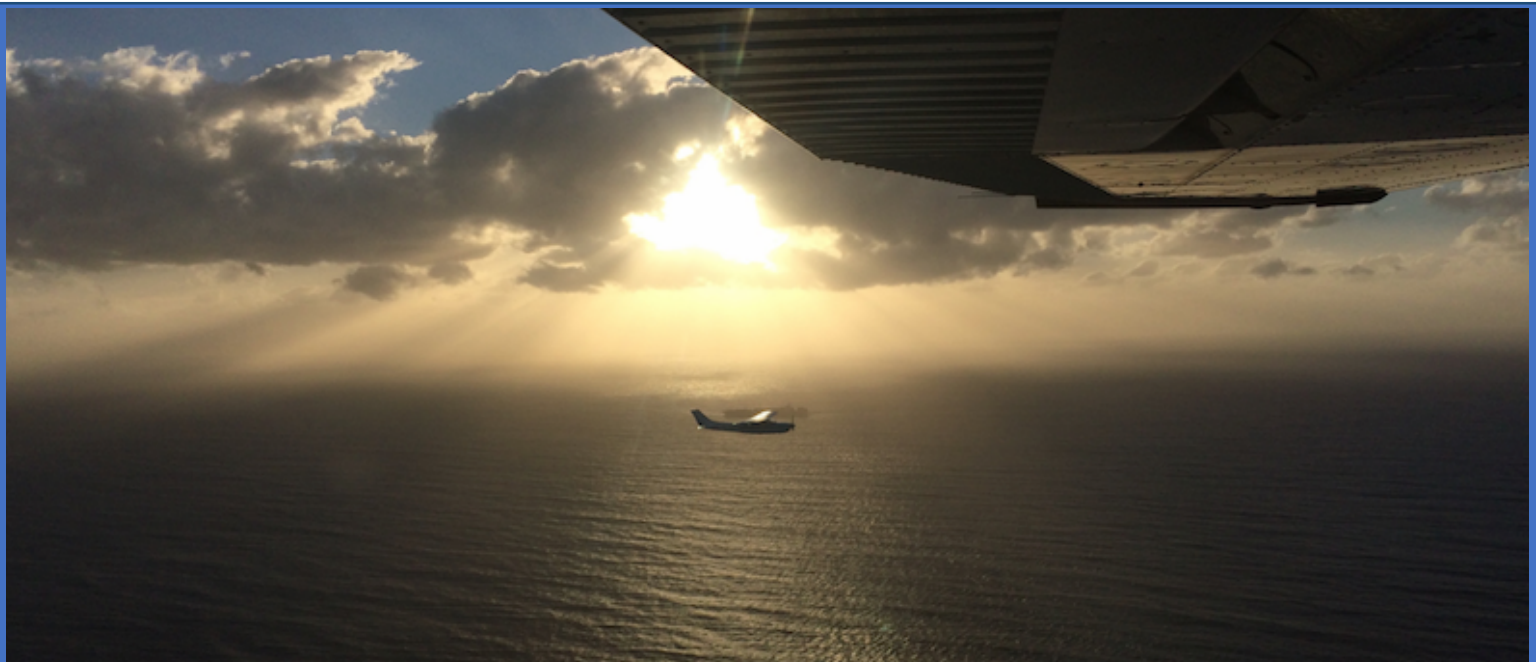




THE REDCLIFFE AERO CLUB



VH-ELS OFF SUNSHINE COAST, 2016 ANZAC DAY DAWN FLYPAST

AIR CHAT

On Line E Magazine

Issue No: 12
December 2016

Official Newsletter of the Redcliffe Aero Club
1 Wirraway Drive
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Kippa Ring Qld 4021





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CLUB PRESIDENT REPORT

As 2016 draws to a close on us all I would like to give you all a quick recap on the success of our Club this year.

After many, many years and countless hours, Vet Fee Help was granted and we officially commenced our intake in late June. Although the government is making some changes for 2017 and beyond, Vet Fee Help is continuing with the Club.

We approved the purchase of two aircraft, our second Cessna C310 and a Vulcanair P68. This was due to the requirements of our charter business and the high utilisation of our twin aircraft. Next year we will be looking into replacing our oldest C172 and making sure we maintain our status in having a modern fleet of aircraft.

Some instructors left us for bigger and better careers in aviation this year. We wish them all the best for their future and we welcome some newly appointed instructors to our team. Call in and meet the new instructors and make them feel at home.

I also would like to thank Philip Arthur for taking on the job as editor of our E Magazine, Air Chat. Philip has produced this edition and I congratulate him on an excellent outcome.

Please remember to get involved in your Club's activities, such as contributing to Air Chat and participating in the Club Flyaway activities.

On behalf of the staff and Directors of the Club, I wish all members and families a very merry Christmas and a prosperous 2017.

Safe Flying to you all.

Mike Cahill





CEO REPORT

This year has been an incredibly productive and successful year and certainly the strongest financial performance in my twelve-year association with the Club. Those who attended the recent Annual General Meeting (AGM) held at the Club would've heard the member appointed auditor, Jason O'Connor, summarise his assessment of the club finances. Jason stressed how impressed he was with the significant financial turnaround that the Club has made in the last 12 months. He congratulated the staff and the Directors on their performance. Some of the highlights from the 30 June 2016 financial report (which all members should have received by mail) were a 60% increase in turnover, a fourfold increase in net profit and a thirteen fold increase in cash provided by operating activities of the Club compared to last year. This strong financial result for the 2015/2016 financial year and our strong start to this financial year means we can continue to improve the quality of Club owned aircraft and the member facilities.

I would like to thank our dedicated and conscientious staff, Board of Directors and volunteers for their incredible effort this year. I would also like to thank all Club members for their continuing support of the Club and its objectives. We, the staff, look forward to serving your aviation training, aircraft hire and charter needs into the future.

Wishing you and your families a happy and safe Christmas and all the best for 2017.

Stephen White





CHIEF PILOT REPORT

2016 has been an eventful year for the Redcliffe Aero Club. The Club finishes the year a significantly busier and more productive place than at the start. We expect this trend to continue in 2017, while we maintain our commitment to professionalism, safety and excellence in aviation. Some significant events for the operational staff in 2016 were:

- The addition of Brad Crompton to the team.
- The addition of Michael Bannon to the team.
- The commencement of full time Diploma of Aviation courses.
- The purchase of the Vulcanair P68 twin VH-VMV.
- An assortment of upgrades and upskilling of the instructor team.
- The addition of Naythan Screaton to the instructor team.
- Farewelling Michael Schell and Brad Crompton as they decided to pursue careers outside flight instruction.

I feel confident that I can speak for the whole team when I say that the real highlight of our working year has been flying with club members. There is something very special about sharing aviation with people who have a passion to learn and a definite thrill every time "your" student achieves a milestone, from first solo to CPL or instrument rating.

As the weather warms up and the afternoon storms kick off, I'd like to remind everyone to make a careful study of weather, give appropriate thought to alternates, fuel planning and personal minima and consider booking your flights and lessons earlier in the day. By 6am it's light, the winds calm and the weather cooler - it's a great time of day to fly. On the subject of personal minima, I'd like to bring your attention to a recent article in Flight Safety on the topic that can be found here:

<http://www.flightsafetyaustralia.com/2016/12/recent-licensed-current-two-out-of-three-isnt-good/>

Just a reminder that the club will be open every day through summer with the exception of Christmas day. Some of the team will be taking a few well-earned days leave to spend time with family and friends but we will be open for business as usual so book in and come flying.

