

REDCLIFFE AERO CLUB

AIRCHAT

No. 27

Autumn 2022



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

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From the President

Hello everyone and welcome to the first AirChat of 2022.

The Club is slowly bouncing back into the New Year with solid bookings across all aircraft types. The Diploma in Aviation courses that are being carried out have attracted good numbers with courses in Instrument Ratings and Commercial Pilot Licences. Some rain events of late have slowed us down but we are looking forward to a strong year in flight training across all categories.

I would like to welcome two new full time instructors to our team. Firstly Andrew Wells, a Grade 1 Instructor (with multi-engine and instrument training endorsements), joining us from Sydney and Taylah Plummer, a Grade 2 Instructor, who joins us from Perth. I also welcome back Brendan Power, who will be a part time instructor for our Club. I am sure many of our members will remember Brendan.

So come down and book a flight and meet our newest instructors and make them all feel welcome.

Socially the club has commenced its popular first Friday night of the month BBQ's, so come and join in and meet up with other Club members. We are also planning the flyaways for this year. One in particular is the "Northern Exposure" flyaway planned for August this year, taking in places like Longreach, Adels Grove, The Cape, Cooktown and Hamilton Island before returning to Redcliffe. If you are interested in this flyaway please contact the Club for more details.



The ANZAC Day dawn service and north coast flight to Noosa and return is another popular Club flyaway. Book your aircraft early so you don't miss this incredible dawn flight experience, honouring all men and women who have served in the military to make our country a safe place to live.

I look forward to seeing you all visiting the Club and planning your next flights to wherever that may be. Get involved with your Club, enjoy the facilities that are available and happy flying everyone.

Safe Flying

Mike Cahill

Redcliffe Aero Club President 2022



CEO update

Dear Members

We have always been challenged by the weather from time to time when it comes to providing pilot training and private hire services at the Club. Poor weather has an obvious impact on the income of the Club. However, the rain event at the end of February took “challenging weather” to a new level. Redcliffe experienced in excess of 900mm of rain over three to four days. Whilst the Clubhouse was spared any damage, we had 300 - 400mm of water in the hangars and VMV had water enter the belly of the aircraft.

All aircraft required maintenance on their undercarriage, including removal and dismantling of wheels, checking and repacking of bearings. At time of writing this report, we are unaware of the full extent of damage to VMV and the aerodrome remains closed due to water over the runway and taxiways.

The weather event affected many aerodromes in Queensland and NSW and we are very thankful that we only experienced relatively minor damage and expense compared to others.

Once the runway becomes serviceable and aircraft maintenance is completed we will be back to pilot training with a vengeance. As reported in the last AirChat the Registered Training Organisation side of the business has been ramped up, with a new cohort of Double Diploma students well into their training, and a cohort



completing their multi-engine instrument ratings. Expressions of interest from future students also seems to be increasing.

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 look forward to seeing you around the Club throughout the remainder of the year.

Best regards,

Stephen White

CEO



YRED 28th February 2022
Photo courtesy of Flinders Aviation

Chief Pilot report

Giddy Aviators

Welcome to first edition of Airchat for 2022. I trust everyone was able to enjoy Christmas and New Year despite the interesting times in which we find ourselves.

Speaking of interesting times, you may have noticed a little wet weather over the summer. This so call La Niña period has meant higher than average rainfall for the east coast of the country and has had a major impact on most pilots' aviation ambitions. Ah the best laid plans of mice and men, but a wise instructor once told me, in my formative years, it's better to be down here wishing you were up there than up there wishing you were down here. That's very good advice I ignored to my discomfort and probably more than once to my peril. That's a story for another day. Disruptions to your training is frustrating and compounded by not being able to get bookings as soon as maybe some of us would like and you may have experienced unsuitable weather conditions again and on and on.

As frustrating as this is I would ask you to keep this in mind - persistence is one of a pilot's most important attributes. Learning to fly is as much about the journey as the destination. Don't look at weather delays as a setback, but as a learning experience, an opportunity to learn about your limits. Remember that for dual flight, your instructor is just as keen as you to undertake each and every lesson however not only do they have your safety in mind



but also that you will have a positive experience and give you the best chance to achieve the lesson objectives. Pilots who fly for fun, and why not, think, if it won't be fun, why fly? Come back on another day and have a crack then.

Enjoy the journey, it's an adventure after all, and believe that you will get there and it will be worth it in the end, no doubt about it. Just ask any pilot if they regret it and you will get a positive NO from them all, I'm sure.

Happy Aviating

Mal McAdam

Head of Operations / Chief Pilot



Editorial

Dear Reader

Another Queensland summer, with its wild weather and rainfall, drew to a dramatic close on 28th February, as the aerodrome and hangars were inundated with water. Fortunately the clubhouse was spared. Thanks to Sam Keenan for the photos to the right.

Clearer skies must be on the horizon so it must be time to brush off the cobwebs and practise a few basic skills. And of course plan that big trip up north, out west, or down south. What are your plans for this, the third year of Covid? We hope that things will improve this year and that travel restrictions will all but disappear but it's probably still not the best time to travel overseas. So why not plan a big trip within this vast country of ours and support the regional economies?

There's a bit of inspirational flyaway material in this AirChat. Pat Pollock gives an account of a far north Queensland odyssey while Harpur Michell completes the story that he started in the winter edition last year of an expedition to dinosaur (and goat) country in western Queensland. Luc George also tests out a pleasant weekend flyaway destination on the Darling Downs.

On a different note, while at the Caboolture Aeroclub open day last year I visited the TAVAS first world war flying museum for the first time and was blown away by the collection they have there. I asked Andrew Carter, the founder, to write an article on its history for AirChat and I'm pleased to include it in this edition. It really is an excellent collection and I recommend you allocate a few hours to spend there. It's open every Thursday to Sunday with volunteers available to explain the stories of the individual aircraft. It's only a 5 minute flight from Redcliffe.



Bob Tait's advice in his regular Attitudes column is about times when you should "not just do something - sit there!" He urges us to be less confrontational in our flying. Sometimes we do just have to be patient and let the aeroplane fly.

Angel Flight is an organisation that assists people with health issues living in remote regional areas. Mike Cahill describes how you can volunteer to provide air transport so they can travel to the city for treatment more easily.

I went on a 7 day gliding course last November and managed to go solo and achieve my first (Grade A) certificate. I'd always wanted to try gliding and am glad I did. It's a different way to fly with a more "seat of the pants" approach and requires even more discipline in some ways. Good for improving general flying skills as well.

There's also introductions to four new staff members at the Club while Lauree Skene-Gordon brings us up to date with everything related to the RTO training program.

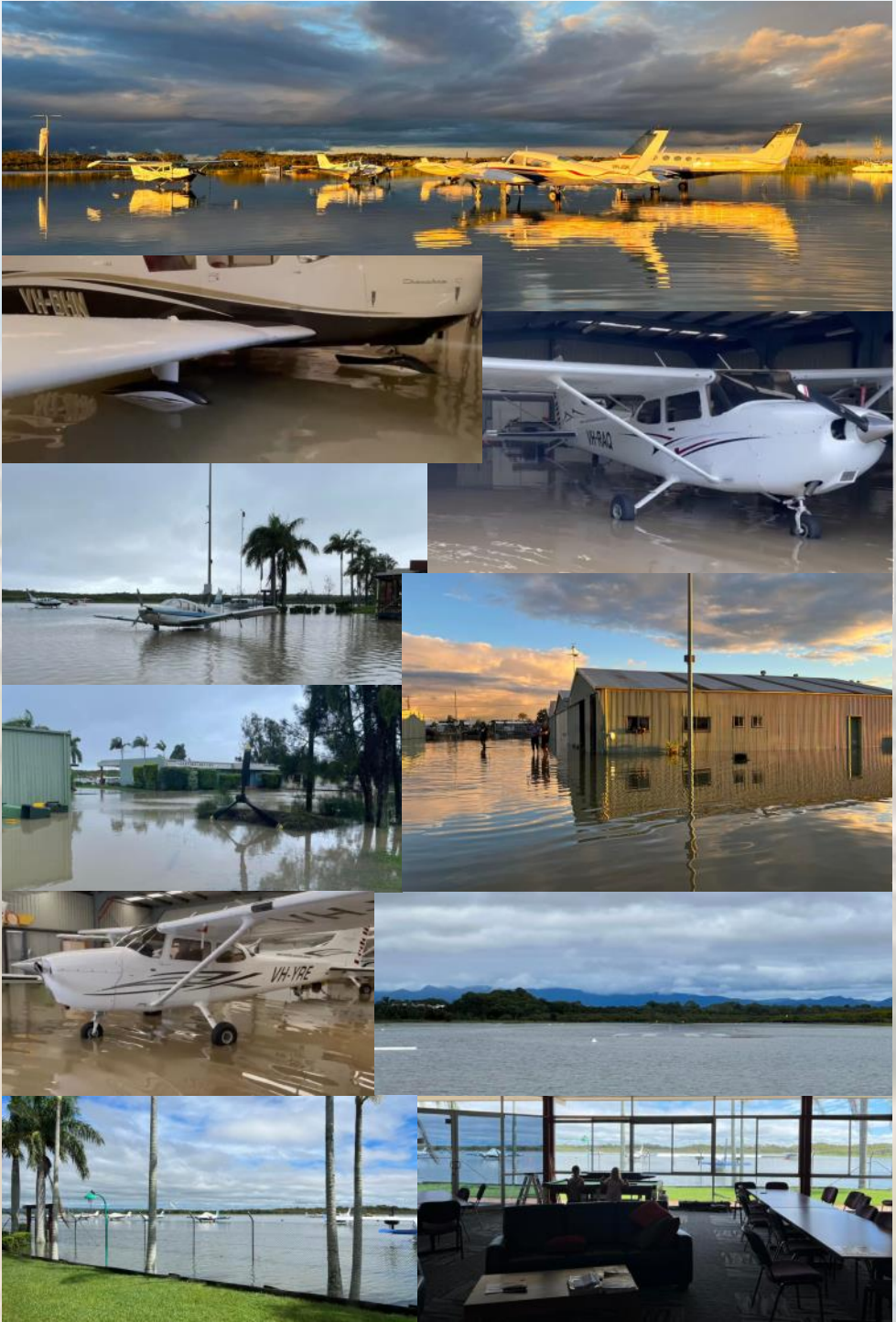
And we have some photos from the annual wings awards dinner at the end of last year.

Happy reading and stay safe.

And don't forget - **please email me your stories for inclusion in the next AirChat**. Help make my job easier and catapult yourself to fame and fortune. A little known fact is that J. K. Rowling started her writing career by contributing to a local magazine!

Email: airchateditor@redcliffeaeroclub.com.au

Philip Arthur



Recent achievers

Congratulations to all our students who recently completed a milestone in their training at the Redcliffe Aero Club.

The whole Club wishes you all well for your future endeavours in aviation.



Nick Arezio passed his PPL flight test on 17.02.2022



Bailey Hiscox
achieved his MEA
Class Rating on
20.11.21



Alex Zollner achieved her First Solo on 04.10.2021



Angus Nugara gained his
Private Pilot Licence on
11.12.2021

*Double Diploma
Student Jacob
Neumann
achieved his First
Solo on
28.01.2022*





Liam Collecutt did his First Solo on 16.02.2022



Jake Whinn completed his MEAIR on 30.10.21



Harrison Wellman passed his PPL flight test on 05.02.2022

Ashley Grimshaw achieved her MEA Class Rating on 20.11.2021



Alexander Beck gained his Recreational Pilot Licence on 22.12.2021



Jacob Ingle completed his MEAIR on 6.11.21

Joshua Duncan achieved his First Solo on 21.02.2022



Ashley Newton gained his Recreational Pilot Licence on 04.12.2021.



