Redcliffe Aero Club

AirChat

No. 26

Spring 2021

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

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Inside

Front Cover: Coral Cove near Bundaberg
Rear Cover: On short final to Karumba

From the President

Welcome to the spring edition of AirChat.

Your Club, along with a lot of other small businesses, had a difficult 2021 financial year. Declining numbers of walk-in students and decreased charter work are the key points that contributed to the poor financial performance compared to the previous six years. The majority of these issues have been related to, or influenced by, the COVID19 pandemic. The reduced number of walk-ins and our usually productive charter sector both contributed significantly lower revenue than normal. One part of the Club's business that continues to be positive is the VET Student Loans sector however. In an ideal world when we have all three parts of our Club firing on all cylinders it works at its best with great returns. Sadly this year that's not the case, but looking into the future there seems to be a positive trend, with advanced Club bookings being the best that we have seen in many months, along with the new double diploma VET students who are starting in the near future. We also have several back to back instrument ratings that will take us through this year and into early 2022. So looking at the light at the end of the tunnel, things are on the improve.

I would like to thank our whole team and especially our CEO Stephen and CP Mal for continually looking for new ways to advance our Club in times like we are experiencing now.

The Club's Vice President Sam and Director Bryan worked hard again over the winter months organising some interesting flyaways for members. These included the very popular Stanthorpe weekend of wine tasting in and around the Granite Belt vineyards, The Long Table at Chinchilla and more recently a very quick flight to Noosa for lunch. Our first Friday Club BBQ's and happy hours have started again and are gaining in popularity. We had a few cancellations due to COVID lockdowns and restrictions but hopefully they are back to stay as we move into our summer months of flying and social events.

Every year the Club recognises significant achievements of our members. It may be your first solo or you passing your flight test for your CPL. All achievements are important and the Club recognises these achievements at our annual Wings Dinner presentation night. This year the Wings Dinner is to be held at the Murrumba Downs Tavern on Saturday November 20th. I encourage all students who have achieved a milestone to attend. We love to help you celebrate milestones in your aviation careers. All members, along with friends and family, are most welcome to attend as well, in support of the achievers of 2021. I hope to see you there.

Happy Landings

Mike Cahill

Club President 2021

CEO update

Dear Members

As reported in the last edition of AirChat, a refurbished VH-RAQ re-entered service with the Club in early March of this year. Whilst IVW still proves to be the most popular C172, RAQ has proven to be more popular than YRE and SPP, but not by a huge margin. The data sample is relatively small at only six months. The reason for looking at this issue is that the Board was considering refurbishing SPP to the same standard as RAQ. We will continue to monitor the C172 hours to better inform this decision. We'd also like to hear from the membership. What do you think? Should we keep an analogue C172 or go with an all glass cockpit C172 fleet?

On the financial front, the 2021 financial year has been quite a challenge. All three parts of the business; pay as you go training/private hire, the Registered Training Organisation and charter, under performed. COVID-19 was part of the problem, imposing some restrictions to training and perhaps introducing enough uncertainty in the economy to curb discretionary spending. Our aerial survey client also saw reduced demand due to aging survey equipment being less competitive in a tightening market. Our client has invested heavily in new equipment and we have submitted a tender to supply aviation services to carry out aerial survey using this new equipment.

The Registered Training Organisation side of the business is beginning to ramp up with a new cohort of double diploma students starting, a cohort completing their multi-engine instrument ratings and a new instrument rating cohort about to commence. Expressions of interest from future students also seems to be increasing. With the recent State Government Road Map out of COVID restrictions we will hopefully see greater certainty, allowing freer travel for general, domestic and international aviation. With an improvement in consumer sentiment and fewer travel restrictions I believe our financial performance will improve, in time, to pre-COVID levels.

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 and in the lead up to Christmas.

Best regards,

Stephen White

CEO

Chief Pilot report

Gidday Aviators

A short time ago the Club experienced a minor incident that has highlighted a couple of points that I would like to bring to your attention. The incident occurred during taxiing. One of the Club aeroplanes bumped wing tips with another Club aeroplane that was parked in front of the Aero Club. There were no personal injuries, and the only damage was a couple of broken navigation light fairings and a few scratches in the paint. The Club practises a just culture towards these sorts of incidents, meaning that no action will be taken against the pilot for making a small error in judgement and there was no attempt to cover up the incident. The following paragraphs are in no way intended as a criticism of any pilot and are related here for illustrative purposes only.

The pilot of the taxiing aeroplane had just landed and been distracted by another aircraft that seemed to be experiencing an open mic and transmitting all their cockpit conversation. Having taxied to the entry to the "alley" they lined up on the concrete centre line of the taxiway to the Club hangar. Taking note of the proximity of aeroplanes parked on either side, the pilot assumed that the centre line would provide clearance of the wing tips. Unfortunately it did not.

Pilots must be aware that, unlike the cars we are very familiar with, our aeroplanes are 10 or 11 metres wide and you need to take care when taxiing in close proximity to other objects. Aerodrome markings are very helpful in assisting with separation, but the ultimate responsibility rests with the pilot in command to avoid collisions.

A contributing factor to this incident was the position of other aircraft parked out the front of the clubhouse. When the hardstand was resurfaced a short while ago the parking bays that used to be clearly marked were not repainted. This lack of markings has led to some pilots parking aircraft in positions with little or no regard for other aircraft users who need to share the parking bays, with the direct result of aeroplanes being parked with a wing tip encroaching on an active taxiway (the "alley").

We can comfortably accommodate three aircraft between the "pedestrian crossing" by the access gate and the entrance to the taxiway leading to the Club hangar without the wing tip of the third aeroplane encroaching on the taxiway. To achieve this pilots need to park their aircraft between the ground tackle that's used to secure the tie down cables to the hard stand surface. This tackle can be difficult to see from the cockpit, but should be discernible as it is painted red. You certainly must avoid running over these fittings as doing so can damage the aeroplane. The distance between adjacent ground tackle is greater than the wingspan of all of the Redcliffe Aero Club's aeroplanes, so you can fit whichever aeroplane you have hired between them. Just take a little care and time with your parking.

Remember that you are still PIC while taxiing and parking. A flight isn't finished until the aircraft is in its final parked position and the prop has stopped rotating.

Thanks, and may your landings match your take-offs.

Mal McAdam

Head of Operations / Chief Pilot

Editorial

Dear Reader

Welcome to another AirChat. I've decided to keep my editorial brief this time. People have been asking me how to contribute to AirChat so rather than describing all the wonderful things you can read about in this edition I've decided to insert the notice below in an attempt to persuade you, dear Reader, to contribute to the next one. It doesn't have to be a literary masterpiece just anything related to aviation. Please email your thoughts, experiences and ideas to:

airchateditor@redcliffeaeroclub.com.au

or just write them down on a piece of paper and hand it in at the Club's reception. I'll make sure they feature in the next edition.

And thanks heaps to all who have contributed in any way to this edition.

Philip Arthur

Glossary

AGL – Above Ground Level

ARO – Aerodrome Reporting Officer

ASQA – Australian Skills Quality Authority)

ATC – Air Traffic Control

ATPL – Airline Transport Pilot Licence

CASA – Civil Aviation Safety Authority

CPL – Commercial Pilot Licence

CTAF – Common Traffic Advisory Frequency

CTR – Control Zone

FBO – Fixed Base Operator

GA – General Aviation (as opposed to RPT - see below)

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

IFR – Instrument Flight Rules

ILS – Instrument Landing System (radio navigation system that provides short-range guidance to aircraft to allow them to approach a runway at night or in bad weather)

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

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

kt – knots, nautical miles per hour

LAME – Licensed Aircraft Maintenance Engineer

MEAIR – Multi Engine Aeroplane Instrument Rating

PIC — Pilot In Command

PPL – Private Pilot Licence

QNH – Barometric pressure adjusted to mean sea level

RPL – Restricted Pilot Licence

RPT – Regular Public Transport (normal scheduled flights)

RTO – Registered Training Organisation

RWY – Runway

VFR – Visual Flight Rules

VMC – Visual Meteorological Conditions

VSL – VET Student Loans

VTOL – Vertical Take Off & Landing

W&B – Weight and Balance

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.

Matt Dearing

Jacob

First Solo

Seongeon Heo

Corey Trudgen

Restricted Pilot Licence

Sachin Butola

Barend Lindeque

Robert Tsung

Private Pilot Licence

Matthew Dearing

Matthew Smith

Jack

Commercial Pilot Licence

Ashley Grimshaw

Jacob Ingle

Bernadette Wallace

Ji (Jack) Zhang

MEA Class Rating

Bailey Hiscox

Jacob Ingle

Jake Whinn

Matt Smith

Robert

Ashley

Jacob, Jake and Bailey

Seongeon

Bernadette

Corey

Sachin

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:

Saturday November 20th Dunwich Breakfast, Dunwich Airstrip, North Stradbroke Island

Saturday November 20th RAC Wings Dinner Celebration

Wednesday November24th RAC Annual General Meeting

28-29th May 2022 The Old Station Airshow, Raglan (near Gladstone)

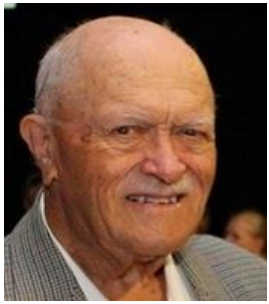
2nd-3rd July 2022 Brisbane Airshow, Watts Bridge

Childers

Dunwich

Broken Hill

Curly's corner



A life member of the Club with a long and illustrious career in the RAAF and Air Traffic Control, Phil (Curly) Ware is always keen to share his knowledge and experience of ATC and flying in general with the rest of us.

It was 1970 something, I was working the northern outer sector at Brisbane ATC, and the morning departure "gaggle" was in full swing, with my screen full of aircraft radiating out from Brisbane, Coolangatta, Amberley and Maroochydore to their various destinations: Maryborough, Bundy, Gladstone, Rocky, Mackay, Townsville, Cairns, international destinations, and of course Mt Isa and points beyond. I was talking like an auctioneer as aircraft came on frequency and needed transferring to the next sector, accommodating level change requests, climbs and descents, radar vectors etc.

Inbound on the oceanic route was a B707, an international freighter carrying a live killer whale called Ramu. It was coming from the U.S. and was inbound to Brisbane, where the animal was to be taken to Seaworld (it was called Marine Land back then) by road. While in transit Ramu was housed in a special seawater filled tank with aeration, etc.

The pilot calls up at the outer edge of my airspace and shortly after coming onto my frequency, he asks for a Flight Level below the Oceanic Control Area that had a base at Flight Level 250 (25,000ft). The rules in those days were that no passenger aircraft could descend below controlled airspace without approval of the Senior Operations Officer.

