVI50419 Diploma of Aviation (Flight Instructor), because of the substantial training package changes, longer courses, lengthy preparation time and growing resource development costs that would have been involved. The RTO team has instead chosen to focus on our most popular and successful qualifications, being AVI50219 Diploma of Aviation (Commercial Pilot Licence – Aeroplane) and AVI50519 Diploma of Aviation (Instrument Rating).

The second half of 2020 saw our existing diploma students' achievements coming thick and fast.

In November 2020, the Club celebrated our annual Wings Dinner. With COVID-19 restrictions still in place a change of venue was in order with many attending the Murrumba Downs Tavern for this annual event. A great night was had by all. In the photo below are some of our diploma students who received their CASA PPL awards.

Left to right: Jake Whinn (diploma student), Bernadette Wallace (diploma student), Jacob Ingle (diploma student), Ashley Grimshaw (diploma student), Club President Mike Cahill, Grant Christensen (Club member), Jeffrey Huff (diploma student), Mark Lane (diploma student).





The photo above shows Ji (Jack) Zhang (diploma student) receiving his Private Instrument Rating award. Left to right: Mal McAdam (CFI / HoO), Stephen White (CEO), Ji (Jack) Zhang and Club President Mike Cahill.

2020's protégés CFI (Chief Flight Instructor) trophy was awarded to Jacob Ingle, one of our AVI50219 Diploma of Aviation (Commercial Pilot Licence – Aeroplane) students, shown below with CEO Stephen and President Mike. Jacob demonstrates what can be achieved with dedication, perseverance, hard work and a thirst for all things aviation

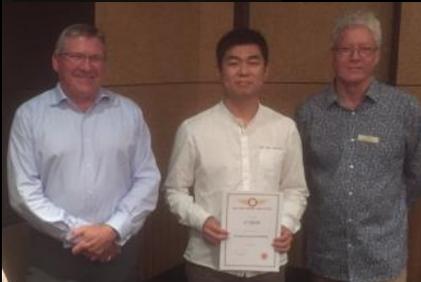


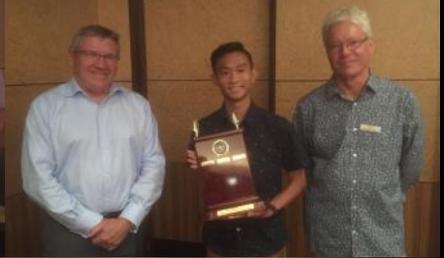
Wings dinner



Our 2020 Wings Dinner was held in November and again celebrated the achievements of the many students who excelled over the year by passing major milestones in their aviation training. We also recognized the contribution to the Club of former director Mark Roberts Thomson by bestowing on him life membership, a well deserved honour.

Thanks to Bryan Galvin and everyone who helped to organize and run a very enjoyable evening.





Some FNQ hot spots

by Philip Arthur

My wife Sigi and I had planned a big trip to the Kimberly in WA in 2020 but the Covid border restrictions put an end to that. We still wanted to get away and make the most of the good weather up north so decided to head up to Far North Queensland (FNQ) instead. It was a great trip with many experiences but there were a couple of highlights (or "hotspots" in Covid jargon) that I'd like to share with you. These were the Atherton Tableland, an indigenous cave painting tour out of Laura, and a few days in Cooktown.

Our first landing in FNQ was Mareeba, on the Atherton Tableland. Pat and John, some friends who used to be our neighbours, moved up there about 10 years ago and we'd been promising to fly up and see them as long as I'd had my PPL. Finally we had the opportunity. Arriving in Mareeba late morning, we descended over lush green rolling hills and were met by John and Pat, who took us to a local cafe for a decent cup of coffee and some lunch. The weather was so good we just had to offer Pat and John a flight around the area. They jumped at the opportunity and we headed out to the airport again and were soon rolling down RWY10 and skimming over the volcanic scenery of the Atherton Tablelands. It's truly spectacular country from the air and a very scenic part of the country. After our joy flight we tied the aircraft down and headed to Pat and John's at Yungaburra, a lovely little village located on



Lake Tinarro

the shores of Lake Tinarro.

The next day we toured the area we'd flown over visiting crater lakes (Lake Barrine and Lake Eachem, the Nerada tea plantation, some waterfalls and finished by spotting platypus in one of their local streams. Lunch was on the deck of the tea house restaurant overlooking Lake Barrine. A top spot.