And may I share with you the following from the Head of Aircraft Airworthiness and Maintenance Control (HAAMC): *"When starting C172s please ensure that you are using the Cessna starting procedure rather than any other procedure you may have learned along the way. The fuel control units in these aircraft are only lubricated by the fuel flowing through them and any throttle movements with the engine off cause excessive and expensive wear."*

Finally, regarding Maintenance Releases – please ensure that the previous day's entries have been closed off before the first flight of the day.

On behalf of all of the team, I'd like to wish you a safe and merry Christmas season. We look forward to flying with you in 2017.

Daniel Smith













EDITORIAL

Welcome to my first AirChat as editor. I decided to take the job on as a way of giving something back to the club where I've spent the past 6 years learning to fly. I'd had a desire to learn to fly since experiencing my first flight at 4 years of age. The thrill of the acceleration down the runway in the Focke Friendship was followed by wonder as the ground slipped away beneath us and the world appeared in miniature below. Flying as a passenger in light aircraft piloted by my dad while in my teens made me consider the possibility of learning to fly myself. However, as a student it was too expensive and then work was too busy, then I moved to Europe to work where flying lessons were out of reach. So the flying lessons were put on hold while I flew around the world many, many times as a passenger on commercial jets for more than 30 years. Finally though, when I turned 50, I thought "It's now or never!" I considered a couple of training school options and decided on RAC. One reason was that the aerodrome was fairly quiet. Another drawcard was the scenic training area incorporating the Glass House Mountains and Bribie Island, as was the quality of the training aircraft. However, the main attraction was the down to earth, casual and friendly atmosphere at the Club. I've continued to be impressed by the quality of the instructors, aircraft and facilities over the years. A very professional team comprising the paid staff, the board of directors and many volunteers holds the Club together. It's a great organization that facilitates the training of a wide range of young and not so young people in the art of flying either privately or commercially. I feel very fortunate that was able to use these facilities to achieve my dream of learning to fly and am now in a position to use light aircraft to explore this great country of ours. I also continue to be impressed by the way that newcomers are drawn into the flying community and the enthusiastic way the club introduces outsiders to the "parallel universe" of GA. So when Mike Cahill approached me about editing AirChat I thought this could be a way that I could contribute something to the club and helping to sustain and spread our passion for aviation among Club members and the wider community.

So what would I like to achieve as editor? A few things:

-  Provide an interesting read for aviation enthusiasts
-  Inform members of upcoming events and Club flyaway opportunities
-  Promote the club and general aviation to the wider community
-  Report on club events as they occur
-  Provide a conduit for members to air their views on the club and its activities
-  Recall some of the club's history and some of the people that have made it what it is today
-  Inspire members to take to the sky more frequently and visit some of the amazing destinations on our doorstep and further afield in this great country, either as part of a club flyaway or independently
-  Encourage interest in improving our flying skills through further education and training at the club and elsewhere



In this edition you can read about flyaways that occurred in recent months, learn how one young pilot landed his first proper job after training at the Club to CPL level, celebrate the life of one of the world's most accomplished pilots, get a "heads up" on the dangers of infringing restricted areas when they're active, meet the Club's newest instructor and see some photos of the Club open day and annual wings dinner.

I'd really appreciate your input on what you'd like to read about in future editions and encourage you to contribute, regardless of whether you're a member, another user of the Redcliffe Aerodrome environment, a representative of commercial enterprises involved in the aviation industry or a member of the general public. Please send all ideas, comments and feedback by email to:

airchateditor@redcliffeaeroclub.com.au



Safe and happy flying

Philip Arthur





UPCOMING EVENTS

7th - 8th Jan: Great Eastern Fly-in – Evans Head Aerodrome, NSW
<http://www.greateasternflyin.com>

15th Jan: Straddie Fly-in and Grand Breakfast - Dunwich
<http://stradair.com/>

19th Feb: Straddie Fly-in and Grand Breakfast - Dunwich

3rd - 5th Mar: Avalon Airshow 2017, Avalon Vic
<https://www.airshow.com.au/airshow2017/PUBLIC/index.asp>

12th Mar: Annual Clifton Fly-in, Clifton Airfield, SE Qld
<http://loneeagleflyingschool.org.au>

A list of all upcoming Club Flyaways will appear in the next AirChat. Suggestions and enquiries to Bryan Galvin or Philip Arthur. Email: flyaways@redcliffeaeroclub.com.au

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RECENT ACHIEVERS

The following students have recently achieved the next level of their training at RAC. Congratulations to everyone on your hard work and dedication as you work towards your final goals.

First Solo

Rachael Lau
Peter Luff
Elsie Mak
Mathew Ready
Tamara Salins
Franziska Spielmann
Jason (Cho Yin) Wong
Sam (Yu Hsien) Wu
Suyang Yao
Rick Yardley

RPL

Gerardo Angariia
Dominic Cheung
Shawn Clark,
Alex Wong

PPL

Murray Norris
Daniel Stanton

PIFR

Philip Arthur
Jack Stott-Sugden

Single Engine Aircraft Instrument Rating

Aaron Paul DeKort

CPL

Shaun Hay
Ali Mirali
Julian Simmonds
Jack Stott-Sugden
James Strang
Sam Best

Multi Engine Aircraft <5700KG

Jack Curran
Patrick McMahon
Brielle Russell
Conor Scanlan

Multi Engine Aircraft Instrument Rating

Jack Curran
Christiaan Kruger
Conor Scanlan
Joshua Shaw
Danny Taylor
Matthew Wilson





WINGS DINNER

The annual Wings Dinner took place on Saturday 19th November. It was a great chance to get together and celebrate the achievements of our newest trainee pilots.





STANTHORPE FLY-AWAY

By Bryan and Lyn Galvin

The 2016 Fly-Away to Stanthorpe took place on the weekend of 10 and 11 September. With the weather looking increasingly foreboding, even the IFR boys would have had a challenging time on the Saturday, so it was decided to drive away instead of flying. We met our tour bus at our motel in Stanthorpe at about 10 o'clock where our trusty driver Alan was waiting. Alan has been organising our tours since we started the Stanthorpe fly-aways some years ago and as usual, he took good care of us.



The weather was chilly and overcast and boots and coats were the order of the day but by our first wine tasting visit to Ridgemill winery, we didn't really care. We enjoyed a number of very fine wines including some special ones that the winemaker had been hiding. That set the pattern for the day and we visited one more winery before lunch and then two more and a cheesemaker after lunch. Lunch was great, our individual orders had been phoned through by our guide Alan so there was minimum delay in it being served.

After lunch (with wine), we were off to see the cheese factory and then another winery with African theming throughout. The weather settled into a fine misty ambience which made the area look quite beautiful. The fires were on at all our destinations so it was a cosy time. Our last destination was a micro-brewery. Excellent choice as it was good to cleanse the palate with a variety of beers. The place also seems to be the local watering hole for all the locals and the beer was very good too.

Dinner on Saturday evening was at the motel's steakhouse and it was probably just as well as we had all eaten and drunk quite a lot during the day. The meals were great and we went to bed as they say, tired but happy.

The following morning dawned bright and sunny, though it was only 6°C. We found a very quirky little café called "Bricks" where we had an excellent breakfast. Some of us peeled off and returned to Brisbane and the rest drove down to see the Ballandean Pyramid. This was constructed from the excess granite blocks that were surplus after the ground was made ready for vineyards. It was man made and took 8 months to construct. Despite the bad weather and lack of flying, I think everyone had a good time and are looking forward to next year's Stanthorpe fly-away.



CLUB OPEN DAY





ADEL'S GROVE FLY-AWAY PART 2

By Philip Arthur

In the last edition of AirChat I described how my wife Sigi and I flew from Redcliffe via Longreach, Cloncurry and Mt Isa to Adel's Grove near Lawn Hill. Having made it to our destination, by Day 3 it was time to explore the area.