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 held at the clubhouse on the **first Friday of each month**. 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 upcoming events to put in your diary:

25th April RAC Anzac Day dawn service and coastal patrol, YRED to NOSA and return for breakfast

15th May David Hack Classic, Toowoomba City Aerodrome

27th-29th May 2022 The Old Station Fly In and Heritage Show, Raglan (near Gladstone)

2nd-3rd July 2022 Brisbane Airshow, Watts Bridge

Tasting wine at Stanthorpe

Lunch at the Nindigully pub near St George





Club flyaway to RAAF base Amberley



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

**16 Pathfinder Drive, Caloundra Airport,
Caloundra QLD 4551**

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

Instructor intro - Taylah Plummer

Taylah Plummer joined the Club as a Grade 2 Flight Instructor at the end of 2021.

I first became involved in aviation when I received a scholarship with the Australian Air Force Cadets at age 16. I started out by flying gliders at Bathurst in the school holidays. My first powered flight was when I started having flying lessons with the Sydney Flight College, based at Bankstown Airport. I was a diploma student at the college, where I gained my Diploma of Aviation Commercial Pilot Licence – Aeroplane, on a Cessna 206. After finishing my diploma and CPL I completed my IREX and ATPL exams and moved over to Perth where I did my instructor rating at Jandakot Aerodrome. I obtained a job at Air Australia where I worked on and off during the pandemic and completed my Grade 2 Instructor requirements.

After moving to the Redcliffe Peninsula in August 2020 I was looking to maintaining my flying skills so joined RAC as a member and hired a few different aircraft. From there I applied for, and obtained, the position as Flight Instructor towards the end of the year.

Two things I love most about flying for a career is the 'birds eye' perspective I have every day and sending students off for their first solo. First Solo Day is always a special day for both the student and the instructor.

One of the greatest challenges I've faced over the years was having to live with big breaks in my flying and starting afresh at new airports with all new faces but it has been great joining the team at RAC. Although I'm not sure where my aviation career will take me at the moment I'm passionate about teaching students and especially seeing them get that light bulb moment when they suddenly know how to land. I have always been interested in seaplanes and would love to get behind the



yoke of a de Havilland Beaver. For the moment though the aircraft I most like to fly are any of the 172's, being the primary training aircraft. I'd love to obtain a float endorsement in the future though - my dream job would be as a seaplane pilot in the Maldives.

If anyone out there is thinking of learning to fly I'd recommend you go for a trial flight or two with one of our instructors. That'll help you make sure it is something you are truly passionate about so you're ready to put in the hard work to become a good pilot. For members who want to improve your flying skills I suggest you try to fly at least once a month to avoid getting rusty. It'd be great if I can help anyone brush up on their skills.

Instructor intro - Andrew Wells

Andrew joined the Club in January as a Grade 1 Multi Engine IFR Instructor, following a move from Sydney to the sunshine state. He is passionate about aviation and flight training in general. His background in flight instruction includes training international airline cadets as well as domestic students in all phases of training.

I had an interest in aeroplanes from the age of 14 when I received an introductory flight from my parents as a birthday present. I learnt to fly and also assisted with the operations at the flight school as my first job on weekends while at high school and enjoyed every minute of it. My first flying lessons were at Camden airport in NSW followed by further training at a number of schools across Sydney. Up until now I have gained my CPL (Aeroplane) and have completed all my ATPL subjects. Endorsements include everything from tailwheel to aerobatics, gas turbine, NVFR multi-engine, IFR multi-engine, flight instructor rating with NVFR-multi engine, IFR, Design Feature and Flight Instructor Rating training endorsements.

I worked at a variety of flying schools in Sydney, the most recent one being Sydney Flight Training at Bankstown, and also at the Australian International Aviation College in Port Macquarie, prior to it closing due to COVID. I have been employed in other aviation related roles such as general hand and maintenance coordination operations roles and administrative work.

I like the variety of work involved in aviation and travelling to different places, the amazing views and the people I work with every day. I was attracted to Redcliffe Aero Club by its great reputation and the amazing location. There have been a number of challenges with having to move around for work and of course the way the industry has suffered as a result of Covid but one good thing that came out of that is that it brought me to live in Queensland.

I really enjoy the flight training industry. It's a great feeling teaching people to be the best pilots they can be. Having said that, the aircraft

that I like to fly most are multi engine aircraft due to the speed and complexity.

As my career progresses, I would like to be the best I can be and just continue to develop myself as a pilot and further my own knowledge and skills. And my dream job? I feel like I'm already doing it. Getting paid to fly aeroplanes is a great job that I thoroughly enjoy. The views are unbelievable!

My advice for people wanting to learn to fly is "just go for it!" The first step is always the hardest but if you apply yourself, it is achievable.

And to Club members who want to improve their flying skills I'd say try and stay recent and be honest with yourself about your levels of competency. If there is an area you feel you need to work on focus on it and your skills will improve immensely. We're all here to help.



Instructor intro - Brendan Power

Brendan returned to the Club as a Grade 1 Flight Instructor at the start of 2022

Brendan achieved his first solo at 16, before he was old enough to hold a driver licence. He achieved his instructor rating in 1995 and at that time discovered the special rewards to be enjoyed in becoming part of the teaching and learning process. Throughout his entire career Brendan has not let his Instructor Rating lapse. He has held various roles including Chief Flying Instructor and Chief Pilot. He recently retired as Deputy Head of Check and Training for a regional airline and is excited to be back as part of the Redcliffe Aero Club team.



Staff intro - Jake Whinn

Jake joined the Club as an Administration Officer at the end of 2021

Jake began his aviation journey with the Redcliffe Aero Club in 2019, when he obtained his Recreational Pilot Licence before enrolling with the Club as a Diploma of Aviation student. Jake then completed the AVI50219 Diploma of Aviation (Commercial Pilot Licence) and the AVI50519 Diploma of Aviation (Instrument Rating), also gaining his CASA Multi-Engine Instrument Rating. In 2021 Jake was awarded the Academic and Practical Achievement Award by the Club at our annual Wings Dinner, acknowledging his dedication and hard work during his aviation training journey.

You will see Jake in the reception area of the Club on most weekends and public holidays. Jake looks forward to assisting Club members and students while gaining further aviation industry knowledge and operational experience.



TAVAS MUSEUM

Hangar 106, Caboolture Airfield, Caboolture QLD



Only a 40 minute drive north of Brisbane and just off the Bruce Highway - take exit 152 and head towards Bribie Island. Take the first left, Aerodrome rd.



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.VIII
- 1918 Fokker D.VIII
- 1933 Flying Flea

2021 wings awards dinner



On Saturday 20th November 2021 we celebrated our students' and club members' achievements at the annual wings awards dinner. With Bryan Galvin officiating once again as MC, it was another great night with awards including Pilot of the Year to Ray Jonkers (left), CFI Award to Ji Zhang (top left), Academic and Practical Achievement Award to Jake Whinn (right), Excellence in Navigation to Sam Wu (left bottom corner), Woman Pilot of the Year to Bernadette Wallace (below right), Outstanding Effort Award to Ashley Grimshaw (left), Youngest Achiever Award to Alexander Beck (below left), Best Student Pilot for Navigation to Angus Nugara (below right) and Club Person of the Year to Phil Ware. There were also awards for First Solos, RPLs, PPLs, CPLs, Multi Engine Class Ratings and Instrument Ratings.



Attitudes

by Bob Tait

**WELL DON'T JUST DO SOMETHING,
SIT THERE!**



His heavy Dutch accent added a little colour to his otherwise nonchalant tone as he leant forward to speak into the Gosport tube in the front cockpit of the DH 82 Tiger Moth. In the rear cockpit I consciously lightened my grip on the metal joy stick as the Tiger's wheels skimmed centimetres above the grass. Those words never failed to bring a smile to my lips as I endured those seemingly endless few seconds during the float prior to touchdown on a pre-solo landing.

Then came the rumble of tyres on the grassy surface. "Now don't just do something, sit there!" Sure enough, the friction tugging back on the undercarriage and the inertia of the weight above would combine to pitch the nose forward just enough to shed any residual lift, allowing the aircraft to rumble on down the runway in the tail-high attitude of a "wheelie" landing. All I had to do was maintain that attitude until the decaying airspeed allowed the tail to settle onto the surface of its own accord.

I owe a lot to my old Dutch instructor, who has since been called to that greener field, not the least of which is the early realisation that flying is basically an easy thing to do. Aeroplanes want to fly - they are designed to fly - it is the pilot who makes it difficult!

Some landings I have seen are more like American Wrestling. The aeroplane is deprived of power, wrestled to the ground and held there until the lack of airspeed forces it to surrender to its jubilant pilot.

Unfortunately, this "confrontationist policy" is often extended across the whole range of piloting tasks including steep turns, steep gliding turns and the stall recovery. When it came to steep turns the flying Dutchman used to say: "Add some power if needed, roll on the bank, adopt the required attitude, then hold it still and let the aeroplane do the turning - that's right - don't just do something, sit there!" If you gain or lose height, try a different attitude next time.

An advertisement for 'Private Pilot Theory Lectures' by Bob Tait. The image shows a person from the side, wearing glasses and a black shirt, sitting at a desk. They are looking at a laptop screen which displays a video lecture of Bob Tait. On the desk, there are several papers, including one with a circular logo. The background is a solid blue color. The text 'Private Pilot Theory Lectures' is written in a large, bold, white font at the top. Below it, 'by Bob Tait' is written in a smaller white font. At the bottom, there is a white banner with the text 'Private Pilot Theory Lectures for the beginner with no previous experience!' and 'Full details at www.bobtait.com.au' in a bold black font.

Private Pilot Theory Lectures
by Bob Tait

Private Pilot Theory Lectures for the beginner with no previous experience!
Full details at www.bobtait.com.au

TAKING THE SIMPLE AND MAKING IT COMPLICATED

It's not only aviation that suffers from this conspiracy, but it does seem to have been with us for a very long time. Take the art of Dead Reckoning navigation [DR]. The name was originally Ded Reckoning navigation, where the "Ded" was an abbreviation for "deduced". The principle was as simple as could be. If you hold a constant heading in a constant wind at a constant speed, the path you fly across the ground will be a straight line. Since the distance you cover at a constant speed depends only on the time that has elapsed, you can deduce your present position at any time by measuring an appropriate distance down the resulting path.

As time went by the media, and some of the aviators, corrupted the name "Ded Reckoning" to "Dead Reckoning". This added a little more drama and an appropriate air of mystery - the first step in converting the simple to the complicated.

Within a generation or two,

the theory examiners had made DR navigation so complicated that endless hours of study and instruction convinced some students that it was beyond them. Some carried this defeatist attitude into the cockpit where they resorted to wandering all over the map in an attempt to "read" their way to the destination. All they had to do was hold a constant heading and let the aeroplane fly itself along the resulting straight line path.

That's right, "Don't just do something, sit there!"