The rolling green hills of the Atherton Tableland

Taking our leave from John and Pat, the next day we tracked direct from Mareeba to Laura, a small, mostly indigenous, community with a few houses, a school, police station, pub with beer garden, general store and motel. We passed over some pretty wild country on the way, not straying far from the Peninsula Development Road, just in case. From the Laura strip it was a 5 minute walk into town. We ordered a sandwich at the pub and settled down in the shade of some enormous mango trees. Our reason for flying into Laura was to meet up with Johnny Murrison from Jarramali Enterprises. Johnny is an enterprising indigenous bloke who is a guide for the rock art that is spread throughout the Palmer River Goldfields area. The Quinkan country around Laura is home to one of Australia's major sites for rock art and is perhaps most famous for its galleries of images depicting the giant Quinkan spirit figures. The escarpments are pocketed with hundreds of caves. For thousands of wet seasons traditional people lived, slept and painted in the relative comfort of the high, dry, protected caves. Johnny's great grandmother grew up in the area and he is very passionate about educating outsiders on the history of the original inhabitants. He has set up a base camp on top of an escarpment that overlooks a canyon and organises private tours of the rock art, some of which was discovered by Johnny himself. The largest example he showed us is called the "Magnificent Gallery". It has an amazing array of rock art dating back 20,000 years according to specialists.



Tiger country south of Laura

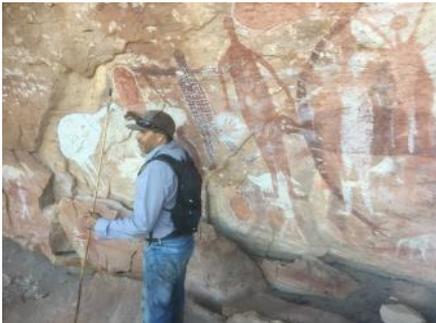
Johnny, his wife Erica and their three lovely children pulled up outside the pub in their truck, a vehicle that was purpose-built for traversing rough tracks. It was almost a 2 hour drive along a track that was originally built as a stage coach route for the Palmer River gold fields in the 1870s. The track has seen better days and it's hard to imagine stage coaches making it through 150 years ago. Even today, you'd need a very tough four wheel drive to make it through without damage. Johnny, a carpenter by trade, has built a little shack on the escarpment over the past couple of years. It's basic but comfortable and has everything they need to provide guests with food and lodging. They have also built a few glamping tents. We had the "Honeymoon Suite" with a view directly out over the escarpment.





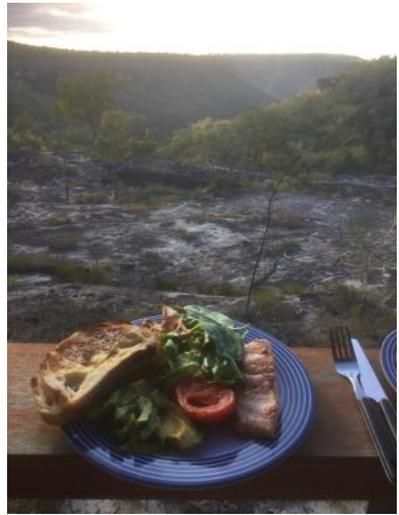
It is possible to drive to the camp and set up your own tent if you have your own four wheel drive. Johnny and Erica then provide the tours and/or catering. For those of us who fly in however, the pickup service from Laura is ideal.

On arriving at the camp we met Erica's brother and father, who were up from Sydney, and a gold prospecting mate of Johnny's, who has worked the area for a couple of decades. We went on a



tour of the Magnificent Gallery, only a 10 minute walk from the campsite. Johnny gave us detailed descriptions of many of the artworks that are spread across the cave wall.

Then it was back to our glamping tent with view over the canyons and a refreshing sundowner.



Dinner was around the campfire where we swapped stories and enjoyed the starry sky.

After an early night the next day started before dawn, lying in bed watching as the gathering light in the east gradually dimmed out the starry sky above. Our plan of doing some yoga on the escarpment was foiled by Erica having breakfast ready for us. We sat on the deck taking in the view with a cup of coffee and some poached eggs, smoked salmon and avocado. After breakfast Sigi and I headed off back down to the Magnificent Gallery on our own for a private viewing.

On arriving back at the camp Johnny said he'd drive us over to the "rainbow serpent gallery", another collection of artwork he'd discovered only two weeks before. There are so many caves around the rim of the canyon that were used for shelter by the indigenous people for thousands of years that it's really just a matter of time until he finds more examples.