After breakfast on the deck in front of our tent we arranged a lift to Lawn Hill National Park, about 10 km away. One of the downsides of being a "fly-in" is that you don't have your own ground transport. However, for a very reasonable price we were given a lift in the minibus. At the national park we rented a kayak and headed off. The Lawn Hill Creek flows through a very beautiful gorge between cliffs that are about 20-30 metres high. It's separated into an upper and lower gorge, the two parts divided by Indarri Falls, a picturesque set of waterfalls. Various types of wildlife, including crocodiles, inhabit the creek. Unlike the man-eating salt-water crocodiles near the coast, these are freshwater crocs, or "freshies". They're relatively small and allegedly only attack humans if provoked. They can give you a nasty bite if they're having a bad day however so there were plenty of signs warning against messing with them.



It'd been 37 degrees two days before so we were lucky that it was only about 27 that morning with scattered cloud so good for paddling and walking. On reaching Indarri Falls we had to lift the kayak out of the water and walk about 100 metres to the top of the falls where we put it back into the water and continued up through the upper gorge. While on the lookout for crocodiles we spotted plenty of birdlife and a tortoise, scrambling up a rock out of the water as we passed. After about 2.5 hours we returned to the starting point and surrendered our kayak. A hike around the top of the gorge warmed us up enough to enjoy a swim in the "croc infested" waters!

Back at Adel's Grove we had dinner on the deck. It's a great open-air space next to the bar and kitchen that looks out over the creek, ideal for meeting and chatting with fellow travelers. There's a very good 3G signal (Telstra only) so people tend to congregate there for that reason as well. Most of the clientele were grey nomads, travelling around the country in four wheel drives and caravans. Some had taken on jobs at the resort for a while to have a break from travelling, and to help pay their way. All were impressed with the fact that we'd flown in. Some had flown in the past. One lady told a story of how she'd participated in an air race around Queensland prior to Expo 88 and concluded the trip with a fly past over Southbank on Expo opening day.



Day 4 was spent around Adel's Grove. We hired another kayak from reception and headed up the creek from the campground. It was a very peaceful stretch of water. If you're really keen you could paddle all the way up to the gorge in a few hours. We didn't feel the need to go that far.

On our way back towards the resort we spotted a crocodile sunning itself on a log. It was about one metre long - an impressive specimen. The teeth certainly looked sufficient in number and size to do some damage if provoked. We admired it from a distance then paddled back to the resort. Some wild pigs crashed through the bush on the other side of the creek as we were walking back to the campground and a lone kangaroo hopped past. I checked the ROC and topped up the oil and added some AvGas from the bowser. We enjoyed one more outback dinner on the deck before retiring. We had a long flight ahead back to Longreach in the morning.



On Day 5 we were rolling in the ROC down the strip soon after sunrise, heading south to Mt Isa and Longreach. The plan was to stop at Mt Isa for fuel and a coffee, then fly direct to Longreach. The Naips weather report had indicated there may be some showers in Longreach in the afternoon and because we wanted to spend time at the Qantas Founders Museum anyway we decided it best we get there as soon as possible. We couldn't resist a couple of orbits over Lawn Hill Gorge after takeoff, though, as it was such a lovely morning. The trip to Mount Isa was very smooth with no other traffic except for a REX plane heading out to Cloncurry. As we headed downwind Mt Isa town and mine was straight ahead of us. Touching down about 9:15 we refuelled the plane, had another brief chat with Andrew the ARO, then locked up the ROC and headed over to the terminal building.



We bought a coffee and sandwich for an enroute lunch, checked the weather forecast again and submitted the flight notification for the next leg. This all took about an hour so we didn't start up again until 10:25 and took off to the south east, tracking direct to Longreach.



Mount Isa City, Smelters and Mines

We flew over another very remote part of the country, with virtually no significant landmarks. The first discernible one was the railway line from Mt Isa to Townsville. It makes a large loop around the southern end of the mountainous region between Mt Isa and Cloncurry. I'd planned to fly to Longreach at 7500ft but some clouds started to appear and were just at that level so we descended to 5500ft. As we continued, the base of the clouds ahead gradually decreased so we descended to stay below them, until about 100 miles out of Longreach we had descended to 1800ft AGL and a wall of clouds had appeared up ahead. There was some drizzle on the windscreen as well and we could see moderately heavy rain falling further on. Also by now we had a 30 knot head wind. Now this turn of events had always been a possibility, as the morning weather report had indicated some "showers" at Longreach, so we resorted to "Plan B": a diversion to Winton.

Descending to circuit height of 1400ft as we neared the town, with the clouds still descending, we spotted the sealed strip and joined downwind for runway 16. We noted the windsocks were almost horizontal and showing a fair crosswind component. For a brief moment I considered a landing on runway 05, the unsealed strip, but looking down I noticed a few puddles on it so continued with the plan to use runway 16. After a gentle landing we parked the ROC on the apron next to a Cessna 172 and sat there for a while to consider our next move.





A small helicopter that had just refuelled in front of us departed into the clouds but as the wind continued to blow and increased further in intensity we decided to get out of the weather and head into the terminal building.

The Winton aerodrome is of course a fairly low key affair. However, given that the temperature had dropped below 20C by now and it was starting to rain the terminal was a warm and dry sanctuary for us. With typical outback hospitality the airport caretaker Bill dropped by and kindly offered to make us a cup of tea or coffee. Given the drop in temperature we thought that'd be a great idea and soon he was back with a thermos of hot water and some tea bags. We chatted with Bill as we drank our tea and ate the sandwich we'd bought in Mt Isa. Bill and his wife Ivone were from Deagon in Brisbane but had been out in Winton for a few years, following their daughter who'd moved out there. Ivone was very happy with life in Winton but Bill was ready to head back to Brisbane. He did note, however, that the weather out there is usually very reliable. "We haven't had a storm like this for ages. It's been blue sky for weeks." Great.



Secured for the Night at Winton

It started to rain and after a while the "storm" worsened somewhat. The wind picked up and rain pelted the tarmac at 45 degrees. Referring to a new weather forecast on the Ipad we discovered that rain was expected to continue all through the rest of the day and the night until the morning. So we cancelled our hotel reservation in Longreach and booked into a motel in Winton for the night. I went out to secure the aircraft, by now having to wade in about 10cm of water to secure the tail to the tie down cable. The wind continued to blow. Ray from the Outback Motel was only too happy to pick us up from the airport and take us into town and show us the sights on the way. Winton is famous for its outback film festival as well as being the location of the first Qantas board meeting and for a "flying" visit by US President Lyndon B. Johnson. He spent a night there, while serving in the military during WW2, after the troop carrier he was in "crash landed" nearby. Maybe there was a bit of a storm that day too!

Ray recommended we have dinner at the Tattersalls pub down the street from the motel so we headed off for a couple of steaks. The pub was classic Australian outback with characters galore, a mixture of locals and travellers. The varied clientele was entertained by the very talented "Sax and the Single Girl".



Sax and the Single Girl

The steak was great as was the Merlot. The restaurant was pretty full and there were no free tables and not many free seats so another couple sat down next to us and in one of those coincidences that life throws at us from time to time it turned out that they owned the 172 we'd parked next to. They were on their way from Mudgee to Sweers Island in the Gulf for a bit of fishing and had been stuck for a day because of the bad weather. We swapped aviation stories for the next couple of hours. Gary had flown for over 50 years and had been an instructor and flown all manner of aircraft. Denise had also learned to fly so she could land if anything serious happened to Gary while they were airborne! That got Sigi thinking.....