B707 captain: "Ahh... Brisbane Centre, 8 Alpha, request descent to Flight Level 210."

Me: "8 Alpha, descent below Control Area base of Flight Level 250 not available, descend to Flight Level 260"

B707: "Centre, be advised that we have no passengers on board, and are carrying a live killer whale, and the animal is suffering some discomfort due turbulence, we require Flight Level 210."

Suddenly the airwaves were on fire.

TAA DC-9: "Never had killer whale on the menu before."

TAA B727: "I'll check with the girls and see what's down the back in our galley."

Ansett DC-9: "He must be having a whale of a time."

Air New Guinea: "Wonder where he caught a whale."

Next plane: "Probably had his trailing aerial out coming across the pacific."

Next plane: "Must have had a big hook."

Next plane: "Wonder what he was using for bait."

And so every aircraft on frequency had something funny to say.

Back then...

The B707 captain was NOT amused at the goings on and at this point came back on the radio in a pucker angry voice.

“Drop dead you people and cease using non-standard phraseology!”

A certain TAA Focker Friendship pilot who was a well known identity, piped up at that stage and said in mock agreement with the B707 captain: "Yeah you blokes, shut up, drop dead… and report leaving each thousand on the way down!"

Of course I was the only ATC to have heard any of this. Just as quickly as it had started the banter was over. I received the permission I'd sought to let him descend below controlled airspace, I cleared him to leave CTA on descent, checked Flight Service for traffic, and then had a good laugh. I've never laughed so much in my life as at this quick wit and repartee. It was one of those special moments in ATC where only those on that frequency at that time hear the events. It was dutifully relayed to my colleagues at the Brekky Creek Hotel (the main "watering hole" back in those days) after work.

I have many good memories of ATC. If you’re a young person aiming for a career in aviation the more "irons in the fire" you can have, the better off you are and the more likely you are to get something. Many would-be pilots I speak with say ... "Hmmmm ... Naahhh” and realise later, after not having achieved a career in aviation, that ATC would have been a great choice when the door was open. So always remember that the time to say "Nah, I don't want to be an ATC" is when you have a letter in your hand saying ... "Dear ... We are pleased to advise that your recent application for ATC has been successful".

To apply, just go online to the AirServices Australia website and, who knows, it may open up a whole new career direction for your life :-)

www.airservicesaustralia.com/jobseekers/air-traffic-control-careers/

Happy and Safe Flying :-)

Curly

...and today

Attitudes

by Bob Tait

I'VE GOT A GPS

WHAT COULD POSSIBLY GO WRONG?

This story was originally written back in the eighties before the advent of smart phones and all the other magic devices so common today. GA pilots were proud of their hand-held, battery-operated GPS units that plugged into a cigarette lighter plug. The antenna was held in place by a suction cup pressed onto the windscreen or side window. However, the story makes some points that are still valid for the far more sophisticated integrated systems so common today.

A pre-dawn glow was just beginning to silhouette the eastern horizon as Dave walked through the chilly silence to the Cessna 182. Dave was a pretty average sort of bloke. Like many private pilots he had always had a yearning to learn to fly and had only recently scraped enough time and money together to achieve his dream. He was justly proud of his pilot licence, which now fitted snugly into its leather pouch in his wallet. Dave had been an average student who, like most of us, had had his share of problems during his training. One of these had been in map reading and dead reckoning navigation. Although he would never admit it to others, he knew deep down that local knowledge had played a significant role in his successful Private Pilot Licence flight test. His navigation training had consisted of a series of short training exercises over essentially the same country. But now any doubts were gone. He had recently acquired a GPS and he felt assured that any shortcomings he might have in old-fashioned piloting techniques were irrelevant. The new age of electronic wizardry would guarantee that every cross-country flight would be completed with a precision far beyond that of any old-fashioned human navigation.

As he stowed away the tie-downs and started on the daily inspections he reviewed his plans for the day. A ninety-minute flight to Collinsville for fuel, then on to Charters Towers and Cairns. The crystal-clear winter sky promised a perfect day as first light defined the white tyres lining the edge of the strip. Dave dipped the tanks - just enough fuel to get to Collinsville. He would have thought twice about attempting this leg had he not been sure that the accurate track guidance provided by the GPS would guarantee he would make good his planned time interval.

The Cessna's engine rumbled into life and, as it warmed up, Dave wrestled with the tangle of leads as he plugged the GPS into the cigarette lighter and squeezed the portable aerial's suction cup onto the top interior of the windshield. As he taxied, Dave watched as his GPS, in acquisition mode, interrogated the available satellites. Engine run-ups all OK. A satisfied smile crossed his face as the GPS advised it was now in 2D Navigation mode.

The Cessna 182 accelerated down the runway, lifted eagerly into the air and turned onto its departure track under the unerring guidance of the GPS. The early sun glinted off the dew-covered fields below and, freed of the drudgery of enroute navigation, Dave relaxed and enjoyed the view. The Cessna swept on over the last ridge to reveal the Burdekin River Valley shrouded in a blanket of thick fog. As the GPS led him on to his destination, the fog thickened beneath him, giving no glimpse of the surface. Dave was so confident that his GPS could solve all of his navigation worries that he hadn't even bothered to read the last line on the Collinsville TAF: "PROB 30 600 FG". With fuel becoming critically low, his GPS began beeping a message. He pressed the message key but found little consolation in what he saw: "ARIV YCSV". He was directly over his destination but it was hidden under the fog!

THERE IS MORE TO FLIGHT PLANNING THAN NAVIGATION!

It is true that a GPS can virtually guarantee that a cross-country flight will almost always be able to fly very precisely down a desired track. However, there is a lot more to flight planning than programming a GPS. There appears to be mounting evidence to suggest that many pilots, especially low-time VFR pilots, have such faith in the GPS that they believe it will somehow solve all of their flight planning problems. The GPS does nothing more or less than provide a means of accurately maintaining a desired track. It is up to the pilot to ensure that fuel, weather and restricted areas are adequately considered.

When the unexpected happens, the GPS has no "WHAT NOW?" button. That still requires human imagination and common sense.

Air combat engagement

by David Smith

David Smith, a Royal Navy veteran, spent 17 years in the Fleet Air Arm, of which about 11 were flying, including active duty on Sea Harrier Jump Jet VTOL fighter jets during the Falklands conflict. On leaving the navy he joined Cathay Pacific in Hong Kong and flew Lockheed L1011 TriStars, Boeing 747-400s and Airbus 330s, 340s and 350s. After retiring in April 2020 he travelled to Brisbane for a two week holiday but got stuck here so decided to become a member of our Club and get his Australian PPL in our C172s and C182s. He's also taken up gliding at Caboolture and helps out with flying their Piper Pawnee tug aircraft from time to time. This article is compiled from extracts of letters he wrote to his parents during the Falklands conflict.

24 May 1982, 1500 GMT approx.

A beautiful day for a change. The skies clear apart from the odd scattered snow shower passing through. A good day for aviation - good for the Argies too and it's about now that things start happening over the islands.

I've been sitting strapped into the cockpit of my Sea Harrier FRS1 now for two hours as one of four pilots on "Alert 5" (five minutes to launch). The deck is as crowded as I've ever seen on a carrier of this size. Fourteen Sea Harriers, six RAF ground attack GR3 Harriers and several assorted commando and anti-submarine helicopters. The activity is frantic. We are launching two Sea Harriers every 15 minutes in a consolidated attempt to maintain a patrol over the landing force some 230 miles to the west. In addition, the ground attack boys are launching practically as often to attack specific targets and then landing to rapidly refuel, re-arm and be sent off again.

We are 'Red' section and I am wingman to the Boss (Squadron Commanding Officer) Lieutenant Commander Andrew Auld.

The 'Alert 5' team is there to provide reinforcement and additional cover in the event of an Argentinian air attack.

Suddenly amongst the highly controlled 'chaos' of the flight deck I hear, "Scramble Red Section - incoming raid in the islands!"

Heart thumping, I slam my canopy closed and arm my ejection seat. Then fast start the powerful Pegasus 104 engine and, having aligned and set the navigational computer, get quickly marshalled out onto the centre line. The Flight Deck Officer checks my all up weight and the wind over the deck and spots me at the correct launch distance. Deck tilting and vibrating violently as the ship picks up speed and turns into wind for the launch. No time to reflect - a quick engine acceleration and flying controls check then slam the throttle to full power and release the brakes. Ten tons of the best Rolls Royce engineering hits me squarely in the back as the engine develops full power in just under two seconds and the Harrier rockets down the deck. A quick check of RPM and jet pipe temperature - looking good - and here comes the ski-jump - whoosh! And we are off, nozzles smartly to 35 degrees and hold everything. Resist the temptation to touch the controls. Angle of attack, side-slip engine all looking good. Okay, she is reaching the peak of the trajectory, start easing the nozzles forward, landing gear and flap up, speed increasing rapidly through 400 KTS - Now, where's the Boss? Ah, there he is launching just behind me. We will be climbing shortly for the 200-mile plus transit to the combat zone. I wonder what awaits us there. No time to ponder. The Boss has called me into formation and up we go.

We rapidly level out at 35,000 ft and settle down to a brief period of quiet before descending into the combat patrol zone. This is a good moment to make absolutely sure that the weapon systems are working. Both AIM9L missiles are set with the correct head up display modes, gunsight set, Mirage wingspan 27ft inserted in case of getting into guns range with my twin 30mm Aden cannons. Radar checked and set to the correct modes. All the while scanning the sky for possible hostiles.

Then all too quickly we are descending and talking to our controlling ship HMS Broadsword. The area has briefly gone air raid warning yellow as there appears to be a gap between raids. Our controller or 'Freddy', as he is known in Fleet Air Arm parlance, sounds quite relaxed as he relays to us the morning's events so far. It's been a busy day and looks to get worse! Several raids have already been in and more are expected shortly.

We establish in the Combat Air Patrol at approximately 5,000 ft over the sea to the north of the Falkland Sound. Power and speed right back to conserve what little fuel we have. Then suddenly "AIR RAID WARNING RED, AIR RAID WARNING RED ALL UNITS STANDBY……" "RAID INBOUND HIGH LEVEL TO THE NORTH OF THE ISLANDS.

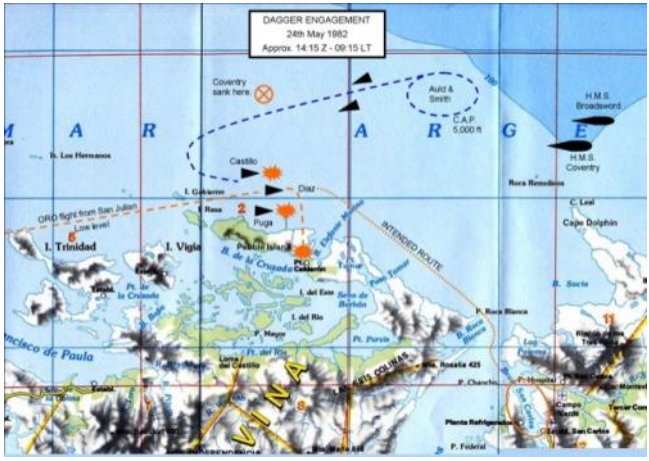
Launch from a carrier

STRENGTH UNKNOWN. BELIEVED DESCENDING LOW LEVEL. RED SECTION STANDBY. THIS WILL BE YOURS!"