Johnny took us back to the camp for lunch before packing us into another 4WD for the trip back to Laura, where we said bye and checked into the motel. After checking that the aircraft was still in order, we headed to the pub for a steak in their beer garden.

The next day was a short hop over to Cooktown. But first we had to do a flypast over Johnny's camp. It was a clear blue sky again as we lifted off and headed south west towards Quinkan Country. It had taken almost 2 hours by car but only 10 minutes by air. Spotting the canyon wasn't that easy as there are just soooo many of them out there! Luckily we'd put the GPS co-ordinates into the GPS so it took us straight there and, after slowing down and extending 50% flap, we spotted the camp on the edge of the escarpment. We did a couple of orbits and waggled the wings a bit then retracted the flaps, added power and climbed out to the east over the tiger country, dodging a few puffy cumulus clouds as we went. Twenty minutes later we were descending into Cooktown, the Endeavour River winding its way to the Coral Sea ahead of us. People had warned about the difficult conditions at Cooktown due to wind and we landed on RWY11 with a strong and variable south easterly blowing but it's a long and wide strip so the touch down was one of those every pilot dreams of – smooth as silk.



Ray from the Hillcrest Guest House arrived in his troop carrier to take us into town. We'd brought our two folding bikes with us in the plane so needed a larger car to carry the bikes. The bikes would provide transport for us during our stay in Cooktown. I'd rung ahead from Laura and explained it to Katrina, the owner, and she'd asked Ray to pick us up in the troop carrier. That's service! After dropping our bags we were off around town for some orientation. The sunset river cruises were recommended so at 5pm we stepped aboard and floated up the Endeavour River while our skipper Nick told us tales of Cooktown and surrounds. No crocodiles were spotted but we were assured they are there, just waiting for the unwitting visitor who goes for an ill advised swim. It was a great little cruise, finishing off with canapes and the ubiquitous sundowners amongst the mangroves, listening to the sounds of nature.

On the way back to the wharf I asked Nick to recommend the best place in town to eat locally caught fish and he said "The River of Gold Motel". Really? Motel restaurants aren't usually the best, but he assured me they specialise in fresh fish caught by the locals and the chef is excellent.

On our first full day in Cooktown we woke soon after first light and headed up Grassy Hill, the scenic lookout behind our B&B, to watch the



sunrise, making it just as the sun broke out of the Pacific Ocean. Walking back down for breakfast Sigi suggested, given the fact the wind had died down, we go for a flight out to Lizard Island. I agreed we shouldn't let a chance go by and, after checking the weather forecast on NAIPS, prepared to head back to the airport. Katrina kindly offered to drive us back out (her father and brother are private pilots so she's interested in aviation). The local RPT plane arrived so I had a chat to the pilots who confirmed that there was no turbulence and clear skies up north. It was a perfect morning.

We took off to the east and flew an orbit over the town before heading up the coast to Cape Flattery. From there it was smooth flying as we climbed to 7500 ft and crossed over the water to Lizard Island, passing over a few coral cays on the way.



Lizard Island was closed to tourists at the time due to Covid19 but it was great to fly over and around it and see the reef further out. The airstrip on Lizard seemed in good condition. The reef really is massive, stretching as far as the eye could see north/south with the channel between the coast and the reef that Captain Cook must have sailed up to escape the Great Southern Land in 1770.

On the return leg we had a great view of Cooktown, the river mouth and the Daintree Rainforest mountains beyond. On short final on RWY11 we had about 10 knot headwind. It really was a perfect day.

Katrina drove us back into town and we headed off for a walk to the Nature's Powerhouse Gallery and Café at the botanic gardens cafe for lunch, then on to Finch Bay at the foot of Mt Cook. Avoiding the crocs, we followed a track along the coast to Cherry Tree Bay then back over Grassy Hill to town, just in time for a swim in the B&B's pool to cool off. And how were we to finish off such a perfect day? Some Coral Trout for dinner, straight off the boat. Up at the River of Gold Motel we were initially told that the restaurant was booked out - and it was the next night too! Luckily, as we stood there, pondering what to do about dinner, the phone rang and someone cancelled. We were in! And I had the locally caught coral trout and it really was the best fish I'd ever had.

Clockwise from top: Lizard Island, Cooktown and Endeavour River, Finch Bay, Cooktown main street



Cooktown has a great reputation for fishing charters, including for coral trout and marlin, so I'd asked for recommendations from Captain Nick during the sunset cruise. He gave me a couple of names and phone numbers, one of whom was Cody. Cody had fished for coral trout professionally for about 10 years and had grown up along the Daintree coast so we were told he knows where to go and how to catch fish. As novice fishers Sigi and I thought it would be best to go with a local like that to give us the best chance of catching something, anything!