By day 6 it was time to head for home. After a hearty breakfast at the "Grand Old Lady", a local term of endearment for the North Gregory Hotel, where *Waltzing Matilda* was first performed in public, Ray drove us out to the airport. The rain was a big talking point around town because the main road to Longreach was cut so people couldn't get in or out. "Not at all normal for this time of year!"



Downtown Winton

We met up with Bill and Ivone, who in addition to providing hot tea could supply us with AvGas. The 172 had departed while we were still in town so ROC was the only aircraft around. The sun was out, the clouds were dissipating and all looked good. The wind was 10-15 knots with a slight crosswind. So we launched ourselves in the direction of Emerald, climbing to 7500 feet and passing over some scattered clouds along the way. ATC were trying to contact a pilot who had a jammed mike switch. He and his passenger were chatting away on one of the frequencies, unaware that they were effectively blocking it. ATC asked various other pilots including a Qantas jet to attempt to contact them directly to let them know so they could release the switch. Finally, about 30 minutes out of Emerald a somewhat embarrassed voice apologized and announced that he was the guilty party and was on his way to Burketown with his wife. It was Gary and Denise from the night before.



We made a quick pit stop at Emerald to top up the fuel, grab a coffee and croissant, submit the flight notification for the next leg and we were off again, tracking direct to Redcliffe. Some broken cloud hovered irritatingly around the 5000ft level, so we remained at 3500ft. We passed over the Blackwater Coal Mine, Theodore and Cracow and the clouds eventually thinned out a bit so we could climb to 7500ft again.

Despite a head wind (again) we were making good time and were on track to arrive at Redcliffe at 4:45 with 40 minutes to spare before last light. Over Wondai we entered familiar territory and thought we were home and hosed. Just at that moment, however, we noticed some weather brewing on the horizon. Clouds had gathered east of Kingaroy over the ranges near Lake Somerset and Kilcoy and we could see heavy rain ahead. After a quick assessment we decided it'd be prudent to divert to Kingaroy. Surprisingly, there was an RAAF Bombardier Challenger jet on the tarmac that dwarfed the ROC. I rang the aero club and told them we wouldn't be back until the morning, booked a motel and caught a taxi into town. After flying to Kingaroy so many times on training exercises I would have an opportunity to actually walk around the town and have a meal at the famous RSL!

Day 7 saw us wake to a cold grey winter's day in Kingaroy. We'd arranged with Darren, our taxi driver from the previous day, to pick us up at 6:45 before he finished his night shift, thinking we could be off the ground by 7:15 and back in Redcliffe before 8am. As he drove us to the aerodrome Darren filled us in on his night's work with no time to sleep and so much work on he had to call in the boss to help out. Who is getting taxis in the wee small hours in Kingaroy we wondered?



ROC dwarfed by RAAF

Arriving at the Bjelke Peterson airport we noticed that the weather gods weren't playing ball. The sky was overcast with a ceiling at about 1000ft and there was low cloud covering a nearby hill. I recalled a story that Bob Tait related during the IREX theory course last year about a fatal accident involving a light aircraft flying into that very hill in low cloud some years ago. This was not a good time to be flying VFR. A single engine aircraft appeared out of the cloud and passed overhead at circuit height, and disappeared into the clouds again. We waited for the clouds to lift. The weather report indicated that would happen before 10am. I called the aero club again and gave them an update.



The RAAF challenger jet was still on the tarmac and the crew were busy preparing for departure. We had a chat to the PIC who invited us in to have a look at how our taxes are spent. Very nice it was too with plush armchair type seating for about 10 people and breakfast under preparation. The GA parking area we'd tied down at for the night would be in their jet blast on departure, however, so we agreed it'd be best to move ROC to the far side of the apron to watch them depart. The low cloud would present no problem to them, as they'd climb through it at 4500 ft/min to cruise at 40,000ft.

It turned out that the jet was there to transport a federal politician who had visited Kingaroy for the night while on an electioneering trip around the country. He turned up just before 8am and soon after he boarded, the jet backtracked down the runway, turned, accelerated and disappeared into the clouds, leaving us to ponder the advantages of IFR over VFR.

By 9:15 the clouds were starting to burn off, however, and the sun appeared, so I submitted the flight notification for our final leg and started the engine. At 9:30 we too were rolling on runway 16. I'd planned a roundabout route in order to avoid the cloud that was still hanging over the ranges on the direct track to Redcliffe. This meant flying first north to Kilkivan then east to Gympie and south to Redcliffe. It would take about 75 minutes rather than 40. Heading for Kilkivan at 3000ft we flew over, under and between clouds. Approaching Gympie the clouds lifted and we could climb back up to 5500ft. By the time we passed the Glasshouse Mountains there was a clear blue sky. Soon we were on final into Redcliffe - with a 10 knot cross wind as our final challenge. We touched down, taxied to the hangar and shut down the engine.

The trip was over. It had been a great week, an opportunity to gain so much experience with remote flying, visiting unknown airports and airstrips under a variety of weather conditions. We'd met lots of interesting people with interesting tales to tell and seen some really beautiful parts of Australia. Having travelled diagonally across Queensland from one corner to the other it made us appreciate even more just how large and diverse this country is. So now the sky really is the limit. What's next? Cape York springs to mind.....



Return Route



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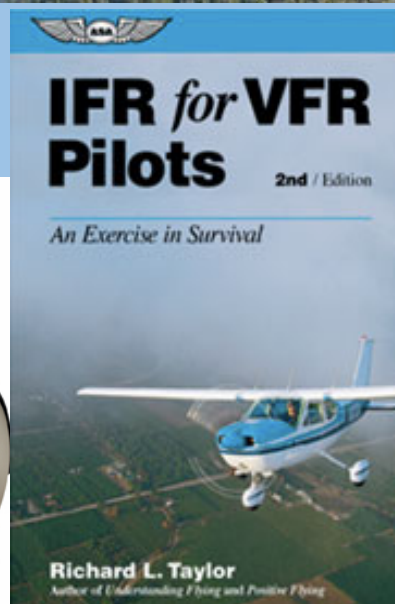


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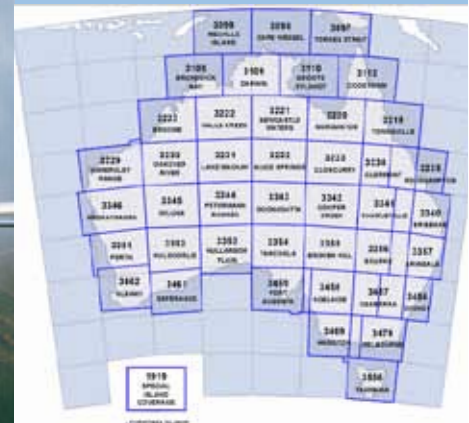


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HOW I LANDED MY FIRST JOB

By Meinte V'ant Kruis

This story really starts in February 2015, right after getting my CPL. I think like a lot of students out there, once I got the CPL I had to make that mental switch from one goal, the licence, to the next goal; getting that first job. Once you start looking around on the internet and talking to people, you get a little bit anxious. GA is not exactly experiencing a boom, so it can seem quite gloomy. And yet, here I am, happy with that first job, and truth be told it did take a bit of time and some effort, but I'd say it's a well worthwhile journey.

I didn't really have a clear goal when leaving Brisbane. There's a google map out there which has most companies on it which will hire low hour pilots, and of course you can always search the CASA register for companies that own the planes you think you'll be flying. It was part job hunting, but also a chance to enjoy a good road-trip, as I was keen to visit parts of Australia I hadn't seen before. So instead of heading straight north or west, we drove down the coast to Sydney, on to Melbourne and Adelaide before heading up north. Most companies will meet you if you drop by, and giving them a ring beforehand will usually clear things up. Chartair, for instance, will usually want to meet up in Darwin, even though they have a base in Alice as well. Some companies have seasonal jobs, though, and it's no good dropping in pre-season. So, for instance, Kimberley Air Tours was already advertising in AFAP, but visiting Kununurra during that time was useless, as they had no one there to meet me.