The adrenalin is really running high now. Two Sea Harriers against possibly four Mirages - interesting odds!

I quickly push aside the initial disbelief and busy myself with keeping good formation on the Boss and matching his rapid acceleration up to 550 knots. Then "RED SECTION - VECTOR 260 BUSTER, BUSTER" (Go full speed!) The Boss descends to just above the wave tops and I manoeuvre to keep tucked in about 150 yards on his right echelon so that I can turn aggressively with him whilst keeping an eye on the airspace behind us in the case of an enemy escort.

Capitan Raul Diaz's Mirage V just before take off on 24 May 1982



The 'Freddy' is calling range and bearing and the Boss crunches the numbers to offset us on a reciprocal track with a five mile offset. If he gets this right the intercept turn should put us in the middle of the bracket for a low level AIM9L missile shot. The raid is now rapidly closing as it passes just north of Pebble Island when the Boss spots them and shouts "Tally Ho (yes we still do call that!) - engaging now!" We pull hard around the low level turn, resisting the ever increasing squeeze from the 'g' suit and roll out perfectly positioned behind and to one side of the three inbound Mirages. The Boss fires two missiles in quick succession. There are two abrupt and vivid explosions as the left hand and then the right hand Mirages of the attack formation disintegrate in mid-air. The lead aircraft is breaking hard into me and I match his turn by over banking and pulling to maximum 'g'. I see his afterburner light and his jettisoned bombs and external fuel tanks cartwheeling away into the distance. I pull the missile cross in my HUD over his afterburner and get a loud 'growl' in my headset. A quick press of the 'Accept' button on the stick and the cross turns to a diamond and tracks the Mirage with a 'chirping' sound. Range looks good (too low and too busy to check with the radar) but we have a pretty hefty angle off. Safety flap back and fire. A loud bang and flash - the aircraft rocks as the missile snakes ahead initially then takes a massive lead angle on the target and cuts across the inside of the turn to strike near the tail area. I watch with a sort of helpless fascination. For a moment time seemed to stand still although in reality I am travelling at close to 10 miles a minute very close to the sea. Oddly, the missile just seems to clip his tail with little effect so I keep pulling as hard as I can into the turn to line up for another shot. Moments later a thin vapour trail behind the Mirage ignites and suddenly there is what looks like a hundred yard trail of orange fire and black, oily smoke behind him. He seems to stop fighting but curiously remains with the aircraft. Surely, he is not going anywhere in that state?! He descends inescapably towards the high ground by Pebble Island and I find myself silently urging him to eject! Just before impact with the ground I see the ejection sequence start but never saw the parachute fully deploy. My attention is diverted by a fourth Mirage that flies directly underneath me heading at very high speed to the west. I flick my aircraft over to a 120 degree bank and pull as hard as I can to get my remaining missile onto him but he quickly out distances me. I look over my shoulder and see my leader and we form up and use what little fuel we have left to return to the Combat Air Patrol station.

Returning onboard HMS Hermes after a combat sortie

A few minutes later, with our combat fuel reserves now depleted, we have to depart in order to get back to the aircraft carrier a couple of hundred miles out to the east.

I had a strange feeling as I flew back to the ship. Delighted at having prevented a raid getting through and at getting my first kill but at the same time rather shaken to witness the burning death of fast jet combat at low level.

Postscript: Paris early 2000

I'm now a captain with Cathay Pacific Airways flying Airbus 330's and 340's out of Hong Kong.

I've just landed in Paris after bringing an A340-300 flight in from Hong Kong. I'm awake in the middle of the night as usual due to the time difference and I'm idly surfing the internet in my hotel room.

For some reason I'm looking at Argentinian Air Force subjects and I get onto a website where aeromodellers build beautiful miniature replicas of various combat aircraft, photograph them and publish the results on the web. I find a photo of and Argentinian Mirage V side number C430 with a story attached to it. The maker of the model describes how this aircraft was flown by a Captain Raul Diaz as he led two other Mirages into the target in the Falklands on 24th May 1982. My interest grows as I realize this could be the raid I was involved in. As I read on the story changes from third to first person with the words "I was leading a formation of three Mirage Vs to the target in the Falklands Sound when we were bounced by two Sea Harriers from HMS Hermes……" I realized to my complete astonishment that the person who was writing this was the pilot I shot down! I had been quite convinced for the past twenty years that he had left the ejection from his aircraft too late and had perished in the crash.

I immediately wrote to the author of the website and asked for an explanation. Well, one thing led to another and it turns out that he had some contacts within the Argentinian Air Force and the next thing I know is that I get an email from - now Colonel - Raul Diaz who explains how it all happened from his perspective!

Apparently, after my missile hit him his aircraft became totally uncontrollable and he was only able to initiate his ejection at the very last moment due to being violently flung around the cockpit. He only just got his parachute deployed in time and hit the ground hard, badly injuring himself in the process. He added some very interesting insight to the combat and ended by thanking me for being a gentleman and asking after his wellbeing.

We've kept in touch ever since.

An extraordinary end to an extraordinary event!

Capitan Raul Diaz's Mirage V after I shot him down

Flight youth engineering takes off

by Ashley Miller

St Columban's College in Caboolture is the first school in Australia to take part in the Flight Youth Engineering (FYE) program. As mentioned in last year's AirChat, the program, overseen by Paul Reddish, Michael Allen and me, brings high school students who are studying either engineering or aerospace together with mentors, to build a two-seat VANS RV-12iS training aircraft. Every Wednesday a group of students and their mentors head to a local workshop, where they are carefully constructing the aeroplane.

The program provides the RV kit and access to mentors to help the students put the aircraft together. The school will sell the aircraft, when it is finished, to fund the next kit. Our aim is turn the student group into a mini manufacturing plant for kit aircraft while allowing them along the way to gain hands on experience they would never get any other way. The program covers many topics related to the construction of aircraft, so the students can gain practical experience in many different fields. Some of them may want to be pilots, while others will want to be aircraft engineers or civil engineers. They gain relevant hands-on experience while being involved in the program.

During a visit to the USA in 2019 Paul Reddish and I visited schools who were building similar kit aeroplanes and spoke with directors running the programs there. We discovered that the big takeaway they got from it was the advantage it provided to the students when they applied for university, a job or a cadetship somewhere. While lots of kids had similar academic results the ones on the program had actually built an aircraft. As a result their resumes invariably went to the top of the pile and they had longer conversations with prospective employers or intake officers. Their success rate was way higher as a result. Most of the ones we met were getting scholarships. They were sought-after.

The aeroplane at St Columban's will be finished by mid 2022, or earlier if possible. Once completed, the aim is to do the airshow circuit across Australia, showing what they've built and raising more interest in the program. FYE is an Australia-wide charity so the aim is to break into the other states, when they're not in lockdown, and grow the program.

Once COVID19 is behind us, students should be able to start a program in January and be finished within 12 months.

The schools in America that are running these programs are building one of these aircraft every seven months. They have an enormous, over-subscribed program and we hope to have the same "problem" here once our program is up and running.

The students have a strong focus on accuracy and are taking pride in their work, to ensure it is perfect and will pass safety checks, when complete. They're wearing a construction hat but also a quality control hat. This aircraft will have two souls on board so is a properly designed aircraft and will have to pass all of the usual certification processes. When a student makes a mistake, we actually celebrate it. We want the kids to fail but fail well. This means they should identify their mistakes and call out that it is not good enough - it's important that they're not afraid to put their hand up and say to one of the mentors "this is not right".

Each kit costs $145,000. The one that is currently being built at St Columban's has 39% of the required funding so far, so the school is chasing further seed funding in order to allow them to order the engine and avionics. They need to raise about $80,000 within six months. Anyone out there with a heart to fund it is very welcome to contribute. With a lot of charities you don't see where the money goes. FYE is transparent - you can see where the money is spent. This aircraft is bought, then built, then sold, and then we start again. So, once the seed funding is in there, it doesn't go anywhere else.

St Columban's College Principal Michael Connolly is grateful to Flight Youth

Engineering and its mentors for the opportunities the program has already given his students. He is pleased that FYE has brought aviation to bright students who once wouldn't have had access to this sort of experience.

> *"The program is about building a relationship between the mentors and the students. Even though some of the mentors might be heading to retirement, their experience and wisdom isn't walking away from the industry. It's being given to these kids, who will then follow on and really make things happen in the aviation industry."*

In a post-COVID19 world, there will be skill shortages in the industry and the students will be well-placed to make the most of the opportunity to fill these gaps.

The college is reaching out to the Moreton Bay business community hoping that big businesses in the area will get behind the program and help St Columbans put an engine in the plane and put the finishing touches on it.

Visit the Flight Youth Engineering website for more information.

fye.org.au

How to avoid excessive hangar rents

A Case History

by Alan Carlisle

General aviation is already facing more than enough challenges without having to deal with unreasonable hangar charges. There are over 40 hangar leaseholders at the Redcliffe Aerodrome. The hangar structures are owned by the leaseholders who paid for them to be constructed, but the land on which they stand is owned by the Moreton Bay Regional Council. Over the last decade the council has used a strategy of "divide and conquer" to charge over-the-top rents for the land, way over the market price. What's happening at your aerodrome? Would you like to know how to deal with unreasonable demands from your aerodrome owner? Here's our story.

Individual hangar leaseholders at Redcliffe Aerodrome were gradually coming under more and more pressure. Officers of the Moreton Bay Regional Council were contacting them and stating in effect:

> *"Your hangar site lease is expiring in a few weeks. Are you prepared to sign a new lease at an increased dollar amount? Or can we expect you will pull your hangar down and remove it from the site prior to the expiry date?"*

Imagine you employ fourteen staff in an aviation related business and all your life-time plans are centred around that business. What would you do? Most people grasp for a lifeline to keep their business and keep their employees in a job so in such a situation, and under duress, they were signing up to the new terms. After a decade of this intimidatory behaviour what was left was some businesses with short term leases, others with longer ones and all at different dollar values. It was a schmooze with no equity. What do you do?

A few years ago, some of our leaseholders decided they'd had enough. We printed up a notice for all leaseholders, inviting them to a meeting scheduled in several weeks' time, and slid it under every hangar door. The purpose of the meeting was to establish an Aerodrome Chamber of Commerce, so everyone could unite in a group to address the council's predatory behaviour. The Chamber of Commerce was then registered as an associated incorporation under Queensland state legislation. Registration offers members protection from being sued for their personal assets.