We booked the trip with Cody sight unseen, over the phone, expecting some largish boat with a galley and toilet and cabin much like the one we'd had for the sunset tour. And we expected morning tea with scones and jam - and lunch! It was not to be however. This was fishing, pure fishing. We reset our expectations as Cody drove up to the wharf in his boat, stepped off, and introduced himself. The boat was fit for purpose and hey it was a little bit of adventure wasn't it?



The wind was fairly light so Cody checked whether we were brave enough to risk the waves out towards the reef. We could go fishing in the river he said but another boat had already headed off that way so he didn't like our chances of finding a good fishing spot up river. If we could make it out to the reef

without being too affected by the waves he recommended we go that way. We thought, oh well, we don't get airsick so we should be able to handle a few waves. The south east trade wind was blowing, albeit not so strongly, and the boat was rocking and rolling on the swell. Focussing on the horizon we pretended it was just a little turbulence from some thermals. And it worked. No nausea!

Out at the reef no sooner had Cody baited the lines and Sigi had thrown hers in that she had a nibble and hauled in a great coral trout. This was looking promising! Then Sigi caught another one. She was starting to like this fishing lark. I was beginning to feel a bit left out with nothing biting on my hook. But suddenly Cody hooked a fish and handed the rod to me. And it was a big one! For the next few minutes I wrestled with that 13kg monster, hauling it in part way, then letting it swim a bit, then hauling it in some more. Back and forth we went until the fish started to tire (I was exhausted by this stage) and I was finally able to haul it close enough to the boat for Cody to hook it and bring it aboard. After



that highlight we settled into catching a few coral trout and had about 6 good sized fish by the time we headed back into port. Cody filleted them at the wharf and we took our share back to the B&B for Katrina to cook up for Ray and herself. That's my kind of fishing.

On our last day in Cooktown an ascent of Mount Cook, about 2km south of the town, was on the agenda. We rode the bikes to the start of the walking track and parked them in the front garden of a very friendly local. As we left on our walk she said "Watch out for snakes! Especially taipans and death adders". Well, we had long pants and hiking boots back at the guest house but hadn't thought of wearing them had we? This was winter after all. But winter in the tropics means snakes! Suitably forewarned but dressed in shorts and joggers we headed off up the track and before long we encountered a local girl on her way down from her daily walk up Mount Cook. She said she'd seen 3 snakes that morning as she does most mornings. Great! Needless to say we saw 3 snakes as well. One death adder and two taipans. We'll remember the long pants and hiking boots on our next walk. We did have a great view down the coast from the lookouts on the track however.

Collecting the bikes we headed back into town to the Cooktown History Centre where a lady gave an interesting talk about the gold rush days in Cooktown and we inspected the displays. We had wanted to go to the James Cook museum as well but that was shut for renovations. Our tour of the town continued at the cemetery. Cooktown was a major port in the 19th century, being the base for the Palmer River gold fields that apparently were similar in size to those in Ballarat and Bendigo. The cemetery houses many graves from the 19th



and 20th centuries with clearly demarcated areas for Presbyterian, Catholic, Jewish, and Chinese. Some were particularly tragic like the couple who lost 3 of their children as infants and a Mrs Watson who, along with her infant and a Chinese worker, died of thirst at sea after escaping from being attacked on Lizard Island following a misunderstanding with the local indigenous people.

Cooktown has lots of history and is well worth a visit for a few days. We'd gladly go back again as it's such a friendly place. We'd also like to venture further up the Cape.

If you're interested in these three 'hot spots', refer to the links to some of the places we visited on the following page for more info.





Travel Tips

Lake Barrine Teahouse and Rainforest Cruises <https://www.lakebarrine.com.au/teahouse/>

Jarramali Rock Art Tours, Laura www.jarramalirockarttours.com.au

Laura Motel and Pub (07) 4060 323 www.anggnarra.org.au/facilities

Hillcrest Guest House, Cooktown (07) 4069 6308 www.hillcrestguesthouse.com.au

Nature's Powerhouse Gallery and Café <https://www.tropicalnorthqueensland.org.au/listing/product/natures-powerhouse-visitor-information-centre-gallery-and-cafe/>