And here's the other decision you have to make: are you going to hop from place to place, or settle down at some point. I think, realistically, showing your face once and moving on will not really get you anywhere, unless you're lucky and they happen to need someone right when you're there. I chose Broome as my base. There are a couple of companies there who will hire low-hour pilots, so it seemed like a good place. Until I realised the town had nearly as many unemployed pilots as it has backpackers! I enjoyed Broome though, I spend my time there getting my DG and First Aid sorted, and enjoying beach life really. Every couple of weeks I'd drop by the offices to show my face, and to see what was happening.



After a few months in Broome, a good friend of mine back in Holland was getting his first child, and I thought it was a good excuse to visit, as nothing was happening in Broome. Just before leaving Broome though, I met a guy who happened to have the mobile number of the guy running Norwest Air, who are based in Exmouth. I had already emailed them and given them a ring before, but as you'll find out, most companies will not have a chief pilot or boss picking up the phone or looking at emails, so it can make a difference to be able to directly contact someone higher up (as long as they're not annoyed by all these low hour pilots calling them!). By now it was September 2015. I planned to fly to Holland from Perth, so decided to drive south and drop by the office.



The boss, Rollo, told me that he might have something when the whale-sharking season starts, which would be February/March. This was some months away, but it was a good excuse to stay a bit longer in Europe. Once I was back in Australia I called Rollo from time to time, just making sure all was still good. He didn't promise me anything, but I told him I had nothing to lose, and would gladly visit Exmouth again to see what was going on.





Long story short, once I got here, I moved into one of the dongas available for the pilots, near the hangar. Rollo didn't have any work available though, as all the flying was done by the two pilots already there. But then again, I could go up anytime the other pilots felt like having someone else on board, and even though there was still no prospect of actual work, it did mean I got to experience how a business operates and how the flying works. Rollo also realised there might come a time where he would actually need me at short notice, so we went up for a check ride, just in case. I hadn't flown in well over a year by then, so it was a bit nerve wracking, but all good. The advantage with getting a check ride under your belt is that you're set to be the go-to guy when they do need someone, as you're basically ready to fly. Quite a few pilots visited Norwest during that time, most with a lot more experience than me, but it didn't matter, because luckily I already had had my check ride with Rollo.



A week or two went by, and I did some flying here and there. My lucky break came though when one of the pilots went AWOL when he should have been flying. This obviously upset the boss a bit, and he knocked on my door, asked me if I felt comfortable taking the flight, told me this was my chance, and off I went. I was obviously very nervous, but it was good weather, and it turned out to be a perfect day. Since that day I've been put on full time and am flying nearly every day. So things changed just like that, you can't really predict these things.





MEINTE'S STORY

Where did you grow up?

I was born in the northern-most part of mainland Holland, but when I was two years old my parents moved to Indonesia. They moved to a remote area where a lot of access was provided by a little plane and its pilot who lived there with his family. They were working for the Mission Aviation Fellowship (MAF).

When were you first interested in learning to fly?

It's hard to pinpoint when exactly, but definitely my interest in flying started as a young kid. By the time I was back in Holland, when I was 8 years old, I had already flown over a dozen times in the MAF C185 and I decided that I wanted to fly for a living.

When did you have your first lesson?

My first real lesson was at RAC in 2011. Before that I had been on 3 introductory flights. The first was when I was 16, (a gift from my parents), one in Zeeland (a Dutch province, after which NZ was named) right before leaving for Australia, and one at RAC with Ben Yaxley.

Was all your training at Redcliffe?

Yes, all my training was at Redcliffe.

What were you doing before you started flying?

I worked as a Software Engineer, both in The Netherlands and Australia.

How long had you been considering flying as a career before you "took the plunge" and had lessons?

I didn't get accepted to the air force in The Netherlands, and I was not interested in the 'integrated' route that so many people take when they want to enter the airlines. I've never been interested in working for the airlines anyway, and Holland has very little to offer in terms of GA. When I was about 25 it struck me that I could do my training and learn to fly overseas. Once I realised that I worked on a plan to make it happen.

How long did it take you from your first lesson to passing your CPL?

Around 4 years, I tried to fly every weekend, but I paid as I went and with the value of the Euro collapsing around that time, I had to wait longer before I had funds available for the next lessons.

What's your long term goal with your flying career?

I'd like to stay in GA as long as possible, and fly in different parts of the world.





CAMPING UNDER THE WING

By Philip Arthur

"Old Station" is located in the middle of cattle country between Gladstone and Rockhampton in Central Queensland. It's a great spot if you want to fly in and stay on a working cattle station. Owned by the Creed family since 1869, it's grown into a 26,000 acre (105 square km) property over 4 generations. The third generation owner, George Creed, was a private pilot. His passion for flying led him to construct a 2km long grass runway adjacent to the homestead. He also established a flying club. Since the 1990's the Creeds have branched out into tourism, hosting fly-in visitors in motel type accommodation. They've also hosted an annual weekend fly-in for the past 25 years. This year it was held on the weekend of 27-29 May. Less than 2 hours from Redcliffe in a 182, it represented a perfect opportunity to venture out a bit further than I had to date, camp under the wing, enjoy country hospitality and take in some aerobatic displays. Bryan Galvin was keen to go as well so we agreed to take NDP and share the flying and costs.



A couple of days before our planned departure I phoned up and was told that the airstrip was in "very good condition – just mowed" and there'd be marshalls on a ground frequency to guide us to the parking area. We just had to call up from 10 miles out on 126.7MHz. Our original departure date was Friday 27th May but the forecast was not good. A SIGMET indicated severe turbulence from the surface to 9000ft all the way from Brisbane to Gayndah, including mountain waves and 50 knot westerlies. With a strong wind blowing at Redcliffe, we decided it would be sensible to wait until Saturday. The night to Saturday was a bit blowy but by 7am the wind was light and the latest SIGMET indicated the turbulence had moved south to the Gold Coast.

We agreed that I'd fly outbound and Bryan would fly back. Our first challenge was that the engine wouldn't crank over. NDP had been out of action for about 6 weeks while the seats were reupholstered and the battery had gone flat in the interim. Luckily the battery cart came to the rescue and, after packing some jumper leads (just in case we had troubles at the other end), we departed Redcliffe at 7:30 in perfect weather. After a short stop at Caloundra to pick up my son we tracked west to Ewen Maddock Dam and then 315° direct to Old Station, climbing to 6500ft. The weather was perfect, with not a bump along the way. With the flight plan in the GPS, back up from OzRunways on two iPads and paper charts there was no way we were getting lost ("belts and braces" comes to mind). OzRunways had the added benefit of highlighting some traffic enroute. Clearly a few aircraft were converging on Old Station.



After about 90 minutes we were 10 miles out and, hearing that RWY 24 was active, called up and announced our intention to join downwind. The property's located in a valley between hills so it wasn't until we were about 5 miles out that it suddenly appeared. It was quite a sight, with about 80 or so aircraft parked on the southern side of the strip and about 100 camper vans and caravans on the other side.

Following another plane onto downwind, as a chopper flew below and another plane joined behind us from the north, we flew a wide base to give the aircraft in front plenty of time to land and vacate the runway, then descended to the grass strip.