Stampeding dinosaurs and a flying goat

by Harpur Michell

Back in April 2021, my wife Anne and I joined Philip Arthur and his wife Sigi on a little tour of West Queensland taking in Charleville, Longreach, Noonbah Station, Lark Quarry, Winton, and Shandonvale Station near Barcaldine. Visiting the site of the dinosaur stampede and museum had been on my to do list for a long time, so this was a wonderful opportunity to strike those off, and we immediately and unconditionally accepted before Philip could offer the seats to anyone else. I wrote about our days at Noonbah and Shandonvale back in the Winter 2021 issue of AirChat so won't bore you (except where necessary) with a repeat of those three great days.

We boarded Cirrus VH-MSF at Redcliffe on a cloudless morning and headed to Charleville via a refuelling stop at Roma.

Landing at Charleville, we parked outside the [South West Air Service](#) office and Flight Deck Café, who have a courtesy car for visiting pilots (great service). Philip had arranged to borrow the Barina, so we packed ourselves in and drove to the iconic [Hotel Corones](#) for a pizza lunch and cleansing ale, followed by a guided tour of the establishment. Rachel, our guide, was a fountain of knowledge on the hotel and all things Charleville. Harry Corones was a Greek migrant who arrived in Sydney in the early 1900's with a resolution to own his own business rather than work for others. He arrived in Charleville in 1909 and set up as a 'fruiterer'. His entrepreneurial approach quickly got him in contact with a brewing company who engaged him as the licensee of the Hotel Charleville.

Corones eventually ran another couple of hotels, including one with a 'ride in bar' for thirsty cattle wranglers who could ride up, be served and drink while still saddled.



On final at Charleville

The present hotel, with its huge three sided bar, was built on the site of the 'ride in bar' in 1929 and was designed to be "an example of hotel architecture and comfort scarce equalled in the southern hemisphere". Corones Hall had a floor unexcelled outside Brisbane, seated 320 and was in demand for exclusive balls, parties, and banquets. The photos on the pub walls show the fabulous sheep shearers' balls, wealth and society that the area had at its height. Harry Corones' advertisements and stationery proclaimed vice-regal patronage; and in addition to wealthy local graziers, celebrities such as Amy Johnson, Gracie Fields, and the Duke and Duchess of Gloucester (the uncle and aunt of Queen Elizabeth) were guests at the hotel.

The three sided bar





Hotel Corones

During World War II when American servicemen occupied the local aerodrome and hospital, the Corones Hotel did a roaring trade with dances held every night. Harry Corones was one of Qantas' first shareholders and awarded an MBE for his services to regional Queensland.

When Amy Johnson, the pioneer aviatrix stayed overnight Harry Corones supplied enough bottles of French champagne to fill the bathtub she bathed in to celebrate achieving her goal of flying from Britain to Australia. Rachel assured us that after Amy finished her bath Harry arranged for the champagne to be poured back into the original bottles, had them recorked, and sold every last one as 'the champagne that Amy bathed in'. What an entrepreneur! There were lots more stories on the tour, and I recommend it highly.

That evening we went to the [Charleville Cosmos Centre observatory](#) with the aim of viewing the stars, however the badly timed passage of a cold front meant the sky was obscured by cloud, so we returned to the [Rocks Motel](#) for a nightcap.

Charleville tourism has a good website offering tours (www.experiencecharleville.com.au). One of the tours on offer is of the WWII Secret Airbase on the outskirts of Charleville. During our tour of the Corones Hotel, Rachel had told us about a top secret visit by then Prime Minister Sir Robert Menzies to Charleville in 1940 and so the next morning we went on the Secret Airbase tour to find out some details. We



discovered he'd been checking the place out so that the US military could set up a secret base there. By 1942 there were 3500 US military personnel in town and the whole area including the town was officially "off limits" to unauthorized people. Military police checked everyone going in and out. It was a fall-back location to defend the populated areas of Australia if the Japanese were to capture the north coast. The

local council has started tag along tours (you need a car to follow the guide) that cover a few key locations close to the airport. Our guide Luke had plenty of stories to tell about the war years and their continuing discoveries about them.

Not secret anymore



After the tour we dropped off the mighty Barina at the South West Air Services Flight Deck Cafe where we met Pete the owner. They really do a great service at that place.



Taking off, we headed north west to Longreach, taking around one hour. Philip touched down half way along the 2km long runway so we didn't have to taxi for ages to reach the apron. After refuelling, we parked next to the Qantas Museum and headed to [Saltbush Retreat](#) where we'd stay the night. Later we were picked up and taken for a [sunset cruise](#) on the Thompson River (surprisingly wide and not unlike the Murray around Mildura). We saw some of the local wildlife including black kites and Emmett Turtles who feasted on Salada biscuits supplied by the boat's captain.



[Smithy's Outback Dinner and Show](#) was at a great setting on the banks of river with entertainment from local singer Corinne who, after a couple of country and western numbers, noticed that her audience weren't really into C&W and diversified into more interesting songs, some of which she'd written herself.

The next morning we had the unenviable task of deciding what to do in Longreach - there's just so much! First it was off to the [Stockman's Hall of Fame](#) - well the Qantas café didn't open until 9am, and we needed a quick breakfast. Hunger



appeased, Philip and I headed for the [QANTAS Founders Museum](#) for the airpark tour and spent almost 2 hours being shown through the B747-200 City of Bunbury, a Lockheed Super Constellation and the B707 City of Canberra as well as a quick look into a DH DC3. Meeting up with Sigi and Anne at the QANTAS McGuinness Cafe for coffee we were soon segueing into the Wing Walk Tour that took us in

more detail into the depths of the 747, including a look at the outside of the "pressure tank", that keeps the interior of the aircraft at atmospheric pressure equivalent to that at 8000ft, and the electronics bay and cargo hold, accessed via a hatch located under a square of carpet in the forward business class section. This access was only used in extreme cases as it strangely enough tended to cause concern for some of the passengers when they saw the flight engineer removing a square of carpet and descending through the floor of the cabin into the bowels of the aeroplane.



Next it was onto the flight deck where we were able to take up our positions as captain and first officer for 5 minutes while we worked out what a lot of the instrumentation was for.

Finally, we went out on the wing (with a lanyard) and Grant our guide showed us how to jump up and down in unison and make the tip of the wing flex! After that little adventure we headed for the museum and spent a couple of hours reading about how QANTAS was formed and grew to what it is today.

After a trip back to the Saltbush Retreat we took a shuttle into town for dinner and were back out at the QANTAS Museum for the 'Luminescent Longreach' show - audio visual projections onto the exterior of the aircraft in the park. An enlightening end to a QANTAS day.

On the fourth day we flew downstream along the Thompson River to the real outback - Noonbah Station - about 80 miles south west of Longreach. For a full report of this visit check the Winter 2021 edition of Airchat (a tale of two stations).



Lark Quarry airstrip

Next day we had an early start leaving Noonbah at 7.30am for a short 30 minute flight to [Lark Quarry](#), home of the dinosaur stampede. We buzzed the museum (their signal to collect us from the airstrip) and then did a 500ft overfly to check out the strip. Soon after securing the plane Peter arrived in the 4WD to take us for a five minute drive to the museum, where we endured some absolutely appalling machine made coffee while waiting for our guide.

Bec gave us a very interesting summary of how the dinosaur tracks were discovered in the 1960's by the local cattle station manager. It was only when scientists visited the area in 1971 that the story of the trackways began to unfold. Although the scientists were looking for Cretaceous mammals, a local enthusiast showed



them the dinosaur footprints as a matter of interest and they recognized it was a significant archeological discovery. The remains have been gradually uncovered and interpreted over the 60 years to date. The stampede occurred when around 150 small agile dinosaurs were stalked and charged by a large Theropod - a carnivorous dinosaur similar to a Tyrannosaurus. The small dinosaurs were chicken sized Coelurosaurs that could run fast, and were probably the direct ancestors of modern day birds. Some were covered with bristle like filaments or true feathers.

The site where the dinosaur footprints were found was once a river bed leading into a lake. The water level had dropped, exposing mudflats. When the dinosaurs stampeded, they left perfect footprints in the half-dried and still plastic mud. Sun, wind, and rain would normally destroy tracks like this but just a few days after the footprints were made, it began to rain and the lake rose gently, covering the tracks with sandy sediments before the mud had dried enough to crack. The next flood buried them below a meter of sand and a meter of mud. Over time, more sediment was laid down and as millions of years passed, the sediment layers were compressed to form rock and a low range eventually formed. There are over 3,000 fossilised footprints in the conservation park. The footprints are proof that uniquely Australian dinosaurs lived here in a temperate climate 95 million years ago.





After another 25 minute flight we landed in Winton and were picked up by George from the [North Gregory Hotel](#). The original North Gregory Hotel was built in 1879 and named 'Gregory North', the name of the district of Winton at the time. Waltzing Matilda was first played in public at the hotel on April 6, 1895. Shortly after, in 1899 the hotel burned down, was rebuilt and then burned down again in 1916. In 1946, after the hotel burned down for the third time, the town was left with an unsightly gap in the main street. The council of the era realised the need for the hotel to be rebuilt and so, by the placement of an extra levy on rates and by a special act of parliament, the fourth North Gregory Hotel was raised from the ashes.

George (female) was an English backpacker who had arrived in Winton about two months earlier with her boyfriend Mike and both had adapted remarkably from living in sarf London (Streatham) - taken like ducks to water except there was no water. They did a variety of jobs around the hotel including manning the bar and organising pickups and tours. The North Gregory Hotel is an 'Only in Queensland' mix of mid-century modern and Art Deco grace. In 1920 secret meetings took place at the hotel, as Winton locals formed a small airline called the Queensland and Northern Territory Air Service. In the 1955 rebuild (they eventually realised brick buildings weren't so fire prone) one of Australia's finest artists Daphne Mayo, created such memorable glass doors to commemorate Waltzing Matilda, Qantas and European pioneers that they named the dining

room after her. By 2021 the hotel had faded from its former glory, and our rooms were somewhat less than salubrious, even a bit shabby, but just prior to our visit it had been bought by David Elliott, the grazier who founded 'The Australian Age of Dinosaurs' museum and he was promising some serious refurbishment in the near future.

Our afternoon was spent in the [Waltzing Matilda Centre](#), reading about the history of Winton and Banjo Patterson's poem. On a walk around town we came across Arno's wall, which adjoins the hotel land. The wall is some 70 metres long and has an eclectic collection of junk extending from microwaves to motorbikes buried in it. It was built by Arno Grotjahn originally from Germany, and contains 'all the history of Winton'. Dinner was at the other great old hotel in town, The Tattersalls, across the road, watching as a blood red sun sank in the west. We were at one with the Flintstones, chowing down on juicy steaks.



Next day (our sixth), George drove us out to the [Australian Age of Dinosaurs Museum of Natural History](#) that is located on a rugged mesa and wilderness area 24km south-west of Winton known as a "Jump-Up". In 1999 while mustering sheep on his property Belmont near Winton, David Elliott discovered the fossilised bone of what was, at the time, Australia's largest dinosaur. This bone was later identified as part of a giant femur from a Cretaceous sauropod that roamed the Winton area 95 million years ago. On our arrival at the museum we were welcomed by a very friendly dinosaur that appeared to be rushing out to greet us, and gave Philip a big kiss hello.



Following the discovery of more fossils during digs held in conjunction with the Queensland Museum, David and his wife Judy called a public meeting in Winton in 2002 with a view to establishing a dinosaur museum nearby. Support was so strong that the Australian Age of Dinosaurs was incorporated as a not for profit organization and began developing a dinosaur museum so that the discoveries could be preserved for perpetuity and be available for the public to view. The museum is a great development and cornerstone of Australia's Dinosaur trail which the Queensland government is supporting to grow people's awareness of the outback.