Knowing that political lobbying is the best way to sway anonymous public servants out of their comfort zones, the Chamber of Commerce invited politicians (local, state and federal governments) to a meeting to discuss the excessive rental charges and lease conditions. Having made an impression with the politicians using the "pub test" it was time to prove our assertions. We contacted AOPA and they were keen to help us, providing data and examples of similar cases elsewhere.

All the leaseholders next contributed a couple of hundred dollars each and engaged the professional services of one of Australia's largest property valuation firms. It was very important to engage experts with experience in valuing aerodromes, as we soon discovered there were very few valuers to be found with this expert experience. The council on the other hand engaged the services of a somewhat less experienced sole operator to undertake their valuation. As a result, their valuation ultimately contained more than 170 issues that had to be amended/deleted after they discovered that the leaseholders had employed the services of a reputable and professional firm of valuers. The council ultimately withdrew their own valuation after it was challenged.

Right to Information/Freedom of Information legislation also played an important role in the process. The Aerodrome Chamber of Commerce requested all documentation relevant to the council's valuation and decision-making processes. Initially the council refused to provide the information and cited multiple pages of legal precedent backing up their refusal. The Chamber of Commerce's legal team simply cited one case law decision and access was granted. That's how we identified the 170 plus amendments that had been made to the original valuation in drafting the final version. Council then had nowhere to move but to reject their own valuation.

Next came the proposed lease agreement. It again had to be tested and examined by a professional law firm who specialize in property leases. Another investment of a few hundred dollars from each and every leaseholder produced a briefing that exposed the council's proposed lease as a flawed document that invoked breaches of the Property Act and contained some improvised clauses that would have placed leaseholders signing up to it in severe financial jeopardy.

Finally, an application to the Australian Competition and Consumer Commission (ACCC) resulted in an approval to undertake collective bargaining. The ACCC identified the benefits to all parties of collective bargaining and issued the Chamber of Commerce with an approval to enter into collective bargaining with the council on behalf of its leaseholder members for ten years.

The hangars in question are those within the red line in the image below

Each of our leaseholders has to date contributed just under $2,000 as their share to the professional costs that have totalled in excess of $70,000. While individually not many people could afford to pay $70k for this sort of advice, collectively we could easily afford a relatively small contribution to achieve the very best result with the assistance of professional advisors.

The Chamber of Commerce ultimately negotiated site leases at less than fifty percent of what the council had been charging in recent years and over sixty percent lower than the increased rates that the council had been proposing. The period of lease was negotiated from thirteen years as offered out to twenty-three years. We feel this outcome was a good and a fair result for all parties.

So, what should you do next time your aerodrome owner brings on a market rental review? Join with all your neighbouring leaseholders and make a small monetary contribution to pay for an expert valuation. If that valuation reveals the landlord is trying to seek excessive rental increases that are above the market value, then you should object to them. In most lease documents you will find a clause that states that, should you disagree with the proposed market rental review outcome, you may object to it and the Law Society will appoint an independent expert arbitrator to determine the correct market rental. Of the several cases similar to our experience that we are aware of, all aerodrome leaseholders have been successful in avoiding overcharging. If you join with all your neighbouring leaseholders and make a small monetary contribution to pay for an expert valuation you will establish a precedent for your particular site, and the next market rental review will probably be handled more appropriately by the council as they remember the previous arbitrated lease.

I strongly recommend you contact all your neighbouring leaseholders and form an Aerodrome Chamber of Commerce to look after the interests of all leaseholders. It is similar to a body corporate in a community titles scheme and allows you to make a united stand against inappropriate demands by the owner of an aerodrome should they occur. You will need to nominate a board that is responsible for negotiating on behalf of all members.

If in doubt I suggest you contact AOPA, whose expert advice and support during our campaign for justice reaped huge dividends for all aerodrome leaseholders.

Whatever you do, don't let council officers pick you off one at a time. We need to stand united for justice in all aspects of General Aviation and this is good example of how we managed to reach a just outcome in one particular aspect of it.

My final comment is you don't have to undertake this journey alone. Contact AOPA. They have a huge amount of background material resources and experience to help. For the paltry sum of $150 per year AOPA stands ready to help pilots and aircraft owners all around Australia. If you are not a member you have failed to take out the necessary insurance you need to overcome injustice on your aviation journey. Become a member to protect yourself and others now.

2021 Stanthorpe flyaway

by Carol Barnes

I like flying and being around aircraft, as I worked in the domestic and international airline industry in Papua New Guinea and Brisbane for 20+ years. I know how a jet engine works (I was married to a Qantas LAME) and flying gets into your blood doesn't it?? As a new member to the Redcliffe Aero Club and this being my first ever 'FlyAway', I had no idea how these trips went. Vice President Sam Keenan offered me a seat on Piper VH-FRF and once onboard, gave me a briefing of what's what in the cabin. I assured him that I wouldn't be scared or airsick if we hit a few 'bumps' as flying around on small aircraft was the norm for me when I worked in PNG many years ago.

We departed Redcliffe at 8.30am on a blue-sky morning and headed towards some cloud over the other side of the range. Sam watched the BOM weather display, detoured around a "wind bomb" enroute and executed a great landing in the stiff wind blowing at Stanthorpe. The temperature on the ground was around 12 degrees but I had taken my full-length puffer coat so was feeling snug and happy.

Our fellow member and Stanthorpe resident, Bryan Galvin, arranged a terrific itinerary for our visit, including our exclusive use bus with a local and knowledgeable driver. We were collected at the Stanthorpe Airport and driven to the Apple & Grape Motor Inn downtown, where we checked in, dropped our overnight gear and headed out to the first winery.

This was the first time I had been into the Granite Belt town of Stanthorpe having driven past it many times on the highway enroute to Sydney. In March this year, following devastating bushfires in 2019 and an 18 month drought, the rain came and the town's empty water supply, Storm King Dam, filled and changed the 'vibe' of the area. I was pleased to see how lovely the town looked and that the people were happy and upbeat. They were genuinely pleased to see us. The rest of the day was filled in with our wine tasting tour as follows.

Stop #1: Casley Mount Hutton Winery

Cabernet Sauvignon, Shiraz, Merlot, Chardonnay, Viognier, Sauvignon Blanc, Chenin Blanc and Semillon

www.casleywines.com

Stop #2: Robert Channon Wines

Verdelho, Chardonnay, Pinot Gris, Pinot Noir, Shiraz and Cabernet Sauvignon

https://robertchannonwines.com.au

Stop #3: Granite Belt Brewery Restaurant

Crafting refreshing and tasty craft beers and ciders since 2012 this was a lovely place to eat as it was barn-like in size, beautifully heated with wood fire heaters, attentive staff and great facilities.

Lunch (delicious) was a very filling two course meal accompanied by either a paddle of 4 of their own beers or a glass of local wine.

https://granitebeltretreat.com.au/brewery

After such a big meal, I was looking for a bed to nap on but onwards we went!

Stop #4: Rumbalara Wines

Chardonnay, semi-sweet wine, dry white and red plus various liqueurs

The manager talked to us about the winery's early owners who were from South Africa and named their wines after various African animals. Their Impi Cream Liqueur (chocolate and cream based) was especially nice and at 17%ABV it apparently makes pretty potent slushies. I took home a bottle of this little delight to try it out!

https://rumbalarawines.com.au

Stop #5: Ballandean Estate Wines

Shiraz and Cabernet Sauvignon, Malbec, Saperavi, Nebbiolo, Chardonnay, Sauvignon Blanc

We finished our afternoon at this winery, probably the best-known on the Granite Belt. Some of you may have been lucky enough to attend an 'Opera in the Vineyard' there. In the early 1990s over sunset drinks the winery's owner Angelo Puglisi and his neighbour David Pugh decided to share some of the beautiful things in life by holding a "bush opera" while raising money to help others. Some energetic and productive partnerships formed and the Puglisi and Pugh families and the Stanthorpe Rotary Club have over 27 years raised over $1 million for charity.

https://www.ballandeanestate.com/our-people/

Our trusty bus driver returned us (a little worse for wear, hic!) to the motel for a 'rest' before dinner. The majority of the group went to the Stanthorpe RSL for dinner whilst some others missed eating altogether!

On Sunday morning, we were collected early by our bus driver and headed out to Glen Aplin for the start of an alcohol free tour.

Stop #1: Jamworks Café

A sumptuous country breakfast was enjoyed by all. As a mad foodie, I went nuts buying bottles of local jams, honey, relishes etc.

https://jamworks.com.au/

Stop #2: The Truffle Discovery Centre

We were given a very interesting talk and truffle tasting by the operator. The business started as Law Dogs Australia who train dogs in law enforcement. As there is a growing truffle industry in the area, they were asked to train suitable dogs to seek out truffles in the local truffle orchards.

Again, I was in heaven in their well-stocked gift shop and my best money was spent on a bottle of Black Truffle Oil which crowns my poached egg each morning. Try it …… egg and truffle are a great combo (like chilli and chocolate, yes it's a thing).

https://truffle discoverycentre.com.au/

Stop #3: Stanthorpe Cheese Factory for lunch

At 925 metres above sea level, Queensland's highest and coldest dairy farm.

https://www.stanthorpecheese.com.au/

As the weather was going to close in, we opted out of a visit to the Christmas Tree Farm and instead headed for home.

The flight to Redcliffe was uneventful except that an RAAF Alenia C27J Sparten aircraft had to do a circuit behind us on its approach to Amberley as we were the slower aircraft in front of it.

So my first FlyAway was a special and fun experience and an opportunity to spend time with other aerophiles and I thank everyone for being so welcoming to me.

Special thanks also to Bryan Galvin who nailed the itinerary and ground arrangements. In his next life he could be a great travel agent!

A birdy in Bargara

by Philip Arthur

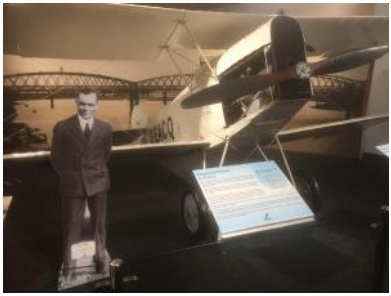
Our three day "golflyaway" had been planned for months. A few golfing friends of varying levels of ability who I play nine holes with on a semi-regular basis had agreed it would be great to fly down to Coffs Harbour and play on the famous Bonnville course. However, our plans were disrupted, first by COVID19 restrictions, then weather on two occasions (why play golf when the weather's no good?), and then by us struggling to agree on a date that would suit us all. When one of us suddenly had to head overseas for work (yes, that is still possible these days) we shanghaied one of my neighbours to sign up. Then at the end of June came the risk of the imminent NSW border closure. So our original trip to Coffs seemed unwise, and at Ted's suggestion we "pivoted"….to Bundaberg/ Bargara.