Sunset cruises, Cooktown 07 4069 6897 www.riverbendtours.com.au

Fishing charters, Cooktown Cody 0427 695 980 www.fishingcooktown.com

River of Gold Motel, Cooktown 07 4069 5222 www.riverofgoldmotel.com.au

James Cook Museum <https://nationaltrustqld.org.au/heritage-sites/James-Cook-Museum>

Cooktown History Centre <http://www.cooktownandcapeyork.com/do/museums/cooktownhistorycentre>



A look into the past

by Norm Briggs

The AirChat keeps members up to date with the current goings on but sometimes it's worth looking back at some major events that have taken place in the past. One such event was the 1988 bicentennial airshow held at Redcliffe aerodrome. In those days air shows still had to be approved and safety requirements were very strict but not as strict as now. As the years have moved on the level of activity at Brisbane Airport has increased so much that an airshow such as we had in 1988 would no longer be approved.

Now! Let's talk about the airshow, that happened when I was Club president and also an employee of the DCA (now CASA). It helped to be at the right place at the right time. An airshow committee was put together and tasks allocated including advertising, crowd control and static shows comprising military and civil aircraft, just to mention a few. An airshow of that magnitude required a lot of work by only a few members. As the time was running out I had to look outside the Club for help with the main aerial events. The one person who came to mind was a guy who knew everybody in the aviation industry, both civil and military (and was also a good friend of mine) - Bryan Carpenter. Bryan agreed to help out and it was then that everything fell into place.

I spotted a gantry at the old Brisbane Airport that appeared to be disused, and after a few words with the then 'Brisbane Airport Director' the gantry

found its way to Redcliffe. We then turned the structure into a control tower, increasing its height and building a cab on top. With more words in the right direction the DCA gave approval for Redcliffe to become a controlled airport manned by ATC personnel for the weekend of the airshow.

The end result of all the effort put into organizing the airshow was a spectacular event that you could say put Redcliffe aerodrome on the map. A big thanks to all those who helped.



St George flyaway

by Bryan Galvin



It was a beautiful spring day in October when we had our first flyaway to St. George. For those who are not familiar, St. George is about 500 kilometres to the south west of Brisbane in farming country. Five planes with 11 passengers ventured off on Saturday morning. It was perfect flying weather, very smooth and no significant winds to affect the flight. Despite different planes and departure times and some different routes, four of the planes arrived at St. George airport within a few minutes of each other.



Of course, we didn't know there was a safari of six other planes arriving at the same time! It was busier than Brisbane airport has been for months. In addition, we had a crop duster spraying in a field just below final approach who sounded a bit panicky as the skies above St. George suddenly became so crowded. Anyway, we all got down and fuelled before boarding our school tour bus.

Driving the bus, our tour guide "Sno" Harm, a cotton farmer in real life, provided us with a wealth of information about the district. You will see him in the photos dressed in a blue shirt, shorts and work boots. Our first stop was the Riversands Wines Estate which was a few kilometres out of town. It actually produces mainly table grapes for Coles and Woolies, with only a relatively small amount of wine grapes being grown. We toured much of the estate in the bus going up and down between the vines while David, the owner, showed us the different varieties of grapes and explained various aspects of the operation. This was followed by a discussion between the vines, wine tasting, a light lunch and some wine purchases before we returned to the bus. We ended up spending about two hours at the estate. The tour is highly recommended if you ever get out that way. (By the way, the wines were surprisingly good too!)

After leaving Riversands Estate, Sno took us to his cotton farm where he gave us an exhaustive tour of the farm and explained his operation and the intricacies of the cotton industry in general. He even started up a big cotton harvester to show how the cotton is picked. We spent about two and a half hours receiving our education. He would have kept showing us other parts of the district however thirst drove us back to our motel for checkin.





Our accommodation was clean and comfortable and we headed off to one of the pubs, a short walk into town, for some drinks and a big country dinner. Everyone behaved, probably because we were all pretty tired from the day and it was a relatively early night for all. Sunday morning was a leisurely affair with some people sleeping in and some exploring the town. It was particularly pretty along the river. We met up for breakfast at another pub, the Australian, opposite the river. We were picked up from the motel by Sno just after 10 and headed about 50 kilometres out of town to the Nindigully Pub. This pub is a bit of a bush landmark and looks exactly like what a bush pub should look like. From the photos you will see how dry it is out the front of the pub but the beer garden inside was green, shady and cool; a great spot for a bit of lunch.

After lunch, we headed back to the airport to load and leave. We got away around 2 pm. For me it was a flight back to Stanthorpe where I was dropped off by Sam (Keenan) who then flew to Clifton to drop his other pilot friend off and then on to Redcliffe. The late start in the afternoon meant we had a bit of heat turbulence so we elected to do the leg back at 9,500 feet. A long slow climb for a loaded plane but we got the benefits of some good tailwinds.