We taxied to the paddock that had been mowed for aircraft parking. The ground marshalls directed us to our parking spot and we shut down NDP. It was an ideal spot to pitch the tents under the wings.

There would have been about 1000 people at the event. It was great to wander around among the impressive range of aircraft that included some vintage replicas and warbirds. Later in the afternoon there was a two hour long aerobatics show with a variety of planes. Matt Hall did an impressive series of stunts based on his Red Bull Racing routines, except that instead of flying between inflatable plastic gates he was dodging large eucalypts. On some of the turns he was pulling 8g's according to the running commentary over the PA system.





There was also a range of vintage farm machinery, trucks and tractors on display, along with other horticultural oddities. Entertainment included tractor pulling, truck shows, and joy flights. Local service groups and businesses operated food and drink stands and a full bar throughout the day and evening so there was plenty to eat and drink. In the evening a live band played under the starry sky. Four massive braziers filled with blazing ironbark posts (and a few glasses of red wine) took the edge off the night chill.



After a good night's sleep and a hot shower we enjoyed a leisurely cooked breakfast. By 10am aircraft were starting to head off so we packed up the tents and prepared NDP for departure. We'd suspected that NDP's battery may still not be up to cranking the engine and rightly so. Bryan borrowed a battery cart from the Creed Family and, with the jumper leads we'd brought, we managed to get the engine running.

We followed a few other aircraft out to RWY24, did the runups, then powered down the grass strip. After climbing out and turning back for a downwind pass over the station Bryan set course for Bundaberg. It was another perfect flying day with clear blue sky and very few clouds.



From Bundy we followed the coast down to Hervey Bay and Fraser Island before passing over the Sunshine Coast to Caloundra and on Redcliffe.

Proceeds from the weekend are donated to the Capricorn Helicopter Rescue Service. I highly recommend a trip to Old Station and am looking forward to returning in May 2017. I hope you can join us for a weekend of camping under the wing.

Post script: NDP received a brand new battery on our return and has had no problems starting since.



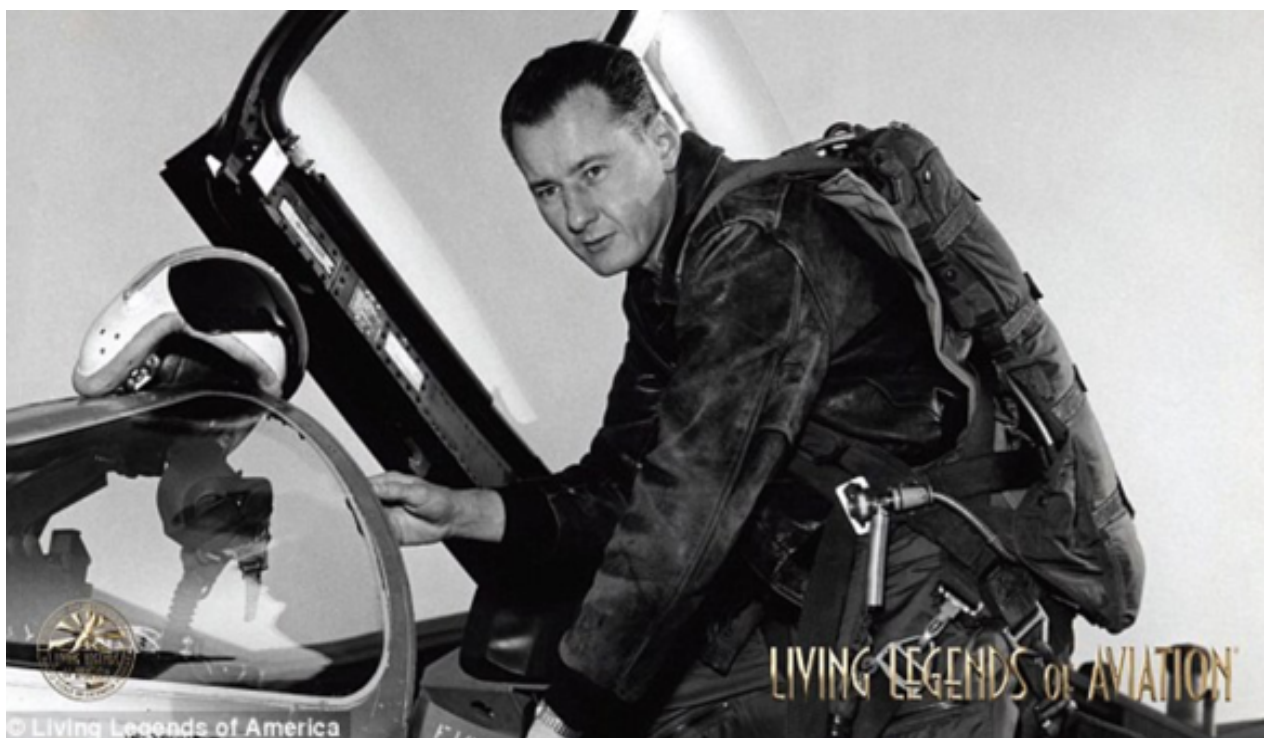
BOB HOOVER RIP

By Philip Arthur

The winner of hundreds of military and aviation awards, Robert A. "Bob" Hoover died on October 25, 2016 in Los Angeles at age 94. In addition to being one of the most accomplished pilots who ever lived, Hoover was also beloved by pilots and aviation enthusiasts. Described as "the greatest stick-and-rudder man who ever lived," Hoover flew, tested, and even crashed more aeroplanes than any other pilot who ever lived. He ejected out of one of the first combat jets, the Republic F-84, in 1947 and hit the tail at 500 mph — breaking both legs and injuring his face. Several years later, he was trapped in a disabled F-100 Super Sabre that slammed into the desert, bounced 200 feet back into the air and then slammed down again. That accident broke his back, and rescue crews had to cut him free from the wreckage.

He flew nearly 300 types of aircraft during a career as one of the USA's premier test pilots, rocketing across the Mojave Desert at a time when Southern California was the epicentre of aviation advancement. Hoover became Chuck Yeager's backup pilot on the Bell X-1 supersonic flight test project. Hoover flew chase in a Lockheed P-80 when Yeager first broke the sound barrier.

Hoover learned to fly as a teenager in Tennessee, not telling his parents about the flying lessons he was taking. He joined the Army Air Corp during World War II and became a fighter pilot in the National Guard. On his fifty-ninth mission, while flying a British Supermarine Spitfire, he was shot down and spent 16 months as a prisoner of war in Germany before escaping and stealing a German Focke-Wulf 190, flying it to safety and freedom in the Netherlands, where after landing in a field he was initially confronted with a hostile group of Dutch farmers waving pitchforks (they thought he was a German).



© Living Legends of America



After the war, Hoover became a test pilot, flying early jets to their limits and beyond. Jammed flight controls on an F-86 nearly cost him his life, but he managed to coax the plane to the California desert where he set it down on the gear at more than 210 knots and "rolled 11 miles across that lake bed." After his military career, Hoover became a civilian test pilot and began flying the P-51 Mustang in airshows. He was introduced to the Aero Commander, a piston-powered twin-engine high-wing business aircraft that wasn't selling well. Hoover checked it out and developed an amazing airshow act that had customers clamouring for the otherwise dowdy aeroplane. Over the years, his routine in the Shrike Commander became his signature act, doing loops and rolls on one, two, and no engines. He could do a one-G roll while pouring iced tea into a glass perched on the dashboard without spilling a drop. To watch it click on the following link: https://www.youtube.com/watch?v=V9pvG_ZSnCc.