First up on our tour was a visit to the lab where dedicated volunteers expose the prehistoric remains from the surrounding rock.

Second was the museum where we attended a presentation on the many skeletal remains discovered near Winton. In March 2005 a new dinosaur site was discovered on Belmont and a subsequent dig in September that year uncovered the remains of one of Australia's most complete Sauropod skeletons. That sauropod, *Diamantinasaurus Matildae*, is nicknamed "Matilda". They also have the only known specimens of Australia's largest and most complete carnivorous dinosaur - *Australovenator Wintonensis*, nicknamed "Banjo".



Next was a visit to the Dinosaur Canyon walking trail where there's a replica showing how dinosaur bones often look when found (after removing over burden), and life-size replicas of the dinosaurs appearing in natural surroundings and a recreation of a stampede.

We missed out on a large new centre called the March of the Titanosaurs exhibition that opened a month after our visit, as well as the observatory. Age of Dinosaurs is world class and should attract many more visitors to the area. (And I think David Elliot should be congratulated for figuring out how to get government grants!).



Mid-afternoon George drove us back to town and just after 4pm Vicki from [Red Dirt Tours](#) picked us up and drove us out of town again. This time it was to the north on her Rangeland Rifts and Sunset tour. The tour took us onto a private working cattle station that is only accessible on her tour. It was to another 'jump up' to explore deep weathered crevasses (rifts) through the rocks, explain the geology, take in the views and enjoy some drinks and nibbles while watching the sunset from the jump up.

On day seven we went for a pre-breakfast walk in town and were pleasantly surprised to see a horse-drawn coach coming towards us on the main street. Then we breakfasted on the footpath outside the Musical Fence Café, watching the comings and goings at the North Gregory Hotel as they prepared for the arrival of



the QANTAS board for a board meeting and evening awards night for their Longreach staff.

George drove us back out to the airport and we prepared for departure. Philip had originally planned to fly first to Muttaborra, a tiny settlement at the source of the Thompson River (and site of the discovery of the Muttaborrasaurus fossils) but discovered that the pub didn't open for lunch so changed plans to fly to Barcaldine for lunch instead. As it turned out, this was a fortunate decision as there were dark clouds gathering to the east and the radar indicated heavy showers over Muttaborra. We took off and flew over the Age of Dinosaurs Museum on the jump up and then followed the Landsborough Highway towards Longreach, skirting down the western edge of the weather at 5500ft. Twenty miles from Longreach we turned and headed direct to Barcy, as the locals call it. There was low cloud in that direction so we descended early and were soon following the highway at 2000ft. The brown paddocks gradually changed to green and by the time we landed we were surrounded by a sea of green paddocks.

Barcaldine



Philip had called ahead to arrange fuel from the Barcy refuellers and Brian, the manager, had arranged for his offsider Noel to meet us on arrival. After topping up the fuel he kindly drove us into town (there's no taxi in Barcy) and gave us a bit of a whirlwind tour of the main sites before dropping us at the (dead) [Tree of Knowledge](#) memorial. As we disembarked, he gave us his mobile number so we could call him to arrange a lift back to the airport. That's outback service!



Tree of knowledge

After inspecting the Tree of Knowledge and a sandwich we headed for the [Australian Workers' Heritage Centre](#) where we spent an hour learning about the history of the Great Shearers Strike of 1891 and workers' rights in Queensland. The strike saw over 1,000 men down shears to march through Barcaldine demanding better conditions from graziers. The strike ended after four months with 13 leaders arrested and sentenced to hard labour on St Helena Island off the coast of Brisbane. The Shearers Strike was a key founding event of today's Labor Party.

After an hour or so Noel picked us up and we were soon back out at the airport and on our



way to Aramac, where we were picked up and taken to [Shandonvale Station](#). Our stay there was covered in the Winter 2021 edition of Airchat so won't be repeated here, other than to say that it was at Shandonvale where we were surprised on our departure by our host, Deon, who appeared from the house with a big grin and a very large polystyrene box for us - it was a significant portion of the goat that we had jointly - no pun intended - butchered the previous afternoon. After Philip determined we could manage the goat cargo size and weight we took off with our flying goat for Redcliffe via a lunch stop at Roma.

This was a fabulous trip with lots of reasons for return to most destinations, especially the March of the Titanosaurs extension to the Age of Dinosaurs, the [Muttaborra dinosaur museum](#), and Shandonvale Station.

Roma



The TAVAS WWI flying museum

South East Queensland's best kept secret

by Andrew Carter

Andrew Carter is the founder of The Australian Vintage Aviation Society (TAVAS). His father was an airline pilot and so Andrew was exposed to aviation from birth. He went solo as soon as he was old enough and has had an extensive aviation background in all facets of fixed wing aviation over the last 30 years, including flying with four different airlines. He is currently a B737 freighter Captain. He turned a dream into reality when he created the WWI Flying Museum at Caboolture airfield.

In January 2022 The Australian Vintage Aviation Society (TAVAS) celebrated its 10th anniversary. Many said we'd never make it this far. Even some members who read the early newsletters where we set out our plan for establishing a unique museum exhibiting WWI aircraft, said it just couldn't be done. Yet, 10 years later, here we are with a museum that has been operating successfully now for over three and a half years. Needless to say, we are justifiably proud of all that we have achieved.

So how did TAVAS get started?

With a very simple idea. I had taken many people flying in my Pietenpol Air Camper, and they all became fascinated by the wood and fabric construction and open cockpit flying. I wondered what could be done to educate and excite more people about the early years of aviation? The answer came to me in a trip to Omaka NZ in 2011, where I saw the world's largest collection of flying WWI type aircraft. Why wasn't anyone in Australia doing this? With the centenary of WWI only a few years away, I thought we needed to set up something like that in Australia.

Simply put, very few people know that Australians flew during WWI. Even fewer know that we had our own flying corps and that we were the only member of the British Commonwealth to do so. Even fewer know what an Ace is, yet alone that Australia had any from that time. So, the answer seemed simple – we needed to put together a collection of airworthy WWI aircraft that would highlight Australia's significant involvement in that air war. In addition, the aircraft had to be able to fly, so people could see and appreciate the performance of the aircraft built at that time. How hard could it be? We would find out over six years, officially opening the museum to the public in mid 2018.



There have been so many highlights over the past 10 years, starting with just forming the organisation. TAVAS was officially launched as a legal entity on 12th January 2012 with myself, Nathalie Gochel and Peter Hexter as directors. An incorporated association was established, which allowed us to operate as a genuine recognised Not For Profit, charitable museum, meaning all donations to the organisation would be tax deductible. Interestingly the ATO initially turned us down, stating that it looked like a tax dodge for me and a couple of mates. Of course, nothing could be further from the truth but to overcome the issue we selected six more directors which satisfied the ATO. So we officially launched, with nine directors having backgrounds in teaching, aviation and the military. This broad range of experience to draw upon set us up well in those early years.

From the outset, we were always a volunteer run operation. No one at TAVAS gets paid; everyone has donated their time and energy to getting the show up and running and keeping it growing. That remains the same today and we have been incredibly lucky with the quality of the many volunteers who have joined us over the years.

Our first aircraft

When we started, the only aircraft I owned was the Pietenpol Air Camper – a truly great

wood and fabric open cockpit aircraft with a fascinating history, but many more would be needed before we would be a fully-fledged aviation museum.

The initial intention was to partner with other like-minded people and try to house their aircraft under the one roof. However, the tyranny of distance we endure in Australia made that impossible, with the only other flying WWI types at the time located in Victoria and WA. So, we were going to have to obtain our own.

Obviously obtaining our first aircraft was a significant highlight and a real milestone for the organisation. We knew from the onset that we needed something that was instantly recognisable as WWI (the majority of people think every biplane they see is a Tiger Moth) and it had to have a strong Australian connection. The answer was obvious – it had to be the Red Baron's all red Fokker Triplane. This was not at all a common aircraft. In fact, there was only one in all of Australia at the time, located at the Museum of Army Aviation at Oakey in South East Queensland – and it was not a good example, having an oversize fuselage and tail. Eventually we sourced one out of Florida and that made us newsworthy. We were on our way to achieving our goals.

Fokker Triplane



The very first flight I did in that triplane was another major highlight and milestone that established us an aviation museum. The mandate had been set and now met. Our display aircraft would fly - it would not be just an aviation museum but an actual 'Flying Museum'. The first flight was a truly poignant moment for me. I had been fascinated by this aircraft and its pilot for as long as I could remember. The very first plastic model I ever built was a $\frac{1}{72}$ scale one that I purchased as a very young child. Now I was flying a full-scale replica of that exact aircraft - albeit with a modern engine, disc brakes and a tail wheel.

When trying to do something as audacious as setting up a unique vintage flying museum, it's not enough to just do it, you need to actively publicise it, and show people what's being achieved to get them excited and involved. Leroy Simpson contacted me wanting to do air pics with the Tripe. He flew down from Townsville and hired Bill Haynes to fly a Foxbat with the door off, to get the first airborne photos. It wasn't a great day as far as the weather was concerned but it meant we had pictures we could send to magazines and grow the credibility of the organisation as a flying museum.

Housing the growing collection

When we began, we didn't actually have any location to house the aircraft. I was renting space in a hangar for the Pietenpol and had to rent another space in another hangar when the Tripe arrived. I had always assumed something suitable would turn up at the right time – and it did. When the people leasing Jack McDonald's hangar 106 moved out, Jack very kindly offered us the use of it to work on the aircraft and build the collection, which we enthusiastically accepted. Jack is a kindred spirit. He was among the very first to be genuinely interested in preserving flying aviation history in Australia. He was active in establishing the Australian Warbirds Association Ltd (AWAL) and has been a huge supporter of TAVAS and all we have done. We wouldn't have premises for the museum without his interest in keeping aviation history alive. Jack ultimately purchased a Bristol F2B Fighter, flown by No. 1

Squadron of the Australian Flying Corps in Palestine in 1917-18, from The Vintage Aviator (TVAl) in NZ and had it repainted in Australian No. 1 Squadron colours.

Following the arrival from Germany of three Fokkers at the museum, an E.III, a D.VII and a D.VIII, we held our first formal public event in Jack's hangar on 15th June 2013. It was called 'Meet the Fokkers' and was a great success. Achim Engels had started construction of the Fokkers in Germany and he agreed we could finish them off and use authentic engines in them.

First rotary engines

You simply can't be a WWI flying museum without a rotary engine. Given that they were invented in 1907 and that the rotary engines used in these early aircraft did not continue to be used after WWI, it was not going to be easy to obtain one, yet alone a working one, yet alone one I wanted to strap to an aircraft and risk my life flying. In late 2013 I received a call from the head of TVAl in NZ who said an original 1918 Gnome 160 had been offered to him from a friend in New York but as he didn't need any more engines, he wanted to know if I would be at all interested. I couldn't say yes fast enough. When the engine arrived, our engineer extraordinaire Dave Walsh pulled it apart, worked out what was wrong with it, sorted it out and fitted it to the Fokker D.VIII. We now had a real working WWI rotary engine fitted to a flying museum aircraft. TAVAS was growing at a great rate and developing real credibility as it did.