It was a great weekend and everyone enjoyed themselves. Definitely St George is a place to visit!



Diploma dispatch

by Lauree Skene-Gordon



The staff at the Redcliffe Aero Club (RTO No. 40971) continue to pride ourselves on providing exceptional academic support for our diploma students throughout their aviation education journey. The journey is always challenging but it has been made even more so as they navigate their way through this COVID-19 epidemic. The current students have experienced some additional challenges with their current training, with government regulations providing them with a variety of instructional restrictions including educational development, CASA directives, social distancing and other health restrictions.

We pride ourselves on providing unmatched support and guidance to students in order to accelerate their learning progression and journey. All the Club's flight instructors, trainers, assessors and administration staff assist students to not only to meet the Australian Qualifications Framework (AQF) standards and CASA (Civil Aviation Safety Authority) industry standards but to exceed them.

The second half of 2020 saw our two current (2020) cohorts of students continue to progress to obtaining their Private Pilot Licences and their Commercial Pilot Licences and AVI50219 Diploma of Aviation (Commercial Pilot Licence – Aeroplane). They met the challenges and roadblocks of the COVID-19 pandemic head on, with their training schedules and navigational exercises still being affected in recent months, and we are so proud of how much each of them has accomplished.

We look forward to continuing to push, drive and support them in their aviation learning journey with us throughout 2021.

Below: Ji (Jack) Zhang — 12.09.2020 – Private Instrument Rating Endorsement on existing CASA PPL Licence



Above : Jake Whinn – 20.09.2020 – CASA PPL Licence



Jacob Ingle – 08.10.2020 – CASA PPL Licence



Mark Lane – 10.10.2020 – CASA PPL Licence



Ashley Grimshaw – 15.10.2020 – CASA PPL Licence

Bernadette Wallace – 05.11.2020 – CASA PPL Licence



Jeffrey Huff – 05.11.2020 – CASA PPL Licence

Noosa for lunch

by Sam Keenan

On 7th November 2020 a small contingent from the Club flew to Noosa Heads for lunch. Two Cherokees (BHN & WKE) and a Cessna 172 (IVW) carrying eight aviators made the 40 minute flight from YRED to YNSH in clear and calm flying conditions. The Noosa airfield was found to be in excellent condition, with a smooth, well maintained, firm grass surface accepting our arrival.

After parking up and securing our aircraft, we travelled to Hastings Street via maxi-taxi. Lunch was at the Noosa Surf Club, which offered a sensational view of the beach and the locals enjoying the sunshine.

Back at the airfield, readying for departure to YRED, we were fortunate enough to run into one of the airfield operators. She noted that visiting aircraft are most welcome, as long as prior contact is made, and the required landing fee is paid using the honesty system on site (which we of course had complied with).





With an easterly breeze, departure was made straight off the end of the runway and over Lake Weyba, with the end of the runway literally a couple of feet above the lake surface at the threshold (watch for boats if you've had a heavy lunch!).

Watch for this flyaway again in 2021, as it's likely to pop up!





A turf and surf adventure

by Harpur Michell

My wife Anne and I had been planning an adventure to FNQ in July with Philip and Siglinde however changes wrought by COVID-19 led to a change of plans and Philip suggested a trip to 'The Old Station' and Agnes Water instead. So on Monday 12th October we embarked Cirrus VH-MSF and headed north via Noosa and Double Island Point to Maryborough enroute to The Old Station at Raglan. The weather was a little overcast as we departed, but brightened as we reached Maryborough, which we found to be a very interesting stop. A short taxi ride brought us into town. It is the birthplace of PL Travers, the author of Mary Poppins, who features in street statues. The old Australian Joint Stock Bank that her father once ran is now a museum known as The Story Bank.

The Maryborough region developed rapidly from the 1860's, firstly with sheep farming, followed by sugar cane. The town became a major port and in 1905 was the largest in

Queensland. The gold mining town of Gympie and the Burrum coal mines were connected by rail to Maryborough, fuelling ship building and railway industries on the banks of the river and growing the importance of the town. After a short walk to admire some of the historic buildings we had a delicious (and reasonable) lunch at the Portside Restaurant and Cafe located adjacent to the original Customs House Residence. After enjoying lunch and an affogato coffee with liqueur (only \$10!) for those of us who weren't piloting, we set off on foot to explore along the banks of the Mary River. We'll need to return some time to visit the museums and beautiful buildings we only had time to see from the outside.