The flight to Bundy was meant to be VFR and an opportunity to spot whales along the Cooloola Coast and in Wide Bay but low cloud and showers appeared in front of us before we reached Double Island Point and forced us to head inland. Tracking towards Maryborough, avoiding the Wide Bay restricted area while remaining clear of cloud became difficult. I could see a wall of cloud to the north so I asked ATC to switch to IFR and climbed up above lowest safe before entering the cloud and flying in IMC until we were 20 miles south of Bundy. Finally it was all clear again. Ted, Mark and Joe all seemed to enjoy the experience of flying in IMC.

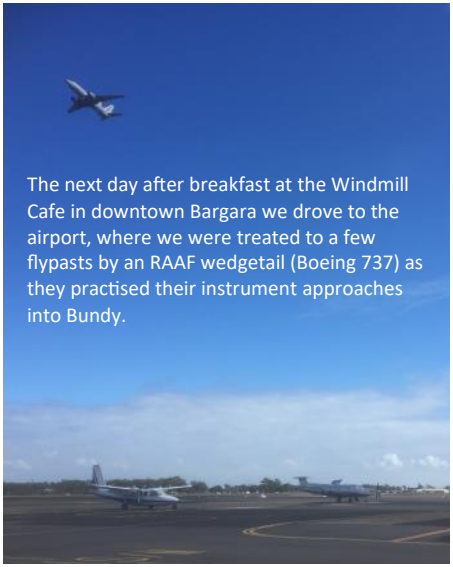
We were visual into Bundy and while I tied down the plane Mark fetched the hire car. Nine holes at the Bargara Golf Club were followed by an opportunity to watch some pro golfers demonstrate their skill at a pro/ am event. After a couple of drinks at the 19th hole we headed back to our Airbnb for the night.

The next day we'd booked 18 holes at the Coral Cove Golf Course about 15 minutes' drive away. We weren't due to hit off until midday so that gave us the perfect opportunity to visit one of Bundaberg's key attractions. With the main hall a structure of soaring glass and steel made in the shape of an aircraft wing, and set in the lush Bundaberg Botanic Gardens, the Hinkler Hall of Aviation brings to life the adventures and achievements of Australia's famous pioneer solo aviator and native of Bundaberg, Bert Hinkler. It outlines Bert's life achievements and personal story.

It houses numerous full size display aircraft and unique museum artefacts, including the beautifully restored 'Mon Repos', his relocated home. Bundaberg supporters arranged to have the house taken apart in England and brought out to Bundy where it was rebuilt brick by brick. Anyone who is visiting Bundaberg should drop by for a visit. It would also be worth having a flyaway just to visit it. They have a nice little café on site as well.



Anyway, having learned all about Bert Hinkler's exploits we headed out to the Coral Cove Championship Golf Course. It has very long fairways, and in fact the 12th, at 635 metres, is Australia's longest. Long enough to land a plane on. Understandably, hiring a cart was mandatory and even with carts we only managed 16 holes before dusk and closing time. Nevertheless we had time for one drink at the 19th hole before heading back to Bargara.



The next day after breakfast at the Windmill Cafe in downtown Bargara we drove to the airport, where we were treated to a few flypasts by an RAAF wedgetail (Boeing 737) as they practised their instrument approaches into Bundy.

Then it was our turn, taking off and tracking east at 1500ft over the city and the rum distillery to Bargara, where we had a bird's eye view of the two golf courses we'd played at.

Coral Cove

Following the coast we overflew Woodgate and Burrum Heads then turned inland to Biggenden, where we stopped for lunch at the Grand Hotel. Clouds were gathering during lunch so we headed back to Redcliffe IFR, flying in and out of the clouds at 5,000ft until we were near Maleny, where we had a clear view of the Glasshouse Mountains on descent.

Near Biggenden

Chinchilla one long table - a 10/10 weekend

By Paul Smeath

The hospitality, energy and culture of regional Queensland communities never cease to amaze me. It's specially impressive how they step up to the plate when it comes time to celebrate and that was certainly the case when members of the Redcliffe Aero Club flew to Chinchilla for the One Long Table Multicultural Festival on 4th September this year.

Chinchilla is located 290km west of Brisbane on the Warrego Highway and is a renowned spot for fossicking, fishing and camping, as well as being famous as the 'Melon Capital' of Australia. The region produces 25 percent of the country's watermelons, rockmelons and honeydew melons and celebrates its status with the Melon Festival every second year.

Chinchilla is also host to the One Long Table, a multicultural food festival bringing locals and visitors together to share international cuisine and entertainment from the many different cultures that make up this amazing community.

Heading out to Chinchilla

Some fun facts!!! Chinchilla was named after Chinchilla Station which was established in 1848 as an extension of Wongongera Station that had been leased in 1846. It's thought the name was probably a corruption of the Barunggam Aboriginal word "tinchilla" or "jinchilla", more commonly known to us as cypress pine, and possibly recorded by explorer and naturalist Ludwig Leichhardt way back when.

Okay, with the history lessons over let's talk about the flyaway. Given the fact that the festival didn't start until 4 pm on Saturday, the departure from Redcliffe was at our own leisure, with the plan to meet up in Chinchilla later on in the afternoon. Although the flying conditions were not perfect, due to scattered showers and some low cloud, it was a manageable flight, with some electing to fly over the cloud base while others went underneath. Either way we all arrived in Chinchilla safely that afternoon.

After checking into the hotel that was surprisingly modern and comfortable, some of the members chose to have a sneaky afternoon snooze, while others ventured out to explore some of the more famous icons Chinchilla had to offer, including The Big Watermelon of course.

The festival gates opened at 4pm and it didn't take us long to find a spot on what seemed like an endless table to use as our base for the evening. The atmosphere was fantastic and very friendly as the entire main street of Chinchilla quickly filled up with people who all came to enjoy the festival. For the rest of the afternoon our group explored the different food vans and makeshift kitchens while grazing on a variety of different international cuisine and drinks. There was something there for everyone including street music, armour-clad knights, an entertainment area and rides for the kids. Some of us even got to socialise with the local politicians!

As the sun set over the main street of Chinchilla the nightlights and entertainment of the festival kicked into gear, again with something for everyone to enjoy. Once the obligatory welcome speech by the local mayor concluded, a welcome to country ceremony was performed by the local traditional landowners, followed by Chinese dragon dancing, a fire twirling performance, dance performances from all corners of the globe and probably one of the best Aboriginal performances I have seen by the Wakka Wakka dancers. The armour-clad knights also made another appearance as did what I could only described as 8 foot tall LED lit angels. The kids were fascinated. The night's entertainment was rounded off by reggae music and hundreds of people dancing in the street.

With the festival activities coming to a conclusion around 10pm it was time to retire for the evening.

The surprises kept on coming the next morning, with breakfast planned at the local museum. This was another little gem in this town's array of attractions, with a collection of historic steam engines, vehicles and buildings from around the area. The local committee from the museum served up a welcome breakfast before the more grown-up people of our group participated in a joyride on the model sized locomotive that I suspect was actually designed for children!!! The Chinchilla Museum is another must do activity to be added to any itinerary if you visit the area.

As the weather started to close in around Chinchilla there was a collective decision from those of us remaining to head for the airport and make our way home. Contending with scattered showers and a cloud base at about 4,500 feet again we all made a beeline directly for Redcliffe Airport, arriving home not long after midday.

When I decided to go on this flyaway I was certainly not expecting entertainment, great food and hospitality of this calibre in such a small, remote Queensland community. I can assure you it will be a regular in my calendar in years to come and a highly recommended flyaway to be considered by members next year.

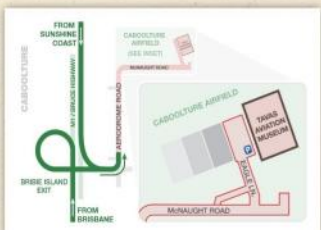
A special thanks to Sam Keenan for all the legwork to make this trip happen.

A 10 out of 10 weekend.

Heading home

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 Musuem.

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

OPENING TIMES

Thursday - Sunday:
10:00am – 3:00pm
Web: www.tavas.com.au
Email: info@tavas.com.au
Phone: (07) 5495 7069

AIRCRAFT ON DISPLAY

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

RTO roundup

by Lauree Skene-Gordon

It's exciting times as the Club commences the recruitment and selection process for new aviation students eager to fill 2021/2022 enrolment vacancies. We have various positions in the below qualifications:

* The AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane)

* The AVI50519 Diploma of Aviation (Instrument Rating)

* Our newly developed Aviation Double Diploma consisting of AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) and AVI50519 Diploma of Aviation (Instrument Rating).

The Aviation Double Diploma enrolment option is a great opportunity for candidates who have no aviation experience and are wanting to commence their aviation training journey with the Redcliffe Aero Club. The team are excited to see the talent and opportunities that this provides our potential students in the future.

Jacob Ingle, Jake Whinn and Bailey Hiscox are our AVI50519 Diploma of Aviation (Instrument Rating) students who commenced their second diploma with the Redcliffe Aero Club in July 2021. The boys are enjoying learning new skills, gaining knowledge and techniques and have progressed to achieve their Multi Engine class rating already and are on track to complete their qualification and gain their Multi Engine Instrument Rating in late October 2021.

Meanwhile, the girls are smashing goals with Bernadette Wallace (above) achieving her CASA CPL Licence and graduating with the AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) in August 2021, and Ashley Grimshaw (below) achieving her CASA CPL Licence and graduating with the AVI50219 Diploma of Aviation (Commercial Pilot Licence – Aeroplane) in September. Both girls are looking to expand their skills, knowledge and ability to become Multi Engine Instrument Rated Commercial pilots in the near future, having enrolled in the AVI50519 Diploma of Aviation (Instrument Rating) qualification with the Club.

Electric aircraft - the race is on!

by Philip Arthur

Decarbonization is a major challenge for the global aviation industry. According to a 2020 study by McKinsey, the aviation sector emits more than 900 million tonnes of carbon dioxide (CO_2) per year. Assuming a post pandemic industry growth of 3 to 4% per annum (p.a.) and efficiency improvement of 2% p.a., emissions would more than double by 2050. As aviation companies consider the future of the industry, sustainability is becoming an increasingly important aspect of their plans. With a responsibility to lower the industry's environmental footprint, several groups are developing alternatives to fossil fuel powered aircraft.

As reported on simplyflying.com, NASA is attempting to produce a commercial aircraft powered by electricity. One result of its research is a small electric plane known as the X-57 Maxwell. The X57 project is taking place at the Edwards Air Force Base in California. The electric plane has just two seats, and a range of around 160km. Its projected cruising speed is 277km/h.