His breathtaking engine-out routine inspired a generation of pilots. Taking off under power, he would shut both engines down, do an entire routine including a barrel roll, land, taxi and roll to a stop in front of the grandstands, stepping out waving his signature Panama hat. To watch one click on the following link: <https://www.youtube.com/watch?v=uhkmY3rELeY>.

Hoover frequently coached young airshow and race pilots and was credited with saving many lives. After an accident in the Aero Commander, Hoover went on an education campaign that resulted in the Hoover Ring and the Hoover Nozzle. A refueller had put jet fuel into the Aero Commander, which looks remarkably similar to the turboprop-powered Twin Commander. Hoover crashed shortly after takeoff when the piston engines failed. To prevent such accidents, the industry created an oblong ring to fit into fuel filler necks in turbine aeroplanes that will only accept an oblong nozzle attached to jet fuel trucks.

According to J.R. "Jack" Dailey, Director of the Smithsonian National Air and Space Museum in Washington DC, one of Bob's favourite pieces of advice for new pilots was – "When faced with a forced landing, fly the airplane as far through the crash as possible". During the Living Legends of Aviation Awards dinner in Los Angeles earlier this year, actor and aviation advocate Harrison Ford recalled a 2015 incident where his vintage plane lost power, causing him to make an emergency landing on a golf course. Ford said it was Hoover's advice that helped him survive the landing.



Sean Tucker, John Travolta, Bob Hoover and Harrison Ford at Legends of Aviation Awards, Jan 2015.



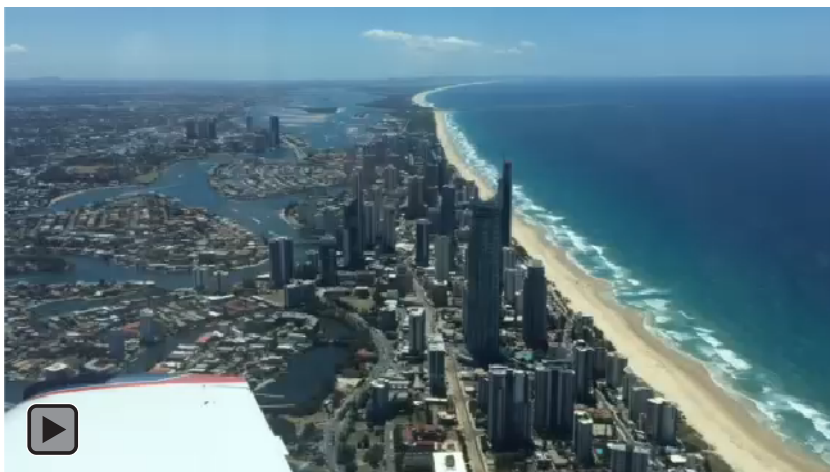
KOORALBYN FLY-AWAY

By Mike Cahill

On Sunday 16th October 31 people departed Redcliffe with 11 aircraft for Kooralbyn. As the crow flies it's a short flight but everyone chose the scenic route via the Moreton and Straddie southbound VFR lanes to Q1 with a right turn and then a heading west to Kooralbyn. It was a clear day with only a light north westerly breeze.



I was flying an F33 Bonanza, VH-LYK, and making that turn at Q1 at 1500 feet was very spectacular. We headed west and climbed to 3500 feet and started to look for the Kooralbyn strip. We received a call from a plane on the ground letting us know that the wind favoured runway 30 which suited us as we could perform a straight in approach. The 1400 m runway has been recently resurfaced and was quite good to land on. Most planes landed on runway 12 which involved a hill and some trees on final and then a quick let down onto the runway. Safe but tricky and a good test of landing skills. For those who landed previously, it was entertaining watching the planes coming in. Then the wind changed and the last few planes came in on runway 30.



If you have the latest Flash Player click on the image to the left to watch a video of our flight over the Gold Coast



We assembled at the airport hangar and then headed off to find something to eat. Several people went to the resort and the remainder visited the Valley Kitchen restaurant where we enjoyed lunch on the veranda and swapped stories about our trip. Everyone visited the newly opened Ramada Resort before heading back to the planes and departing for home.



We also had a contingent of RAAUS pilots from the Warwick Aero Club join us for lunch too. It was still a clear day with a few clouds popping up as the afternoon continued. Back on the ground at Redcliffe, with all the aircraft hangered, we enjoyed a Club sponsored BBQ. As this was one of the best patronised flyaways, special thanks to the organisers and especially to Bryan and Lyn Galvin.





RESTRICTED AREAS CAN CATCH YOU OUT

By Bill Handley (Seaplane Pilots Association) and Paul Coulthard (Australian Defence Organisation)

In August 2014 I was flying a Lake Buccaneer VFR from Hervey Bay to Caboolture; my wife was with me as a passenger. The route I planned was to track Hervey Bay – Eumundi – Nambour – Caloundra (for landing), which would have taken us to the west of the Sunshine Coast control zone, and then on to Caboolture. I prepared my flight using the WAC chart and the Brisbane VTC which has the VFR route marked OCTA for the Sunshine Coast control zone. At the time of departure there were showers in the area so picking our way around those added some additional complications. Once established on track for Eumundi at 2,500ft it was just a matter of holding on for the bumpy ride.



As we approached Cooloola I gave an overflying call ten nautical miles north on 126.7. The only response to my call was from another aircraft to the east that was bound for the Sunshine Coast via Rainbow beach. I had contemplated amending my route to the east to avoid the turbulent conditions but upon hearing his transmission I decided it was probably safer to stay where I was – WRONG! Here I was about to charge through an active restricted area, R685A/B. Even as I flew over the top (and looked down to what appeared to be military vehicles and soldiers looking up at me) I didn't even think about this place as being a restricted area. When I saw the activity on the ground I actually thought they were working on the airstrip. I later spoke to an army officer who had reported the incident to Air Services and CASA. After that conversation I did some soul searching and self-evaluation of what went wrong:

1. I was in a hurry to depart to avoid the rain showers.
2. I relied on the wrong maps – a better map would have been the Bundaberg VNC.
3. Had I used the Bundaberg VNC I would have been prompted to call Flight Service to confirm the status of R685A/B.



The frustrating part was that I really should have known better. I later recalled my seaplane instructor actually telling about these restricted areas during my water endorsement training – it all came flooding back to me after the event. As it was, with the turbulence (wind 140/20) I ended up changing course to Noosa Heads and requesting a clearance through the zone over water – it was a nice smooth ride after that.

The scary part was that the army officer informed me that they had an unmanned aircraft in the air which weighs over 200kg and flies at 70 knots. They were just about to catapult launch another one when I popped into view. Imagine hitting one of those!



Shadow Unmanned Aircraft (Short Wings) On Ground

My aviation background is nearly 2,000 flying hours, with over 1,700 hours in fixed wing and over 200 hours in helicopter. My ratings include retractable undercarriage, constant speed propeller, twin-engine, instrument rating and floating hull. I thought I was a safe pilot.

Following the incident, I did a lot of thinking of what would have helped me as a pilot to avoid this situation. My primary navigation for that flight was done on the iPad using the "Oz-Runways" navigation system which is extremely accurate. However it was only as good as the charts which I had downloaded. Way back then, the choice of VFR charts was the WAC chart, VNC, or the VTC – too many charts. Since then OZ-Runways have developed the "Hybrid VFR" chart which is basically an Australia wide WAC chart but has all the restricted areas, danger areas, control zones and so on displayed on the one chart. They have even gone further and developed the program to highlight air space in red when it is active; it's just fabulous, I would recommend it to all pilots.

The Army uses R685A/B to practise firing weapons and to practise flying unmanned aircraft. Some of the weapons used in R685A/B fire their explosive projectiles up to altitudes of seven thousand feet AMSL. This weapons firing can occur day and night and on any day of the week (weekends included).