Returning to MSF by taxi we set off to The Old Station, about 30 miles inland from Gladstone. Apart from operating a 40,000 acre cattle station, Ron and Helen Creed host Fly-Ins, air shows and aviation tourism, weddings, conferences, bus tour groups and general "farm stay" accommodation. Philip requested us to look out for cattle on the airstrip and, lo and behold, on our first approach a leisurely line of Brahmans decided the pasture was greener and shadier on the other side of the runway. So, rather than play skittles we went around, and on our second attempt found the runway clear of cows and cowpats (not wanting to wash the plane). On landing Ron and Helen met us and entertained us to afternoon tea. While we settled in, a Robinson 44 arrived from Archerfield with another four guests.



With bags unpacked Anne and I set off for a walk over the nearby hills to view the property and sunset. The golden light bathing the landscape was a photographer's dream.

Fortunately, the walk up and down the hills used up some of the calories we had consumed because, on

our return, it was time for cheese, nibbles and pre-prandial drinks with Philip, Siglinde and MSF. As the appointed dinner hour approached we still weren't exactly hungry. However another short walk to the hangar, where the bar and restaurant are located, allowed us to settle some food into the crevices and, after a few more drinks, we were able to consume a hearty steak meal rustled up by Helen (who would put the Duracell bunny to shame with her inexhaustible energy). After making acquaintance with our fellow travellers and several more drinks (Philip not flying the next day) we stumbled back to our rooms, checking that MSF was safely tucked up, and admiring the clear and starry sky as we went.



In the morning, while Helen beavered away in the hangar kitchen, we admired Ron's toys, parked at the other end of the hangar. Well the helicopter may be a tax-deductible working asset of the station, but I'm not so sure about the Fordson traction engine, or the MIG.

While Helen was preparing breakfast she was telling us the property history. 'Langmorn Station' was originally purchased by Thomas Creed (ownership now extends through 5 generations) in 1869.





The Old Station, where we stayed, was established before Langmorn, hence being referred to as the 'old' station. The Langmorn homestead was built in 1873 for Thomas and George Creed. In the early 1900's it was substantially extended with the relocation of another house adjacent to the original (roofs almost adjoining). Ron's brother Andrew and his wife Nancy live in the house today. The cattle property, now comprising Langmorn and Old Station, has varied in size, due to land resumptions, and bequests to four of the family's children. The station now comprises 42,000 acres, and they have ambitions to build it back up to the previous largest size of about 60,000 acres.

After breakfast Nancy arrived to take us on a tour of the properties. On arrival at the Langmorn homestead we were met by the welcoming committee - a litter of sheepdog pups, accompanied by guinea fowl and kangaroos. The homestead was like a museum, with original décor, furnishings, and original farm ledgers. Nancy gave us an excellent guided tour of the house, which has hardly changed over the decades. While I was pondering the gelignite boxes, Anne and Siglinde were reading the historic ledgers, each day starting with "It's very hot today..."

Next, we piled into the Landcruiser to do an inspection of the waterholes and check on cattle welfare. We took a couple of hours to cover the property that extends out to the dividing range and, since early 2020, includes a property called Prior Park. At present they have about 3,000 head and are looking to build up to around 7,000 on the present land. Most of the cattle are Brahman, which are favoured as they are resistant to cattle ticks, or Brahman crossed with Hereford. There are several houses in various states of repair dotted around the station, one at Prior Park being let out for free, just to ensure its upkeep and to let potential trespassers know the area is inhabited and to keep clear. We passed the renovator's delight, below, on our route. One of Nancy's sons is keen to renovate it. Young (some might say naïve) and full of energy!



At dinner that evening we were joined by 'Kiwi', who also lives on the property but works as an aviation mechanic in Gladstone. He has a Cessna 185 and a Cessna 150 and does aerial photography as a sideline. Helen cooked up another great meal. On the Thursday she was planning to cook for 280 guests as a 'Dunger Derby' car rally was passing through, while on Friday it would be for a wedding with about 70 people starting from 3pm. In short, it was a busy week. Their hospitality business had been closed for weddings and other events during the height of COVID-19 so people were starting to book extra slots, including during the week, to catch up on lost opportunities. Helen was taking it all in her stride and seemed in fact to thrive on the challenge.