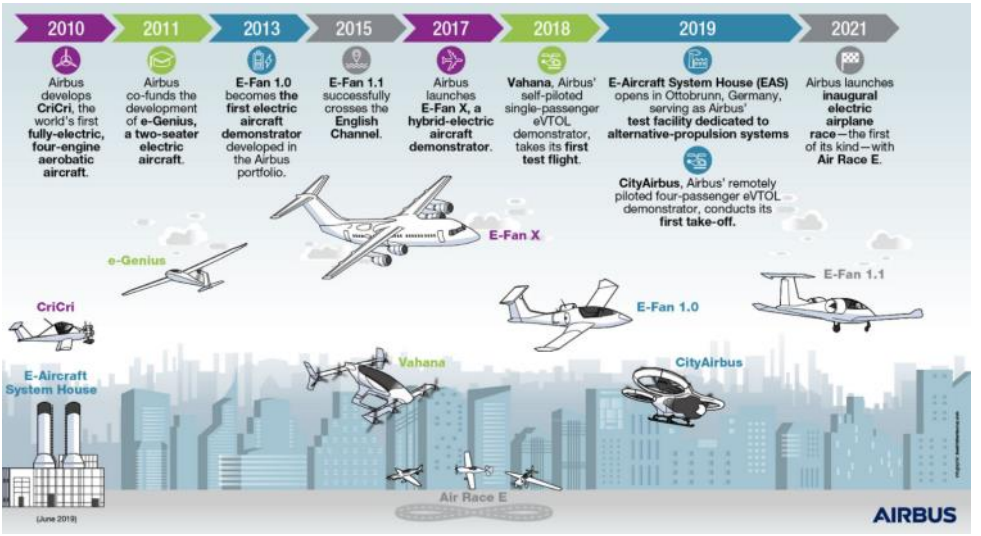
A CGI rendering of NASA's X-57 'Maxwell'

While the current limits of aircraft like the X-57 could call into question the scalability of such technology, electric airliners may be closer than we think. For example, in March this year Finnair signed a letter of interest for twenty 19 seat 'ES-19' electric aircraft built by Sweden's Heart Aerospace while in July United Airlines said they'd buy 100 of them. Heart's stated goal is to have the ES-19 certified for commercial operation by 2026.

Heart argue:

> *"With the engine cost-of-ownership the same for a 19-seater and a 70-seater, and engine wear the same whether you fly a 100km or a 1000km route, flying short hops with small turboprop aircraft is simply not profitable to airlines. Our electric motor is about 20 times less expensive than a similarly-size turboprop, and about a 100 times less expensive than the cheapest turbofan. More importantly, maintenance costs are more than 100 times lower. These lower operating costs will make 19 seater electric aircraft competitive with 70 seater turboprop aircraft. Our first generation aircraft will have a maximum range of up to 400km, which will increase as battery energy densities improve."*

Meanwhile, Airbus has been working on electrification projects since 2010, when it developed the world's first all-electric, four-engine aerobatic aircraft, CriCri. Since then, their all-electric, twin-propeller aircraft E-Fan successfully crossed the English Channel in 2015 and the electric vertical take-off and landing (eVTOL) demonstrator projects, Vahana and CityAirbus, have completed comprehensive flight testing programmes.



So with the electric powered aviation industry hotting up it is timely that the National Aeronautic Association (NAA) in the USA has announced the first official air race for these aircraft. The NAA is planning a cross-country air race for electric propulsion aircraft in May 2022, as the electric aircraft industry expands in terms of technological readiness and the number of potential race contestants. The air race will be a resumption of the Pulitzer Air Races first held in the early 1920s, and the winner of the race will be awarded the Pulitzer Trophy, on display at the Smithsonian National Air and Space Museum in Washington, DC.

The Electric Aircraft Race will be a 2 to 3 day, 1,000 nautical mile cross-country event beginning in Omaha, Nebraska, and ending near Kitty Hawk, North Carolina, where the Wright Brothers made their first controlled powered flights in 1903. Each contestant will need to complete the race within a four-day window beginning at the start of civil twilight on the morning of 16th May and ending at the end of civil twilight on the evening of 19th May. The race will be open to piloted fixed wing aeroplanes, helicopters and multi-rotor Urban Air Mobility (UAM) vehicles using zero-emission electric propulsion. Because many of the potential competitors may be in a research and development phase and using experimental aircraft, the race will be a day only, VFR event. The race winner will be the pilot/crew with the fastest speed calculated from the cumulative flight time, not including time on the ground for maintenance, charging, or overnight stays.

Heart Aerospace ES-19

The cross-country format, rather than a closed-circuit speed event, was selected to highlight electric aircraft range and reliability, in addition to speed, in a realistic operating environment. A cross country race should require careful logistical planning from the race teams and highlight different electric propulsion technology choices and operational strategies such as rapid battery charging, whole battery changes, and solar power augmentation to extend range. As a long distance, multi-day cross-country event open to all classes and types of electric aircraft, the NAA hopes that the Pulitzer Electric Aircraft Race will provide an "open canvas for design innovations and be a flying expo for the electric aviation industry".

The NAA is also partnering with Carrot, a nationally recognized Science Technology Engineering and Mathematics (STEM) organization, to leverage the Pulitzer Electric Aircraft Race as a STEM educational outreach opportunity. Fifth and sixth grade school science classes will explore electrical power systems and their application to aeronautical engineering in the semester leading up to the race. Science classes and clubs entered in the Pulitzer STEM Challenge will apply what they have learned to design their own electric race aircraft. Students (and the rest of the world) will be able to follow their favourite competitors in real time via publicly available internet flight tracking on FlightAware.com and on the NAA Pulitzer Electric Aircraft Race website.

The NAA hopes that the Pulitzer Electric Aircraft Race will become the premier venue and showcase for the advancement of practical electric propulsion aircraft in terms of speed, distance, and reliability, much like the National Air Races of the 1920s and 1930s helped promote technological advances of internal combustion aircraft one hundred years ago.

Meanwhile, in the UK Rolls-Royce's first all-electric aircraft completed its maiden flight in September, soaring across the skies for around 15 minutes. In a statement, the company announced the completion of the first flight of the all-electric 'Spirit of Innovation' aircraft. The plane took to the skies propelled by a 400kW electric powertrain with the most power-dense battery pack ever assembled for an aircraft.

Spirit of Innovation

"This is another step towards the plane's world record attempt and another milestone on the aviation industry's journey towards decarbonisation. This is not only about breaking a world record; the advanced battery and propulsion technology developed for this programme has exciting applications for the Urban Air Mobility market and can help make 'jet zero' a reality. Rolls-Royce is offering our customers a complete electric propulsion system for their platform, whether that is an electric vertical takeoff and landing (eVTOL) vehicle or commuter aircraft."

Rolls-Royce is joining forces with Tecnam and Widerøe, the largest regional airline in Scandinavia, with the aim of delivering an all-electric passenger aircraft for the commuter market, ready for revenue service in 2026. The project expands on the successful research programme between Rolls-Royce and Widerøe on sustainable aviation and the existing partnership between Rolls-Royce and Tecnam on powering the all-electric P-Volt aircraft. Due to its topography, Norway makes extensive use of aviation for regional connectivity and has an ambition for all domestic flights to be zero emissions by 2040. Stein Nilsen, Chief Executive of Widerøe, said: "Norway's extensive network of short take-off and landing airports is ideal for zero emissions technologies."

Tecnam all electric PVolt

Pipistrel's Alpha Electro is a 2-seat electric trainer that the company says is tailored to the needs of flight schools. Dubbed the 'Tesla of Aviation' it has a flight time endurance of 60 minutes (plus reserves) and cruising speed of 85 knots with recharging required every 75 nm. So it might be where Tesla was about 10 years ago but with battery technology advancing the way it is, it could be a viable training aircraft in a few years' time. It has a take-off run on grass of 555 feet (yes feet, not metres) and take-off distance (50ft obstacle) of 870ft. The max climb rate is 1220 fpm. In traffic-pattern operations up to 13% of energy can be recuperated on every approach, increasing operations range and at the same time enabling short-field landings.

In June this year South Australian company Eyre to There Aviation achieved a world endurance record for an electric aircraft in a Pipistrel Alpha Electro, breaking the previous mark set in Germany last year. The Eyre to There Aviation team arrived in Port Augusta on Friday June 25 after breaking the previous mark of 750km on the leg between Shoalwater Point Station and Whyalla. Along the way, the team broke other world records for electric aircraft including longest over-water flight (30.8km); furthest distance in a 24-hour period (330km); and fastest speed between waypoints (177km/h ground speed).

Melbourne based Stefan Drury provides a rundown on the Tesla of Aviation in one of his series of youtube videos. Click on the link:

https://www.youtube.com/watch?v=uMrLHeKJA80

Battery powered electric aircraft platforms are not the only such technology under development. The McKinsey report's overall conclusion was that hydrogen propulsion may have the potential to be a major part of the future aviation propulsion technology mix. They noted that hydrogen propulsion is best suited for commuter, regional, short-range, and medium-range aircraft.

> *"For commuter and regional aircraft, fuel cell powered propulsion emerges as the most energy-efficient, climate-friendly, and economic option."*

In September this year Air New Zealand announced it is teaming up with Airbus to research how hydrogen-powered aircraft could assist the airline with reaching its goal of net-zero emissions by 2050. The airline has signed a memorandum of understanding with an eye to making hydrogen-powered aircraft a reality in New Zealand. Air New Zealand CEO Greg Foran was reported as saying:

> *"New Zealand has a unique opportunity to be a world leader in the adoption of zero-emissions aircraft, given the country's commitment to renewable energy which can be used to generate green hydrogen and our highly connected regional air network. At this stage, both hydrogen and battery electric aircraft are still on the table as potential options for our shorter domestic flights, along with Sustainable Aviation Fuel (SAF) for long haul operations. This research will help to inform future decision making as we work to decarbonise the airline."*

The MOU with Airbus will run for two years. In that time Greg Foran thinks they'll come up with a hydrogen-powered plane prototype that would work for Air New Zealand.

So although it's still early days, and there's a way to go until they play a major role in the aviation industry, development of aircraft powered by alternative energy sources is happening at an ever increasing pace and it will be interesting to see how things progress over the next 12 months and in particular who the winner of the NAA Pulitzer Electric Aircraft Race is. As they say: Drivers - start your engines!

Pipistrel Alpha production facility

Diploma dispatch

by Lauree Skene-Gordon

The Redcliffe Aero Club (RTO No. 40971) continues to pride ourselves on providing exceptional academic support for our diploma students throughout their aviation education journey however challenging that may be. We pride ourselves on providing unmatched support and guidance to students to accelerate their learning progression and journey. All Flight Instructors, Trainers and Assessors and staff assist students to not only to meet the Australian Qualification and Training Framework (AQF) standards and CASA (Civil Aviation Safety Authority) Industry standards but to exceed them.