Jack with his magnificent Bristol fighter at Amberley





The E.III Eindecker running the CAMS rotary for the first time

A phone call from Graham Orphan of Classic Wings magazine (also the guy behind the Omaka airshows), put us onto Tony Wytenburg at Classic Aero Machining Services (CAMS), in Blenheim, NZ. Tony had an original 1916 Gnome and wanted to reverse engineer it and make brand new, 100 year old engines. If he could get five customers to stump up the money up front, due to economies of scale, he could make them at a very reasonable price. So a few of us agreed but when it came down to it only one other and I went ahead with the purchase. I'm sure the others are kicking themselves now, as they'll never be available again at that price.

I liked Tony right from the start. A no bullshit kind of guy who tells it like it is and delivers what he promises. He told me some overseas customers were hesitant because they wanted a guarantee. He said "I don't know what else to tell them - I guarantee that I will make you a brand new, 100 year old engine that will look, smell and work just like the original". That was good enough for me and with not much more than a verbal handshake, the deal was done and we became CAMS' first ever customer. The engine itself is absolutely magnificent; it is actual engineering art. It performs flawlessly and

spares (if ever needed) will be no issue. The support we have received from Tony at every stage has been fantastic. My only regret about the engine is we didn't put an order in for two at the time. It is the perfect engine for almost anything in our fleet, the Sopwith Camel, Fokker Triplane or even the D.VIII.

Flying the Fokker E.III Eindecker

It was incredibly significant to house the Fokker E.III Eindecker, the worlds' first true fighter aircraft, in our collection. It was

something I had very much wanted to fly. I hadn't had any experience with wing warping aircraft or ones powered by rotary engines. I had hoped to get the D.VIII ready to fly first and be able to experience a rotary on a conventionally controlled aircraft, but that wasn't to be. Initially I faced the prospect with some trepidation, especially as there were only two other people alive in the world who had flown an accurate reproduction such as this and they weren't providing me with any information. It was Jack McDonald who said "It looks right, so it will fly right, so just get in and fly the bloody thing!" which I did and it was magnificent. It literally felt like going solo for the first time, all over again.

David Claes' fantastic photo of the E.III airborne for the first time



Women of Aviation weeks

Women of Aviation was an incredible world-wide initiative that was introduced to Australia by Tammy Augustin, a friend of Nathalie's. Tam ran it in Bathurst, while Nathalie ran one at Caboolture. The media generated from that event was what really launched it in Australia and it grew from there to be a large event now held at many airfields right across the country. There was a hell of a lot of organisation required by Nathalie for those days to be the great success they were. The days themselves were very long and tiring but incredibly worthwhile. Initially it started with just me flying the women in the Pietenpol Air Camper but grew to have multiple guest speakers and many aircraft & pilots from Caboolture airfield help out, all under Nathalie's direction. Working with the Australian Women Pilots' Association, RAAF and other similar organisations, we were able to expose a great number of women to the joys of flight. We have introduced girls from age 6 through to 90 to small aircraft flight and given many of them their first experience in open cockpit aircraft. Some not only conquered their fear of flight by going up in the Piet, but they actually loved the experience! Others have gone on to take flying lessons.

Flying the D.VIII

Having flown the first fighter of WWI, I was excited to be able to also fly the last German fighter of that same war. Even more so as it was fitted with the first rotary engine we purchased, which by then was almost 100 years old. It was a real team effort to get it started and airborne, but worth it. The Fokker D.VIII is one of the nicest flying aircraft I have ever encountered and must have been a truly impressive aircraft in its day. Its biggest limitation is the visibility afforded the pilot by the wing in a turning fight. With its Parasol wing, in order to gain enough lead you'd actually have to look over the top of the wing



Large and diverse groups attended Women of Aviation weeks

at your opponent until you brought him in close to the correct firing position and then look underneath the wing and through the gun sight.

Flying with RAAF No. 1 squadron

One really incredible moment that perfectly captured exactly what TAVAS was established for was the opportunity to fly Australia's 1 Squadron's very first fighter attack aircraft alongside their latest. The event was held to commemorate 100 years since No. 1 Squadron first conducted offensive flying operations in June 1916. To actually have the RAAF high command sign off on this was an accomplishment in itself. To do the photo shoot was an incredible opportunity. We got to work with some amazing people at 1 Squadron and they could not have been more accommodating. David White took a great photo from the front seat of my Peitenpol Air Camper whilst I flew alongside Jack in his Bristol with the CO and XO of 1 Squadron cruising by in the Super Hornets.

The Fokker D.VIII airborne for the first time



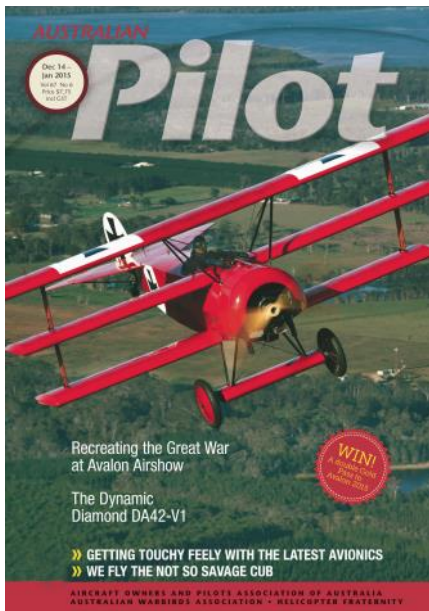


RAAF Super Hornets cruise past Jack in his Bristol

Magazine articles and covers

TAVAS has been covered extensively in many articles in magazines published in Australia, Britain, the US, New Zealand & even France. We've also made the cover of eight magazines. The first full article and magazine cover was thanks to the late Mark Smith. He covered us in the lead up to our attendance at the 2015 Avalon airshow. A truly great article and front cover by a good friend we sorely miss.

Mark Smith's cover photo for Pilot magazine



Australian aircraft battle the Triplane at the 2017 airshow



Our first airshows and the museum opening

The first TAVAS airshow, held on the ANZAC Day weekend in 2016, was probably the most significant moment in TAVAS history to that time. We were finally displaying our collection to the general public at our airfield and exhibiting aviation through the ages. At our 2017 show, watching Jack's F2B Bristol performing at the same event as our 'Spitfire of The Great War', the Royal Aircraft Factory SE5a, was the first time I truly felt we had made it. We were demonstrating Australian WWI aircraft to the public alongside other WWI aircraft. The museum had truly come of age and was achieving what we had set out to do.

Likewise, the 2018 event was the culmination of so much work. It tied in with the (unofficial) opening of the museum. We had multiple WWI types flying at the event and showcased aircraft right through to the modern-day RAAF, starting with a flyby of the Bristol F2B and Super Hornet together, followed by an incredible handling display by the fighter jet. Later that day a C-17 performed a 300 knot pass at 300 feet before doing a low and slow dirty pass. It felt like all the work of the past six years had been worth it and we had fully reached our initial goals.

In early 2018 we cleared all the aircraft out of the hangar, installed a feature wall, painted the floors and the toilet area and made provision along the walls for information boards, thus converting the hangar into a museum. We finally celebrated the official opening of the flying museum on 2nd June 2018. We had a collection representing aircraft types from 1901 to 1931, including a collection of flying WWI type aircraft. We were able to house it in Jack's hangar which we had spruced up, changing it from just another hangar full of aeroplanes, into a clean, well laid out museum with a chronological time line. We had stories detailing the development of aviation around the side walls, including Australia's early involvement in aviation as well as a wall dedicated to all the Australian fighter aces of WWI. It is a feature wall that divides the workshop from the museum, allowing us to continue to work on projects as required.

Volunteers

The real highlight of TAVAS has been the many amazing people we have met along the way. None more so than our own volunteers. We are a volunteer organisation and TAVAS couldn't exist without them. Many have helped over the last 10 years, in a variety of ways, and I am grateful to all of them. None more so than those volunteers who keep the TAVAS flying museum open to the public four days a week. Without them, there would be no museum.

Where to from here?

I have been going to Caboolture airfield since 1993 and have always been impressed by the facilities and its location and always thought it would be the ideal spot to store such a collection. Unfortunately, there has been to date absolutely no understanding of the value of this museum or its importance to the area from the local council and so we haven't received any support from them or their tourism promotional arm. Combine all that with the significant effect Covid has had on visitor numbers over the last two years and it becomes obvious that we are not where we would like to be. We did exceptionally well during our first year, just above what we had predicted but since Covid we just haven't been able to reach similar numbers again. Despite all the extensive marketing we have done, online and off line, all of the media attention we have had through TV, magazines, newspaper, radio as well as being actively promoted by Brisbane Tourism, we still remain one of South East Queensland's best kept secrets.



I appreciate that we are a niche within a niche, but even so nearly all those coming through are blown away by the concept and what they learn. Yet the majority of them still only find us through a search on Google as to 'what to do in the area'. We want to see these aircraft and this fascinating period of aviation history exposed to a much wider audience. We continue to look at all options for improving the long-term viability and visibility of the TAVAS flying museum. I encourage all local aviation lovers to visit the museum and be amazed by our collection and learn about our aviation history. Or better yet, sign up and become a TAVAS member and volunteer and support our ongoing efforts to educate the general community about the amazing history of the early years of aviation and Australia's involvement in it.

And it's not just a static museum. If you want to experience these amazing aircraft in flight we arrange joy flights in open cockpit aircraft in partnership with Brisbane Biplanes. You can even enjoy an adrenaline-fuelled adventure



flight and unique opportunity in a mock WWI dog fight against the Red Baron in his Fokker Triplane! Finally, thanks to a special partnership with Air Combat Centre, we now have two of their highly advanced F/A-18 Super Hornet simulators at the TAVAS Museum. You can rip into the sky virtually in the RAAF's mighty F/A-18F Super Hornet. Better yet, sign up with a friend and link our two simulators for formation flying and a high-speed head-to-head showdown!

Learn more at: www.tavas.com.au

The Red Baron rolls in on two Australian aircraft at our 2017 airshow



A trip to the tip

by Pat Pollack

In the middle of 2021 the Arthurs invited my husband John and me to join them for a flight to the very top of the Australian mainland and beyond. With the plane duly fuelled and checked we took off from the grassy Atherton strip heading north. Through breaks in the clouds we glimpsed the patchwork of fields below. However, as we climbed along the ranges the cloud thickened so there were no sightings of the east coast fringe.



Instead we followed the Cooktown road then headed north to Weipa. The rough, spasmodically sealed Cape Development Road twisted and turned below as we cut straight through; over Laura, Coen, Archer River and Emu Plains. Phil pointed out the station airstrips as we travelled; whether to reassure or to remind us that our tiny craft was fallible



in this wide open country, I'm not sure. But at 12 noon we landed safely only minutes ahead of the Flying Doctor and a QantasLink aircraft. Weipa airport is a hot, busy place.

Refuelled at Weipa we bumped back up through the clouds to 6000 feet, marvelling at the expanse of bauxite mines.



Travelling parallel to the west coast of the Cape the undulating, shrub-spotted terrain seemed vast and largely empty. The tip of Oz was largely obscured by cloud but Horn Island sat clear and welcoming in the azure waters of Torres Strait.

Prince of Wales Island



After landing and refuelling, a small bus from the [Wongai Beach Hotel](#) was waiting to carry us the several kilometres to our accommodation. A short walk to the supermarket gave us a chance to see most of the small village before we headed for drinks and a hearty steak or seafood basket in the hotel restaurant.