Next day, after another of Helen's breakfast feasts, we wondered how MSF was going to take off. Philip checked the weight and balance and said it was lucky we'd burned up some fuel on the way there! Climbing out to the west over Old Station we did a quick recce of the Creed estates, flying at 3000 ft out past Langmorn and Prior Park, then turning to the east and passing over a marble quarry and the Old Station at 3500ft.



From there we flew to the south of Gladstone and past Boyne Island with its red mud dams and aluminium smelter. Following the coast, we were soon descending towards Agnes Water (left beach in the photo above, with 1770 on the right). After a 500ft overfly to check for kangaroos (there were none) we descended past the Town of 1770, touched down smoothly on the grass runway and pulled into the airport parking area. A quick taxi ride brought us to Agnes Central where the Mango Tree Motel's two bedroom apartment (not deluxe, but roomy, clean and convenient) was ready and waiting.

By this stage it was high time for a coffee at the Holidays Café with a beautiful view of the beach and then a swim, followed by a long walk along the beach. While Philip and Siglinde enjoyed a nap, Anne and I walked the discovery trail enjoying the views that probably haven't changed much since Captain Cook was there.



We had planned and pre-booked a boat trip from 1770 out to Lady Musgrave Island for some snorkelling on the reef the next day but the wind was too strong and it was cancelled. Instead, we first visited the excellent little Agnes Water Museum on the discovery trail to brush up on Cook and Banks and their findings back in 1770 and after lunch enjoyed a ride on a LARC (Lighter Amphibian Replenish Cargo), including several splashdowns into the waves. That was followed by a walk through the Sir Joseph Banks Conservation Park up to Round Hill Head and a drink at the 1770 Hotel as the sun sank in the west over Bustard Bay. Captain Cook and Joseph Banks came ashore here on May 24th 1770, hence the name of the settlement. They shot a bustard and had it for dinner that night. Cook wrote in his journal that "it was the finest bird we have eaten since leaving England". So why isn't there a bustard business promoting native poultry here these days? Perhaps it was the only bird they had eaten since leaving England!



Then came our last full day at Agnes Water. We had tried to stay an extra night but the town was fully booked out for the weekend. After morning swims we had brekky at the beach café before Philip and I hired a couple of Piaggio scooters from a friendly Italian called Stef.





Philip has a motorcycle licence, while I don't (due to my father's poor accident record in his youth!), so he could ride a 250cc three-wheeler, while I had to make do with a 50cc scooter with a top speed of 60kph with a tail wind. Let me tell you such a low powered vehicle is a major inconvenience to other road users and a danger to the user as well. After a bit of sightseeing around Agnes and 1770 we set off a few km to the south for the Paperbark Forest Trail Walk, which had a slightly ethereal faerie atmosphere. It has stepping stones, a wooden boardwalk and is home to some of the most spectacular melaleuca trees and many creeping vines. We returned the scooters safely, and settled in for an evening meal at Codie's Place, the café downstairs from our apartment.

We woke to another beautiful morning. After one more breakfast at our beachside cafe we checked out the accommodation options nearby for our next visit. Agnes Water is not big so everything is within walking distance but it would be nice to have a view of the beach from our accommodation next time. The holiday park has some excellent cabins and glamping tents that we decided would be perfect.

The shuttle cab turned up on demand and dropped us off at the airstrip, where we met Les 'Woody' Woodall, the airport manager. After a bit of a chat we headed off, rolling down RWY32 and Philip practised a soft field take-off then climbed out over the 1770 harbour.



Clockwise from top: Paperbark forest trail, YAWT RWY32 , departing over 1770 with Round Hill Head on the left, passing Agnes Water, on final YBUD RWY09



Turning around the end of Round Hill Head we followed the coast to Bundaberg where we landed for refuelling. Lack of RPT flights meant the cafe facilities at the terminal were closed, so we were soon up in the air once more and heading back to the coast. It was a spectacular panorama under clear blue skies as we passed Woodgate, Burrum Heads, and on to Hervey Bay then crossed to Fraser Island. Lake McKenzie glistened clear blue and at Eurong we started tracking along the beach, passing Inskip Point, Rainbow Beach and Double Island Point, a giant car park full of four-wheel drives. Soon we were being waved through Sunshine Coast controlled airspace where we had to descend from 2500ft to 1500ft to avoid skydivers at Currimundi (not sure how being 1000ft lower avoided a conflict) and on around Bribie to Redcliffe. Another smooth landing capped off a great trip.



Clockwise from top: Hervey Bay, Lake McKenzie, Double Island Point, Noosa Heads

Travel Tips

<https://storybank.ourfrasercoast.com.au/>

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