So far 2021 has seen four of our AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) graduates obtaining their qualifications as well as successfully achieving their CASA CPL Aeroplane Pilot Licence while another two continue to progress through their CASA CPL exams.

We are excited to welcome Sachin Butola, Harrison Wellman and Nicholas Arezio as our first Aviation Double Diploma intake students who will commence full time training with the Club in late 2021. All three students come to the Club having already successfully commenced their aviation training journey and look forward to gaining further knowledge, skills, techniques and abilities as they learn over the next eighteen months from the dedicated and experienced team of Flight Instructors, Trainers and Assessors at the Club. The students are looking forward to flying our Cessna 172 aeroplanes once they commence and are excited by the guidance, support and advice they will receive and the benefits of being a small cohort of students. Each student will have their own individual training plan in comparison to some Registered Training Organisations (RTO's) and Flight Schools who have much larger cohorts of students.

Our Flight Instructor Jake Hunter and CEO Stephen White had the privilege of speaking to USQ Aviation students at their Toowoomba and Springfield campuses recently, providing them with a vision of the opportunities that being a student with the Redcliffe Aero Club would provide and the knowledge, skills and facilities that our team have to offer.

The USQ Aviation Club students also visited the Club in July 2021, taking the opportunity to discuss their training options with our Flight Instructors, watch a SIM demonstration and sit in our impressive fleet of Cessna Aeroplanes. The team look forward to seeing them achieve their aviation milestones as they complete their aviation degrees.

The RTO team have begun to prepare for 2022 enrolment intakes with the Club having finalised our upcoming pre-enrolment information and application sessions dates including:

Monday 15/11/2021 – Tuesday 16/11/2021

Wednesday 08/12/2021 – Thursday 09/12/2021

Tuesday 01/02/2022 – Wednesday 02/02/2022

Thursday 03/03/2022 – Friday 04/03/2022

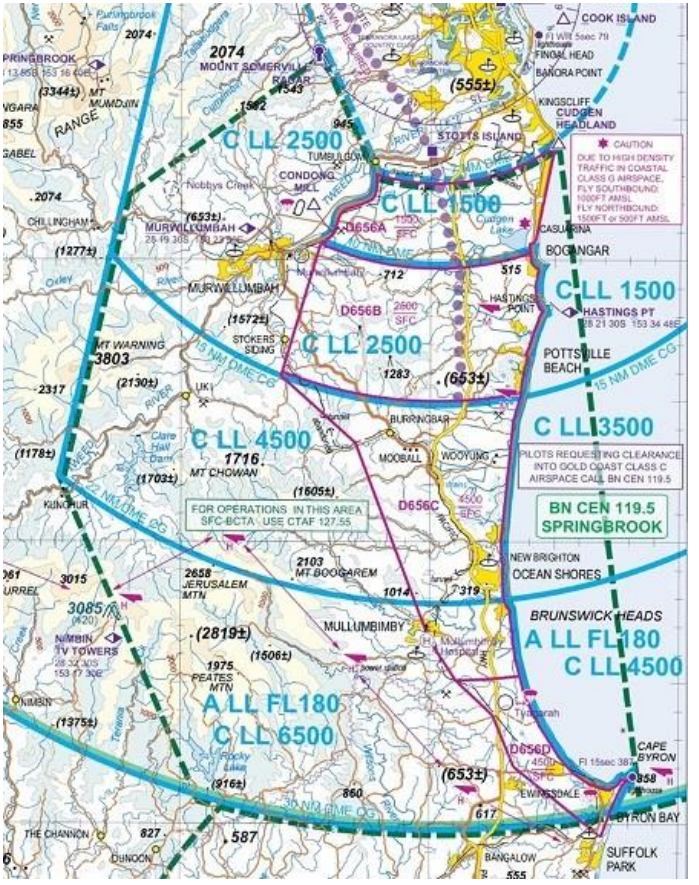
Candidates interested in applying for any enrolment intakes in 2022 should complete an Expression of Interest form located on our website and return it to the RTO team as due to the ever-changing COVID19 restrictions limited seating is available for each session. Potential candidates will attend for the two days at the Redcliffe Aero Club. For further information don't hesitate to contact the RTO team by email info@redcliffeaeroclub.com or by calling our office Mon - Fri on (07) 3203 1777.

New broadcast area around Tyagarah from 2 December 2021

CASA has advised that from 2nd December there will be a new broadcast area around Tyagarah Airport, near Byron Bay in New South Wales. Aircraft operating within this area will be required to make their broadcasts on 127.55 MHz. The change affects the airfields of Murwillumbah, Tyagarah, Nobbys Creek and the Gold Coast flying training areas (including D656A-D). The broadcast area is detailed in the extract from the visual terminal chart below and will apply from the surface to the base of controlled airspace.

The new area aims to reduce frequency congestion by removing aerodromes from the Multicom frequency 126.7MHz. The change also removes the uncertainty of which frequency an aircraft should be monitoring when transiting the area.

More information is available in the 2nd December Gold Coast VTC and Aeronautical Information Publication.



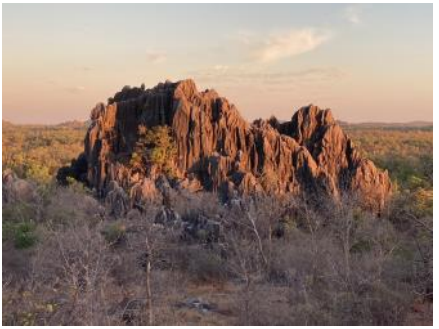
Looking for Leichhardt

by Philip Arthur

In August my wife Sigi and I took off for a couple of weeks to "the Gulf Country" in North West Queensland, part of the land that German explorer Ludwig Leichhardt traversed on his first expedition in 1844. We did it in a bit more style than he did, travelling by air. Our first stop was Atherton where we visited friends who live in Yungaburra on the edge of Lake Tinaroo. We flew into the amazingly lush Atherton Tablelands and landed on the equally lush green Atherton airstrip. It's like landing on a deep shag pile carpet. They have AvGas available and you can fill up using the IOR app on your smart phone. Much easier that the old credit card swipe machine and a receipt is emailed to you straight away. No more problems with bung printers.

After an overnight stay we had a 30 minute hop west to the town of Chillagoe. It's an historic Queensland mining town and home to some pretty impressive volcanic rock formations and limestone caves. It also has a lovely sealed runway! What more do you need? We stayed at the Chillagoe Observatory and Eco Lodge, a repurposed (and modernized) mining camp from the nearby (now defunct) Red Dome Gold Mine. Unfortunately it was a bit of a cloudy evening and almost a full moon so there was no stargazing to be had in the observatory. The town is in a very scenic location and our folding bikes came in very handy to explore the area.

Rocky outcrop near Chillagoe



Lake Tinaroo on departure from Atherton

From Chillagoe we headed further west, towards the south east corner of the Gulf of Carpentaria. After about one hour's flight we topped up the fuel at Normanton, then took off again and followed the Norman River for 10 minutes over to Karumba on the coast. Now it's important to know that there are two parts to Karumba. We stayed in the better part of town, near the mouth of the river. It's about 5 minutes walk from the airport or one minute in the End of the Road Motel shuttle bus. Very handy for fly in visitors like us and with great views to the west over the gulf and close to the boat ramp - ideal for the main attractions at Karumba: sunsets and fishing. After enjoying our first sunset over the gulf we had some amazing tapas at the motel's own Anchorage Bar and Café then an early night and rose before sunrise so we'd make the 7am departure with Paul from Kerry D's Fishing Charters for a trip out into the Gulf.

The Norman River near Karumba

It was about 20 minutes until we dropped anchor and spent the next 3 hours dropping lines into the water. The fish were slow to bite at first but gradually picked up pace so in the end Sigi and I caught four salmon each and she caught a mackerel as well. Fellow anglers Ray and David from Ingham on the other side of the boat had even more luck and caught about 20 fish between them. And they were good sized fish, 1kg to 5kg each. Any undersized ones were thrown back in.

We took two salmon back to the motel where Ray and David showed me how to fillet them. The motel has a great setup with barbecues on the foreshore where guests can cook the fish they catch while having a drink. The salmon were delicious, enjoyed with a view over the water. As the sun sank slowly in the west we joined a few other tourists for another drink at the aptly named Sunset Tavern next door.

From Karumba we flew to Forsyth, just over an hour away. We had to be there before 9am to be picked up by a bus that would take us to Cobbold Gorge, our next destination. The alarm went off at 5:30 and, after checking the weather and NOTAMs and downing a bowl of muesli, I headed off to the airstrip. With the daily preflight completed we loaded up and climbed aboard. The GPS was programmed with a flight plan from Karumba to Forsayth via Croydon and we took off IFR into the wild blue yonder, turning over Karumba and leaving the Gulf of Carpentaria behind us once more. Climbing to 9000 feet in the calm, clear air we set course for Croydon. On the way I had one of those "what the...?" moments that teach us never to put blind faith in a GPS. The leg from Croydon to Forsayth was about 78 miles. As we approached Croydon I calculated an estimate for our arrival into Forsayth for ATC, as we were outside radar coverage, but as we passed over Croydon and the GPS switched to the new leg the ETA on the display was just wrong. What's more, the distance remaining to Forsayth was indicated at 350 miles! The direction was right but the distance wasn't. Now normally I check the distances and tracks after programming the GPS against my flight plan before taking off but of course that day I'd been in a hurry to make the 9am appointment in Forsayth and hadn't done it. Murphy, of course, had struck. So I provided my calculated ETA to ATC and programmed a new waypoint for YFSA with the correct co-ordinates extracted from OzRunways.

Sunset colours at Karumba's Sunset Tavern

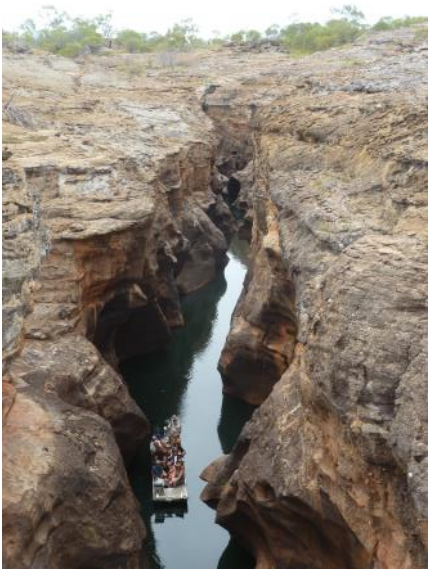
Soon we were descending into Forsayth and shortly after we'd tied the plane down a driver turned up in a van and we headed off towards Cobbald Village, about 40km to the south west. About half way to the village we pulled up and transferred to a four wheel drive, driven by "Chook", a fixed wing pilot who used to fly Cessna 172s, mainly for mustering cattle near Birdsville. Chook delivered us to the reception, telling us some of the history of the area as we went.