Off to an early start, we joined a posse of school children and workers boarding a ferry that carried us the short distance to Thursday Island. There we found the Makai Café selling excellent coffee and croissants that were happily consumed at a sea-side table (after the table had been well cleaned of seabird leavings). Back at the pier we met Dirk Lafoi from [Torres Strait Ecoadventures](#) and boarded his van for a very informative tour of the island, including a visit to the museum in the underground bunkers of the [Green Hill Fort](#); originally built in the 1800s to repel a possible Russian invasion. Dirk included an interesting drive through the cemetery, culminating in pauses at his grandmother's elaborate monument, celebrating her life of leadership service on the island, and that of Bernard Nomak, the designer of the Torres Strait flag. Finally he added a generous run up a very steep rise as we expressed an interest in visiting the shop of a local fabric printer. Rosie's screen prints are colourful and creative and tempted Sigi and me to purchase.

A much easier downhill walk and stroll along the main street took us to lunch at the "Top Pub", followed by a visit to one of the tourist essentials - the [Gab Titui Cultural Centre](#). The current exhibition celebrated 150 years of European Christian missionary influence. A quick visit to the local Border Force office



proved a disappointment for Sigi who discovered she would be unable to transport her carefully husbanded carrots (good for snacking on the plane) back to the mainland, due to quarantine regulations. It'd be vegetables for morning tea! A reviving drink at the [Grand Hotel](#) was therefore required before meeting the ferry to return to Horn Island. Surprisingly the ferry we watched arrive was terminating but we were rescued by a water taxi service and were back at our hotel in good time for a swim for Sigi and dinner for us all.

Day three saw us settle for toast and juice before heading for some real coffee in downtown Horn Island. Alas the machine was broken! Fortunately flavoured milk and cake in our room relieved the hunger pangs enough and we walked on to the [Torres Strait Heritage Museum](#); an interesting and comprehensive display of memorabilia, photographs and printed information of life on the islands, particularly during WWII. The only visitors, we were left to explore and learn at our own pace.

After collecting our gear we were driven back to the airport, where we once again lifted into the air, bumping slightly underneath the scattered cloud at lower altitude. We were treated to a visual feast of the opal colours of the sea and the islands that crowd together around the point of Cape York. Thursday Island in particular was an emerald stud in the blue waters. Back over the 'tip' we enjoyed better visibility and photography. Our perfect pilot landed at the Northern Peninsula Airport so gently a horse grazing at the very start of the strip didn't even glance up at the wheels whizzing overhead.





Hammond, Thursday and Horn Islands

Amazingly we encountered a deserted airport terminal building but, again, our hotel transport was waiting and Robert the fisherman explained the lack of activity was due to it being a show holiday as he drove us into Bamaga. The Bamaga show had been cancelled due to Covid but the holiday had remained. The [Cape York Peninsula Lodge](#) proved not quite luxurious but comfortable and clean. Each room sported a pod coffee machine so we were more than happy. Phil and Sigi decided to stretch their legs but were met by a posse of very large dogs that jumped their fence. Fortunately they proved friendly; very friendly in fact, and followed them back to the resort and joined us for pre-dinner drinks on the verandah. They were not invited into the restaurant where we enjoyed a delicious barramundi meal but made themselves comfortable around the building and remained all night.

The tip of Cape York



After breakfast the following morning a dusty, bumpy drive took us to Seisia, a fishing village on the west coast. We watched with interest as an open 'tinny' pulled into the boat ramp, its skipper diving into the water for a quick cooling splash. It turned out he was Andreas, who would transport us to our next stop - [Roko Island](#). An unglamorous boarding and a bumpy twenty minutes or so to the north took us to the home-made jetty bobbing precariously above crocodile infested waters. Originally the site of a pearl farm operation, Roko Island's current owner abandoned that enterprise in favour of tourism. Greeted by Nigel (caretaker) and Dallas (chef) we were shown the rustic beach bar and dining area, the brand new classy stone facility block and, finally, our rooms; screened canvas tents thankfully perched on solid platforms and furnished with several comfortable mattresses and a glorious view out to sea. Glamping almost describes it.

Roko Island jetty



Back on board our dinghy after lunch skipper Andreas took us around to the northern-most point of mainland Australia. Having driven there a few years ago John and I were grateful for only a short walk to the tip from where Andreas unloaded us. From the bus and car park regular tourists are left with a long climb over a rocky hill. However, the demonstration by Andreas of the “stingray shuffle” through the water between boat and beach was a little disconcerting. The obligatory photos were taken with the appropriate sign followed by a few minutes of contemplation before we headed back and shuffled out to the boat. The ride up had been a little bumpy but the return was fast with almost every wave spraying over us. Despite the loan of a waterproof jacket, just keeping my camera and phone dry became the only imperative. On the way, we stopped off at Possession Island, to the west of Roko, where Captain Cook took ownership of his “Terra Nullius” discoveries for his King in 1770. Andreas dropped anchor some one hundred metres from the beach and we shuffle-waded ashore, trying hard not to think of crocodiles, let alone stingrays. While it was a relief to be briefly out of the waves it meant the same anxious shuffle back. The return to Roko was enhanced by the acquisition of some fresh rock lobster for our dinner. Back on the island a very welcome shower was followed by a short walk; the island isn’t very big, as you can see below.

Dallas, the chef, proved as skilled as he had loudly promised. His meals were impressive; especially the entrée platter. Sashimi, prawns scallops etc. surrounded the split and filled catch of the day. This was followed by grilled Queenfish presented as beautifully as in a five star restaurant. This meal in the basic tropical surrounds felt totally surreal.

Roko Island



After dinner, ostensibly as an aid to digestion (or not) Amy, Andreas' partner, took us for a torchlit, eerie walk through some nearby mangroves. The path consisted of narrow timber planks balanced delicately across rocks just above the water level. The fact that the dogs had recently been barking at a crocodile near the jetty meant we stepped cautiously and were more than happy to turn around.

After another short walk the following morning we waited at the dining area for the next meal. Dallas had announced the previous evening that breakfast would be at 7:30 am. True to his word all the meals arrived at that time; whether the guests were ready or not. Amy was dispatched to wake two young couples who finally arrived to a very cold breakfast. Replete, we packed our bags for the return journey to Seisia. This time Andreas travelled more slowly, respecting our wishes to remain relatively dry. He dropped us off as another of the local dogs wandered by, leaving his calling card on John's bag.

Another bus trip back to the Northern Peninsula airport and we were soon ready to fly on. Again the clouds were spoiling the view and Phil's plan to follow the east coast was abandoned as we climbed to 9,000 feet so we could be above them for a smoother flight and headed straight down the middle of the peninsula.



We bumped down through the clouds again to land at Cooktown. The ubiquitous flying doctor plane arrived behind us again. The RFDS is such a vital organisation for Australians living in the remote regions of our vast, empty country.

Another mini-bus transport was waiting. Phil's organisation proved faultless yet again. The [River of Gold Motel](#) sits high above the Cooktown main street and the comfortable room allowed for some much-needed rest before we walked to a Thai restaurant for dinner. Here we were joined by Roberta from



the Redcliffe Aero Club and her friend Suzanne. They proved to be very entertaining company and kindly offered to drive us back up to our motel.

A good night's sleep ensured we were ready to explore the delights of Cooktown the next day. Phil and Sigi braved an early steep climb up Grassy Hill then joined us for breakfast. Decent coffee was still needed so we walked to the [Driftwood Café](#) downtown before visiting the [Cooktown Museum](#) and the [Cooktown History Centre](#).



Cooktown Museum





A tasty fish and chips lunch overlooking the Endeavour River estuary was followed by a meander through town.

As the day drew to a close we boarded the [River Bend Tours](#) punt for a very informative cruise along the river and its estuarine creeks.



A generous antipasto platter and drinks complemented the photogenic sunset as we motored slowly around. We had hoped to spot crocodiles; however, the only wildlife on offer was a colony of flying foxes as they left for the nightly search for food.

Sadly the next morning began the last of our days. Back at the airport the plane awaited and, after Phil's usual careful preparation, we took off up into the clouds, heading south-west. The original intention of enjoying views of the Daintree Coast was thwarted once again by the clouds, and we headed inland instead. Through occasional tears in the cottonwool below we spotted some landmarks such as Lakeland Downs and the rough bare crags of the Great (or should I say Lesser) Dividing Range. As the height of the hills increased towards the Atherton Tableland so did the thickness of the cloud cover. After reviewing the weather forecast that morning, Phil had decided a return to Atherton may not be possible and had decided, at least initially, to fly into Mareeba instead. Situated about 30 minutes' drive from Atherton, and in a much dryer part of the high country, Mareeba is 900 feet lower in altitude than Atherton and is equipped with an instrument approach. Perfect for such a claggy situation. After descending through the clouds we popped out lined up with the runway. Atherton was somewhere off to the south in the murk. A text book landing and a lift by a helpful neighbour back to our home at Yungaburra and our wonderful odyssey was over. As we drove past the Atherton airstrip in the drizzling rain we felt glad that we'd landed at Mareeba.

Our photographic record is a lasting memory prompter of amazing sights and experiences and, above all, a thoroughly fun journey to the top of Australia and beyond.

RTO roundup

by Lauree Skene-Gordon

Exciting times are ahead in 2022 with our newly developed Aviation Double Diploma students 2021 cohort students continuing their studies and our 2022 cohort Aviation Double Diploma students joining them. Jacob Neumann, Joshua Duncan and Liam Colecutt are pictured below. These students are accessing the VET Student loans funding through the RTO (40971) for the Aviation Double Diploma course AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) and AVI50519 Diploma of Aviation (Instrument Rating).



We also welcomed AVI50519 Diploma of Aviation (Instrument Rating) 2022 candidates Nickolas Palmer and Dylan Laird (below) who are continuing their aviation journey at the Club.



Diploma dispatch

by Lauree Skene-Gordon

The Redcliffe Aero Club is a Registered Training Organisation (RTO No. 40971). Our staff pride ourselves on providing exceptional support for our diploma students throughout their aviation education journey, however challenging that may be, as we continue to navigate our way through the COVID-19 epidemic. All of our Flight Instructors, Trainers & Assessors and other staff assist students to not only to meet the Australian Qualification and Training Framework (AQF) standards and CASA industry standards but to exceed them, as we continue to navigate the COVID 19 restrictions.

The current students continue to experience challenges with their training, including government regulations that have produced a variety of restrictions including some related to their educational development, CASA directives, social distancing and other health related matters. In addition, during the first part of 2022 we have had limited opportunities to fly due to inclement weather, thunderstorms and related challenges.

We welcome Flight Instructors Taylah Simmonds and Andrew Wells to the Redcliffe Aero Club team and we look forward to them sharing their knowledge and skills with our students. We are also excited to welcome back Brendan Power to the Flight Instructor team on a part time basis, bringing his knowledge, skills and dedication to assist the next generation.

So far 2022 has seen two of our Aviation Double Diploma Students achieve their Private Pilot Licence, as they progress through their aviation journey.

Four of our new Aviation Double Diploma students in the 2022 cohort have achieved their first solo flight and two are continuing to progress through their CASA CPL Exams.

The students are looking forward to continuing to develop their knowledge, skills and experience as they commence their private pilot training, learning to fly our modern fleet of Cessna 172 aircraft. They will benefit from being a small cohort of students receiving expert guidance, support and advice, with each student having his or her own individual training plan.

Our President Mike Cahill had the privilege of speaking to Aviation High School students at their Clayfield campus recently, providing them with a vision of the opportunities that being a student at the Redcliffe Aero Club can provide and the knowledge, skills and facilities that our team has to offer.

Meanwhile, the RTO team have been kept busy, with all enrolment intake positions for the first half of 2022 already filled and only limited positions remaining for 2022.