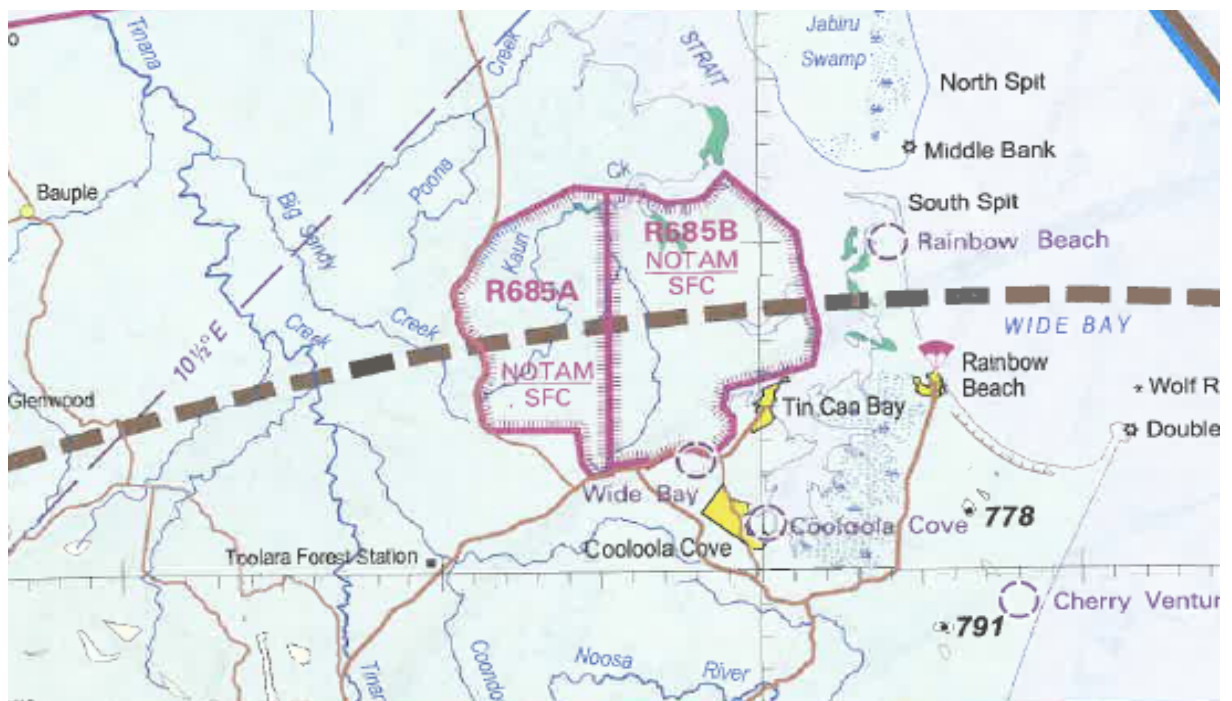


The Shadow unmanned aircraft that Army flies in R685A/B can operate up to 15,000 feet AMSL. These Shadow unmanned aircraft also operate day and night and on any day of the week (weekends included). R685A/B is located close to and north-west of Tin Can Bay and Cooloola, south-east of Maryborough and north-east of Gympie.



Shadow Unmanned Aircraft (Extended Wings) In Flight

The army conducts weapon firing exercises in R685A/B throughout all months of the year. Army's flying exercises for Shadow unmanned aircraft in R685A/B usually occur in April/May, August and November. The Army's message is "fly safe and stay away from R685A/B"



R685A/B is north-west of Tin Can, south-east of Maryborough and north-east of Gympie



WHO IS THIS?

This is one of our long term club members in his younger days. Do you know who he is and what inspired him to join the club many years ago? Find out in the next AirChat.





INSTRUCTOR INTRO

By Naythan Screaton

Naythan Screaton is the club's newest instructor. He has experience flying a range of aircraft from Cessna 152's to Piper Chieftans. Naythan currently holds a CPL, Multi-Engine Command Instrument Rating and Instrument Flight Teaching Approval. He has a passion for all things aviation, particularly aerobatics. Here he provides some background on himself.



Aviation caught my eye from a quick flight that I had with air force cadets. The pilot showed me the joys of aviation, conducting steep turns and flying parabolic arcs which lead to my first zero gravity experience. That flight triggered my interest in aviation. Soon after I experienced an open day at the Ansett simulators in Melbourne and was allowed to land the 737 into Sydney. It was from this point on I knew aviation was the career for me.

I commenced my initial flying training with the Peninsula Aero Club at Tyabb on the Mornington Peninsula, south east of Melbourne. It was there that my passion for aviation was consolidated. I flew with PAC up to my GFPT before I entered a flying program with RMIT University which took me from GFPT up to CPL. Throughout my flight training I also went through training with the ADF as a part time Infantry soldier which saw me becoming a fully qualified Rifleman within a year. After RMIT I continued to fly privately whilst I looked for work within the industry. My first job was as a Safety Pilot which led to my initial twin endorsement on a PN68 and 5 hours later into the Piper Chieftain. This first job saw me leaving the cold weather of Melbourne and heading to Broome via Sydney where I had to ferry a Cessna 210 from Griffith to Broome as well as the Chieftain. On arrival at Lombadina (a remote community 200km north of Broome), which was to be home for the next few months, the work began. The days were long (2x 6 hour flights) out over the ocean at 200ft without air conditioning towards Indonesia and back again. The experience was amazing. I still to this day think that the Kimberley's Archipelago is some of the most beautiful flying in Australia. From the whales to Horizontal Falls it was great! The amazing blue of the reefs out to sea and not to mention the Indonesians on their Kayaks without land or another boat in sight. I still wonder how they survived. Photos do not do this place any justice. It is a must to experience! Upon completion of the flying contract in Lombadina I returned to PAC and completed my Instructor rating. It was followed by casual instruction with the Aero Club which was very enjoyable.

A year later, just prior to starting a job with ST Aerospace Academy, my beautiful partner Molly brought our now nearly two-year-old son Peter into the world, which has been a blessing. The role at STAA saw me training International Airline Cadets which was yet another great experience. I achieved my Grade 2 certification and my Instrument flight teaching approval during my time with them. In the pursuit of warmer weather and a love of the ocean I decided to move with the family further north. This decision led me to joining Redcliffe Aero Club. What the future holds I am yet to see. I'm thoroughly enjoying flight instruction and my experience in general aviation so far. The staff and members of the Club have been extremely welcoming and I'm looking forward to working with and meeting everyone in the future. Safe Flying!



Beechcraft



Hawker

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Please contact us for further information and 'factory end of financial year pricing' on these demonstrator aircraft, including management of change to VH register

CESSNA TTx 240



Exterior Apex Radiant Red Pearl Minor
Interior Stealth Interior
Systems TKS FIKI System
Avionics Garmin G2000 with ESP
Garmin G2000 with SVT
Jeppesen Chart View
XM Weather
Garmin TAS
TAWS-B

CESSNA Skylane 182

Exterior
Elec Red Pearl

Wheel Fairing
Stabilizer Boots

Interior
Leather Seats
Systems
95 Amp Alternator
Avionics
G1000 with TAS
Garmin Synthetic Vision
Technology (SVT)
Garmin ADS-B Out
Jeppesen Chartview



CESSNA Skylane 182



Exterior
Medium Concorde Blue Pearl

Wheel Fairing
Stabilizer Boots

Interior
Luxor II Leather Seats
Systems
95 Amp Alternator
Avionics
G1000 with ADF, DME & TAS
Garmin Synthetic Vision Technology
(SVT)
Garmin ADS-B Out
Jeppesen Chartview