After checking in it was time for a coffee and a swim in the infinity pool near the deck and bar that look out over their dam. An idyllic spot, also for a bit of lunch.

Next on the agenda was paddle boarding in the Cobbald Gorge. A minibus took us to the gorge, about 5km from the village along a dirt track that crosses the 100 metre wide dry bed of the Robertson River. Apparently there's water flowing 3 metres under its surface in the dry season and in the "wet" the surface is 3 metres above the creek bed!

We'd never been paddle boarding before but were pleasantly surprised how easy it was to stay upright, standing on the board and paddling with a longish paddle. The gorge varies between 3 and 10 metres in width with sheer cliff faces either side that are about 20 metres high above the surface of the water, which itself is 3 to 20 metres in depth. It was very peaceful as we focussed on staying out of the water and not hitting the sides or any rocks. We reached the end of the navigable part of the gorge in about 10 minutes and turned back. On return we masterfully kneeled on our boards and then slid into the water for a pleasant cool off. We'd been told there are up to 15 fresh water crocodiles in the gorge but apparently they're well trained and don't bite any of the tourists! We didn't see any.

Back at the village we had a lovely dinner on the deck looking out over the pool and the dam, followed by a few outback yarns from Chook around the firepit. It turned out that Chook and his wife Lorraine manage the resort between them and had only arrived eight months before after spending the previous 20 years near Birdsville. Chook said he'd gone as far as he could with cattle property management with responsibility for 30,000 head of cattle and wanted a change, so opted for managing a resort and herding 30,000 tourists per year instead.



Cobbald Gorge

We woke early and hiked about 3km from Cobbald Village along one of the tracks up to the top of Russell's Hill to gain a view of the local area. The air was still cool but the climb warmed us up. A jogger! passed us as we went – must've been a local out for a pre-work workout. Back at the village there was a chance for a quick dip then breakfast on the deck.

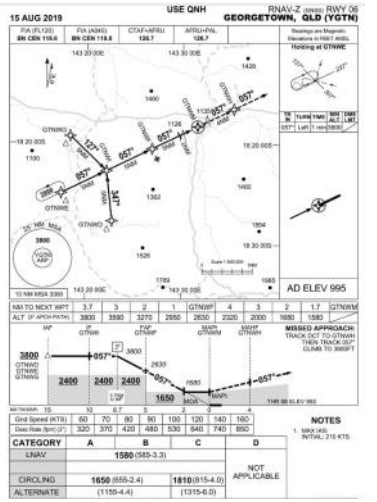
At 10am we joined one of four bus groups for another trip to the gorge. This time it was a guided walk around the gorge and across a glass bridge that spans one of the narrower sections about 15m above the water. It was installed a few years ago and makes it possible to do a circuit where our guide, Johnno, introduced us to various bush tucker including "tennis ball trees" and "liquorice bushes". There were also a few poisonous ones that Johnno warned us not to touch. Back down at water level we boarded a small electric powered boat that took us back up the gorge the way we'd gone the day before on our paddle boards, this time with commentary about the geology of the gorge and how it was discovered by the current owner of the station, Simon Terry, and a school mate in the 1980s. This is extremely rugged country and not very accessible and the local indigenous people had traditionally avoided the area since a geological event had caused the water flow direction to reverse a few thousand years ago, making it "devil country".

Over the past 30 years the Terry family have developed Cobbald Gorge into a very successful business venture that is sensitive to the environment and local customs. They started with day trips from Forsayth in the 1990s to camping on site, to rudimentary huts to the comfortable cabins, deck restaurant, infinity pool and other facilities they have today. They do a really good job, and the staff really seem to enjoy their work. They don't have many fly in guests but it is a great spot to fly into. You should definitely add it to your bucket list.

In the morning Johnno dropped us at the airstrip where we loaded our bags and unloaded the folding bikes. Time for a bit more exercise! It was a 4km ride into Forsayth from the airstrip – perfect for the bikes in the cool morning air. Arriving at the Forsayth Hotel we noticed our driver from the other day at the servo. He waved and said "See you at the pub!". The hotel is also owned by the Terry family who run Cobbald Gorge you see, and Steve works there. The pub was on the verge of closing about 5 years ago and as they all say, when an outback pub closes, the town dies. So Simon Terry bought it and redeveloped it into a "staging post" for Cobbald Gorge visitors. Steve mentioned a few of the "hot spots" to visit in Forsayth. We had ridden past them all within 15 minutes and, having thereby exhausted the scenic spots of Forsayth, rode back to the airstrip.

Taking off from Forsayth we flew over Cobbald Village and the gorge as well as the "Howlong Station" homestead and airstrip, where the Terry family live. Then it was time to practise an RNAV instrument approach. Under my private instrument rating I have to do at least one of these every 6 months to stay "current" and it seemed a good time to practise. There was one at Georgetown nearby and no other traffic, so…what an opportunity! We followed the waypoints from Whisky Delta to Whisky India, Whisky Foxtrot and did a missed approach climbing out to the east, and set course for Pinnarendi, another cattle station located on the Kennedy Highway just west of the dividing range.

Pinnarendi StationStay & Cafe is a family run small business established in 2016. They have a 1.5km long grass strip adjacent to their homestead, camping ground and "Brick Oven" café where Nadine and Ronnie serve the best coffee and home made pizzas and cakes west of the range (really!). It's a great setup with the camp ground under shady trees and a "station stay" cabin that will accommodate a couple quite nicely. It was lunch time so Sigi and I shared a pizza and a piece of cake. I also had an affogato and it was the best I'd had in a long time! Nadine and Ron have three children and a four seater plane that travels at 115 knots so Ron wants to upgrade to a 6 seater, maybe a Cessna 210 or a Bonanza. The children attend boarding school in Charters Towers about 300km to the south and Ronnie often picks them up in the plane on a Friday afternoon and drops them back on Monday morning. It's about a 3 hour round trip for him. They shared some of the



stories of life on the property (Ron is 5th generation) including living through Cyclone Yazi that took the roof off their house. They had a photo album full of photos to prove it too!

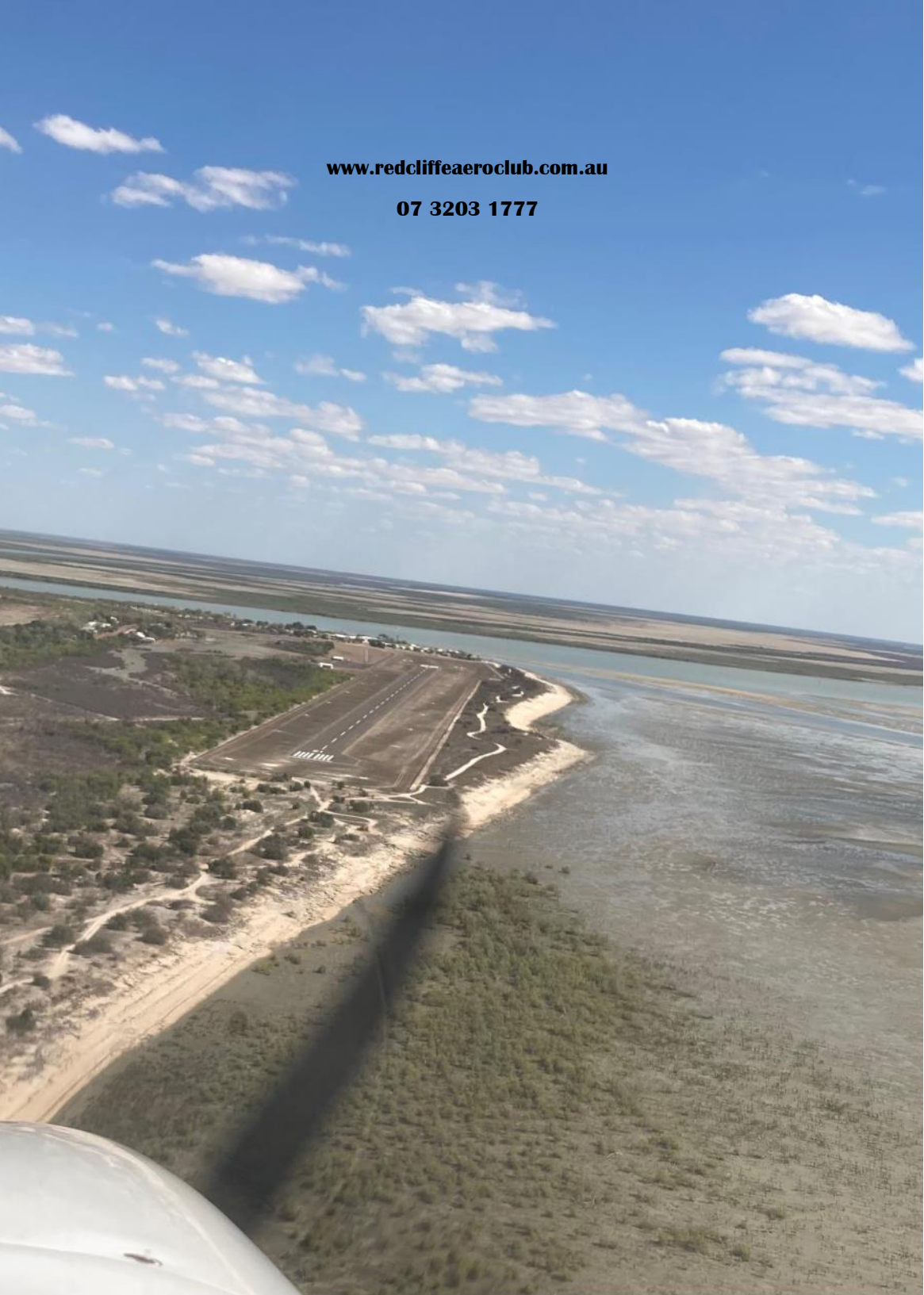
Bidding farewell to Pinnarendi we climbed out to the north east. As we headed towards the dividing range some friendly cumulus started to build up so, given we were flying VFR, it was a game of "dodge the clouds" as we headed for the hills. In 20 minutes we were descending between the clouds into lush green Atherton.

To be continued...

How do you clean an A330 windscreen?

We all clamber up to clean the windscreens on our aircraft before we go flying right? But have you ever wondered how they do it on an Airbus? A youtube video by “bjorn pilot” shows you how. Click on the link below. He also has some great views of Manhattan as he departs Newark for Copenhagen.

https://www.youtube.com/watch?v=jONp-5QQe1s



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