Candidates interested in applying for any enrolment intakes in 2023 should complete an expression of interest form located on our website

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

Please return it to the RTO team and an invitation to one of our "Pre Enrolment Information Sessions" will be provided. Potential candidates will be asked to attend two days at the Redcliffe Aero Club for a "Pre Enrolment & Application Session" and "Pre Enrolment Language Literacy and Numeracy Assessment Sessions".

For further information don't hesitate to contact the RTO team at

info@redcliffeaeroclub.com

or call Mon - Fri (07) 3203 1777



Angel flight

by Mike Cahill

Angel Flight is a Community Service Flight (CSF) organisation that commenced operations in Australia in April 2003. It was the brainchild of successful business entrepreneur Bill Bristol AM. Angel Flight is a free air transportation service given to persons who have health problems who can't easily get access to the cities and major provincial towns for specialised treatments and medical appointments. These flights are non emergency flights and assist passengers to overcome the large distances between country and city.

There are several groups of volunteers associated with AF. Firstly the PIC and their Co Pilot, if they choose to have one. The pilot, a volunteer, is responsible to bring the patient to the treatment city where they are met by the volunteer Earth Angel. The Earth Angel is responsible for the delivery of the patient to the hospital and bringing them back to the airport for the flight home.

I have been fortunate to take part in some Angel Flights over the past few years. I initially flew as Co Pilot on the dead leg of the AF. The dead leg is when you are either outbound or inbound without any AF passengers on board. Only pilots endorsed by Angel Flight can act as PIC when the AF passenger is on board. The minimum requirements for a PIC to carry out an AF mission are shown on the opposite page.

Recently AF received some bad press due to two fatal accidents. As a result CASA and AF have streamlined the process of requirements for PIC's who wish to fly AF's. I guess at the end of the day all anyone wants is for the passengers to arrive at their final destination safe and sound.



From my point of view, and I think any pilot and crew who have carried out an Angel Flight would agree, I get an overwhelming feeling of achievement when I see the passenger delivered to the Earth Angel or back to the family at their home airport.

It's a huge weight off their shoulders knowing that someone has taken time out to bring them from the country to the city, saving them hours and hours of road travel which only adds to their anxiety.

So how does it work?

Once you have attained AF's minimum criteria to act as PIC on a mission you simply register your name when a mission becomes available. These are normally sent as an email to registered pilots. They also have a website where you can look up available missions.

VH-MSF at Tara for an Angel Flight pickup



AF then assess all pilot applicants per mission and they award the flight to a pilot. Some things that AF will take into account in awarding a mission will be the type of aircraft, because some passengers require club seating or high wing aircraft for ease of access, your flight experience, the passenger's requirements, and extra items to travel with the passenger like a wheel chair for example. Once you have been awarded the mission it's up to you as PIC to plan the flight with all data given to you about the mission, ie length of the flight, number of passengers and luggage and to co-ordinate pick up and drop off with the passenger and the Earth Angel. This is all required for you to plan fuel stops etc. and taking into account the weather enroute.

Requirements to act as PIC are shown in the checklist in the box below.

You can find more information in a CASA document relating to community service flights from 19th March 2019 via the following link:

<https://www.angelflight.org.au/application/files/8216/0988/5639/F2019L00134.pdf>

To help offset the pilots' operating costs Angel Flight Australia reimburses the cost of fuel used on flights, negotiates the waiver of landing fees at many supporting airports around the country, and arranges the credit of any air navigation charges thanks to the support of Airlservices Australia.

You can find out more at <https://www.angelflight.org.au/>

CHECK BEFORE YOU FLY A COMMUNITY SERVICE FLIGHT— PRIVATE PILOT LICENCE

Experience and recency



- ☒ 400 hours total aeronautical experience
- ☒ 250 hours Pilot in Command
- ☒ 25 hours on multi-engine aircraft (if flying multi-engine)
- ☒ 1 landing in the same aircraft class (or type)* in the past 30 days
- ☒ Class 1 or 2 medical (not Basic Class 2)

Flight rules



- IFR ☒ 20 hours on aircraft type
- VFR ☒ No night VFR
- ☒ 10 hours on aircraft type

Aircraft



- ☒ Registered aeroplane
- ☒ Not amateur built, limited category or experimental certificate
- ☒ Not more than 100 hours or 12 months since last periodic maintenance inspection

Passengers



- ☒ Not more than 5 passengers

Flight notification



- ☒ Submit to Airlservices
- ☒ 'CSF' noted in field 18 (remarks)
- ☒ 'CSF' noted in pilot's logbook

For more information go to:

casa.gov.au/csrf



Glory without power

by Philip Arthur

In October 2021 I took part in a 7 day “ab initio” gliding course at the [Darling Downs Soaring Club](#) (DDSC). They have a grass strip and clubhouse at Maccaffrey Field near Jondaryan, about 10km west of Oakey. The course was designed for beginners with no flying experience and aimed to allow participants to go solo within the 7 day program. I drove up to Jondaryan on a Tuesday afternoon and met our two instructors, Bob and Zac. Bob has been flying gliders for decades while Zac started flying in about 2015. All the gliding instructors are volunteers who aren’t paid for helping newbies to learn to fly. That’s the way it works in Australia it seems. Unlike with powered flight, the whole gliding fraternity operates on a volunteer basis. They introduced me to two other students; one was planning to join the Qantas Pilot Academy at Wellcamp Airport in January 2022, and the other was in the first year of a double degree of engineering and aviation at

Griffith Uni in Brisbane. Oscar had already had a few glider flights in the past while Monique had never flown one before. In fact the first time she’d ever flown on any aircraft at all was a few weeks before on a flight from Cairns to Brisbane!

Wednesday started with a couple of Powerpoint lectures covering ground handling, signals between pilots, ground crew and tug pilots, cleaning of gliders and other preflight preparation, and primary and secondary effects of controls. The fourth student turned up half way through the morning and joined in. Jonathan was an engineer who had worked in the petroleum industry around the world over many years and during the quiet time brought on by COVID decided to have a go at gliding. He had learned to fly a few years before and had done some taildragger and aerobatic training after completing his PPL.

We were allocated to two tandem gliders (student up front and instructor behind). Oscar and I were with Zac while Monique and Jonathan were with Bob. Each pair would take turns at flying and ground crewing. One glider was a DG1001 Club Neo and the other was a Schleicher ASK21B. The tug plane was a Piper Pawnee. According to Wikipedia:

"The PA-25 Pawnee is an agricultural aircraft produced by Piper Aircraft between 1959 and 1981. It remains a widely used aircraft in agricultural spraying and is also used as a tow plane, or tug, for launching gliders or for towing banners."

The DDSC has two of them. They are "tail draggers" as opposed to the tricycle undercarriage aircraft that I'm used to flying. They are notoriously more difficult to control when taxiing and during take-off and landing, as their centre of gravity is behind the main wheels and so have a tendency to want to spin around the CofG if not controlled carefully. Both aircraft were previously used for crop spraying or "dusting" with fertiliser so have a massive nose in which the products were stored.

The glider is connected to the tug by a 60 metre long rope. The job of the ground crew was to hook up the glider when the pilot had completed their checks and then signal the tug pilot while holding the wing of the glider. A low swinging arm indicated to the tug pilot that there was slack in the rope to take up so he would slowly move forward and once the rope was taut the arm went overhead, signalling to the tug pilot that he could accelerate to full speed. The ground crew person then ran alongside the glider, holding the wing off the ground until there was enough airflow over the wing to keep it horizontal.

We each did four flights in the afternoon. We'd tend to do a couple of consecutive take-offs and landings and then hand over to the other student. This seemed a good way to build up experience without becoming too overloaded with information. Each flight would typically last 15-30 minutes depending on whether Zac found any significant thermals to climb in. And that's what gliding is all about - finding thermals and using them to gain height



Familiarising myself with the Pawnee

so you can continue to fly. Zac demonstrated take-offs and how to correctly position the glider behind the tug in the climb out. On take off, after lift off, we were positioned about level with the top of the tug plane's tail. That's called "high tow". Once the tug was off the ground and higher than about 100ft we transitioned from "high tow" to "low tow". This meant passing down through the wake of the plane's propeller, with its associated buffet, until we were in smooth air again. The best place to be towed was just beneath the wake turbulence. In that position we'd climb to about 2000ft above ground level, following the tug as he searched for a thermal that would give us the best chance to climb on our own. We'd then release the rope from the glider, and practise straight and level flight, how to trim, how to do balanced turns, circuit entry and execution and of course landings.

At the end of the day we were instructed in how to clean the gliders. They were stored away safely in the hangar for the night and we retired to the clubhouse for debriefing session and to cook dinner.

Jonathan steadies the wing as the Pawnee accelerates



On Thursday I did five flights. We covered quite a few topics including transitioning from high tow position to low tow position, flying in low tow, flying accurate circuits, thermalling, stalls, incipient spins, steep turns, and landing/flares. We also practised emergency situations. The first was the “rudder waggle”. If the tug pilot waggles the rudder while you’re on tow it means they’re having difficulty towing and suspect that the glider may not be configured correctly. The usual response is for the glider pilot to check the air brakes haven’t deployed accidentally during take-off. The air brakes are the spoilers that lift out of the top of the wings and increase drag. They’re useful to increase the rate of descent, especially on landing, and should therefore be safely locked away during climb out. The other emergency signal from the tug is the wing waggle. If the tug pilot waggles the wings of the plane it means they’re having trouble with the plane and the glider pilot must release immediately. We practised releasing before the tug had completed one left/right waggle. Our tug pilot was Alain, a lovely 75-year-old Frenchman who has lived in Australia for decades and has thousands of hours of glider flying, instruction and tug piloting behind him. After one flight he explained to me the problems a low flying glider can make for the tug and how to fly just under the turbulent air from the propeller to ensure we weren’t too low.



We talked through some of the differences between gliding and flying a powered aircraft. One of the key concepts is the transition from “soaring pilot” to “landing pilot”. While you’re up in the air hunting for thermals you fly with one mindset. You then need to judge when the thermals are no longer going to keep you airborne and at that point you must make the mental switch to “landing pilot” and carefully plan your descent to circuit level and how you will enter and complete the circuit. We’d enter the circuit much like in a powered plane at about 1000ft above ground level and typically fly a left-hand circuit, even though in a glider you have equal visibility left and right (no right hand seat beside you). On occasions you may choose to fly a right-hand circuit if you find that you haven’t judged your height correctly and realise you are too low to join the standard circuit. There is more judgement involved in positioning yourself to ensure a safe landing on the runway than in a powered plane. It involves a lot of looking out and assessing your position both horizontally and vertically compared with the landing area. One primary check is your vertical angle in relation to the landing area. It should be about 30 degrees down to the strip as you fly downwind and if it is more you need to move out away from the strip or if it is less you need to move closer. You use the altimeter as a check but the idea is to be able to judge your height above the ground visually, as you will be landing out away from an airfield some day and will have no idea what the field elevation is. So the visual check is more important than the altimeter, much like in forced landing practice in a powered plane. Zac emphasised the need for 30 degree turns on base and final. These are more aggressive than in a powered plane.





On Friday it rained nearly the whole day so we used the opportunity to catch up on theory and to practise our daily inspections. These are much like the daily inspections on powered aircraft and, as with powered aircraft, there is a maintenance release that requires signing off prior to the first flight of the day. It's quite a thorough procedure and the maintenance release includes a detailed description of all the areas that need checking.

During the theory lessons Zac covered lookout and scan procedures while Bob talked about the art of thermalling. He stressed how you need to "feel" the thermals through the motion of the wings and the fuselage. There is an instrument called a "vario" that measures the rate of climb or descent of the glider through a device called a "total energy meter" but the vario lags reality by a couple of seconds so if you rely on the vario alone you will always be chasing the tail end of the thermals. Hence the need to "feel" the thermals as they buffet the glider.

Saturday dawned and the sky was clear but the strip was still wet. Alain was not too sure we'd be able to fly as the ground can be very sticky if it's too wet. Being the weekend, there were more club members around. We helped with dismantling the wings from one of the gliders that had to be taken away for a service, and saw how it was loaded into the trailer for transporting.

Luckily a strong wind was blowing and it had dried the strip out enough by lunch time that we could go flying after all. We did more flights with Zac as we learned to spot thermals and then climb in them, banking over steeply to remain in the relatively tight pockets of rising air. It was a matter of trying

different methods of locating where the strongest lift was. There were numerous cumulus clouds around and, because they form as a result of rising air, the best way to find a thermal is to fly directly under a cumulus, or a bit to one side if there is a strong wind blowing.

Sunday was another good day to practise our soaring and thermalling and I started to have some success in recognising the "kick in the pants" as we flew into a thermal and managed to throw the glider into a bank to climb in some. We practised some stalls and spins and used side slipping as a way of descending when we realised it was time to land and were still quite high. The wind had a fair crosswind component so it was a good opportunity to learn how to take off and land under the somewhat more challenging conditions. It was also an opportunity to learn another emergency procedure - how to turn back if the tug rope breaks shortly after take-off. Generally, you'd need to land straight ahead if you were less than 300ft AGL and the rope were to break. If you were higher than 300ft and less than 500ft you may either turn to land in a better landing place (maybe a ploughed field) in a more favourable direction (preferably into wind). If you're above 500ft you may turn 180 degrees and land back on the strip. In that case you turn into wind (either left or right) so that it will blow you back towards the strip once you've completed the turn.





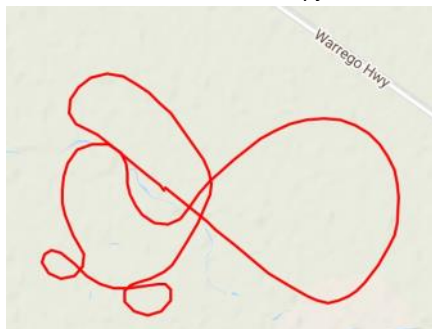
When the wind is straight down the runway this is not a good idea as the tail wind will increase your ground speed, possibly to an unacceptably high rate. With a cross wind on take-off however, it means that you will have less tailwind when you turn back so can land safely. This was the case on Sunday so Zac took the opportunity to demonstrate it. We managed the 180 degree turn and landed smoothly back where we had started but facing in the opposite direction.



Monday was another ideal day and a chance to perfect my circuits through practice, practice, practice. I did 8 flights with Zac and after I'd demonstrated a few good landings in a row he said "Well now do exactly the same thing again but this time without the big fat bastard in the back seat". It was time to go solo. He climbed out, we installed some ballast to make the glider perform similarly to when a second person was in the back seat and I took off behind Alain on my first solo flight. I was careful to stay in the low tow position just below the wake wash on climb out, and to bank to match that of the Pawnee as he banked left. I prepared for the release

by identifying the release handle, grasping it, deciding when it was time to release, checking the air both left and right was clear, then released, and banked sharply to the right to fly well clear of the Pawnee. And I was on my own, flying a couple of orbits as I searched for, and found, a couple of small thermals before deciding "it's time to land". I planned my entry on crosswind, turned left onto downwind and checked the angle down to the strip. It was a bit steep so I banked slightly to the right to move away from the strip. Turning onto base the angle seemed about right and I double checked everything and located the airbrakes before turning onto final. Established on final at 60 knots I waited until I'd started to overshoot the aim point then unlocked and pulled out the air brakes. Down we went at 60 knots, like riding on a rail, aiming straight for the aim point. As the ground approached, I thought "don't flare too soon", look to the end of the runway and hold it off, hold it off. After what seemed an age the glider settled to the ground gently in a quite reasonable landing and I turned off to the side of the strip. I didn't want to be chastised as "another of those power plane pilots who end up in the middle of the strip and get in the way of the next landing glider!"

My first solo track





And what happened next? Oscar and Monique approached with a couple buckets and I discovered the 'age old gliding tradition' of inducting a first solo pilot into the gliding fraternity by soaking them with a bucket full of water! Lucky we were in Queensland and it wasn't winter. After some candid snaps I went and changed into some dry clothes (and shoes) then headed out for one more solo flight to complete a perfect day of flying.

On Tuesday I had a chance to firm up my flying. First a daily check flight with Zac and then four solos before another extended flight with Zac to undertake a few exercises to complete my 'A Certificate'. The A Certificate requires 5 solo flights, a demonstration of incipient spin recovery, a circuit with no altimeter, and demonstration of handling in a couple of emergencies. By the end of that

flight both Jonathan and Oscar had completed their first solos and been ceremoniously soaked in water. Monique was still fine tuning her landings but looked like she too was almost ready to solo.

After cleaning the gliders and putting them away in the hangar and completion of some admin it was time to pack up and head for home. It'd been a great seven days and I'd learned a lot. I look forward to continuing gliding training in the future. I have a bit to aspire to. Cross country flying is the aim for solo pilots, with 300 to 500km flights not uncommon, and a number of years ago three pilots from the club flew to Victoria on one flight! Flights by seasoned pilots are often in excess of five hours. Only the first three hours are charged with rates around \$55-\$70 per hour for single seaters.



Fig tree country retreat

by Luc George and Suzanne Black

Dear fellow aviators, what an amazing destination we discovered recently in the middle of the Downs. 'Fig Tree Country Retreat', located ten km north west of Pittsworth, overlooks the expanse of the countryside below. Within a few steps from your room you're able to have a stunning 360° view over the dramatic landscape, dotted with dirt roads, cultivated fields and paddocks as far as the eye can see.

And yes there is a 400 metre long airstrip (16/34 YFIG) maintained in immaculate condition. It is dry and green, and unfloodable ... and less than 50 minutes from YRED.

If you're not confident enough to land your aircraft on such a short runway, the owners Ruth and Ken will pick you up at YPDH with prior notice.

The place is beautiful and pristine, and incredibly well maintained. You may choose to stay in the homestead (6 persons), the studio apartment in the hangar (2 persons) or the glamping silo (2 persons).

Food is not provided so bring your own food and drinks or use their loan car to access the Pittsworth shops. In the evening, plenty of fire pits are available, as well as the unmissable bar area nearby, where you can gaze at the stars after watching an astonishing sunset. And the next morning, the expansive views from the top of the plateau allow you to contemplate the sun rising.

The place is very energetically rejuvenating, calm and beautiful, and would make a fabulous weekend fly away spot for the Club. We absolutely loved it and are already looking forward to going back, and sipping another glass or two of wine, whilst overlooking the plains as the

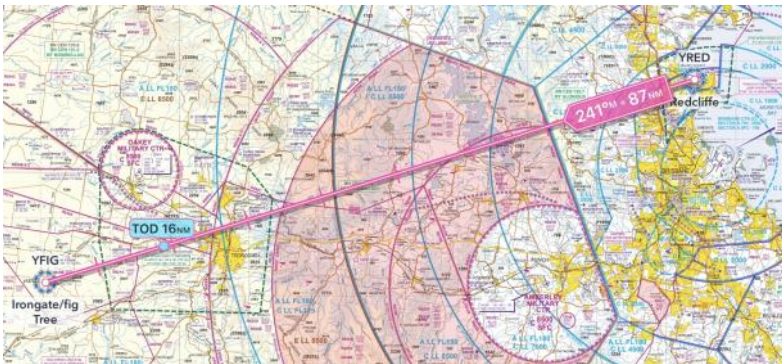


sun sets, after a great flight into the spectacular plateau airstrip.

Ken is a helicopter pilot (+16,000 hours) and has already built seven aeroplanes. His most recent one, a Carbon Club Experimental, was sitting next to us in the hangar.

Ruth is warm and welcoming and will make sure you have everything you need for a comfortable stay.





<https://figtreecountryretreat.com.au>

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New flight rules

At the end of last year CASA announced that new general operating and flight rules came into effect on 2nd December 2021. The new rules apply to all pilots and operators who fly in Australia. CASA state that *“It’s one of the final steps in moving from the old Civil Aviation Regulations (CARs) and Civil Aviation Orders (CAOs) to the Civil Aviation Safety Regulations (CASRs).”*

The so called “Part 91 rules” are the general operating rules for all pilots and operators. They provide the foundational rules to support the other new flight operations regulations being air transport, aerial work and flying training operations.

CASA note that there are a small number of new rules designed to enhance operational flexibility, enhance safety and increase compliance with International Civil Aviation Organization standards. Some of these are intended to:

- restrict the simulation of certain in-flight emergencies and who can be onboard at the time
- introduce an approach ban in weather conditions consistently below landing minima at certain aerodromes
- provide greater discretion for the pilot to determine which portable electronic devices may be used by passengers without compromising safety
- provide greater choice in how to apply certain rules, such as for the carriage of animals and firearms
- relax oxygen requirements for non-air transport operations
- permit the carriage of documents electronically.

They have developed a Plain English Guide with the aim of making it as easy as possible for all pilots to understand the new regulations.

The guide contains the general operating and flight rules you need, including some helpful hints that explain what’s expected of you and what you might need to consider when complying with the rules.

The Plain English Guide sets out the regulatory requirements of the Part 91 Civil Aviation Safety Regulations and the associated Manual of Standards in a concise, clear easy to read and practical format.

You can download a PDF version of the guide from CASA’s website.



They have also completely updated the Visual Flight Rules Guide (VFRG) to reflect the new rules. The VFRG aims to help pilots know the rules that keep them, and others, safe. It is for use by visual flight rules pilots who fly in Australia. The guide has safety information, diagrams, charts and maps.

CASA state that *“the VFRG has been designed to assist pilots prepare, plan and fly safely under the visual flight rules anywhere in Australia. It explains relevant regulations in plain English along with other useful guidance and practical information to assist the VFR pilot. By following this guide, it is expected you will comply with the general operating and flight rules included in this guide. This guide should not be used as a substitute for the civil aviation safety regulations or Manual of Standards (MOS), as it does not reproduce all the text that appears in the legislation. However, the guide does refer to the corresponding provisions in the regulations and MOS. If you need to refer to the full text of the regulations or MOS, it can be found on the Federal Register of Legislation website.”*

You can take an official copy of the VFRG into your recreational pilot licence or private pilot licence exam.

The VFRG provides information on the following main sections:

- Know your rules and responsibilities
- Planning your flight
- Flying your aircraft
- Flying your helicopter
- Radio communication procedures
- Decision making and hazards
- Dealing with emergency situations

You can also download a PDF version of this guide from the CASA website.



Chapter 1 - Know your rules and responsibilities

In flight

Minimum height rules – populous areas and public gatherings (CASR 91.265) (MOS 12.01)

Aeroplane

You must not fly an aeroplane over a populous area or public gathering below 1,000 ft above the highest feature or obstacle within a horizontal radius of 600 m of the point on the ground or water immediately below the aeroplane.

Figure: Minimum height populous areas and public gatherings for aeroplane





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