



REDCLIFFE AERO CLUB

AIRCHAT

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

No. 21 Summer 2020



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From the club president

Hello Members and Friends,

The biggest year in the Club's history is coming to an end. 2019 saw the Redcliffe Aero Club celebrate its 50th consecutive year as a training organisation, a huge milestone and something that all Club members and staff both past and present should be extremely proud of.

We celebrated with many Club flyaways this year together with our very popular first Friday of the month BBQ's, a special event held in July as our main celebratory event and finally the Club's 50th Wings Dinner. All in all we celebrated the Club's 50th in style.

I will leave the operational and financial reports to our CEO and CP, however you can rest easy and know that your Club is in good health and we are all looking to 2020 as being another great year for our Club.

Socially, our Club has been extremely active this year and our plans for next



year are already in place. You will find more details on page 10 of this edition. If you want to be part of our flyaways please consider any of our destinations that have been planned up to September 2020. You can fly with your own group of friends or join in with other pilots and consider share flying. It's a great way to meet other Club members and enjoy the privileges of your pilot's licence.

Finally I would like to thank the entire team at RAC for your continued hard work and dedication.

Instructors, office staff and my fellow directors and members I wish you a Happy Christmas and a fantastic 2020.

Safe Landings to you all

Mike Cahill

President





CEO update

Dear Members

In my last report I noted that we were working on an application to extend our VET Student Loan (VSL) provider approval beyond our current three-year approval which expires on 31st December 2019. This application was submitted before the deadline on the 26th September and whilst we have not heard officially from the Department of Employment, Skills, Small and Family Business (the current federal government department for administering VSL), we've been told unofficially that we will be reapproved as a VSL provider. Our Registered Training Organisation (RTO) and VSL provider status are very important to the financial sustainability of our Aero Club.

We recently held our Annual General Meeting where I reported another profit for the 2018-19 financial year. The profit was attributable to the continued patronage of our Club members, our aerial survey activities and our RTO/VSL provider status. It also represents the hard work and commitment of our staff and Board members. It should be noted that last year's Board have been elected

again to serve this year. The sustainability of our Aero Club begins with a stable, competent and engaged Board and this thankfully has been the case for the last five years. Your Board carries very significant and real risk/responsibilities under the four federal Acts and Rules that the Aero Club operates under. I would like to personally thank our Board of Directors for their continued service and dedication.

Next year promises to be just as busy as this year and once we have our VSL approval officially in place for next year we will begin a refurbishment of the Club's facilities for the benefit of all Club members.

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

Best Regards,

Stephen White

CEO

Chief pilot report



Dear Members

As the year comes to an end our thoughts are usually turning away from aviation and towards the festivities with loved ones and friends. Even though the Christmas and New Year period is usually a quiet time at the Club, flying is still taking place so I feel I should mention some issues around flying in summer around south east Queensland.

As you have no doubt already noticed we have been experiencing a particularly warm and dry spell in recent months, with an unusually active fire season. This means that as we squeeze ourselves into our aluminium and/or composite boxes we need to be somewhat more aware of the perils of dehydration. Cockpit temperatures can very quickly reach very uncomfortable levels, as anyone who has flown the Vulcanair will attest. While it is certainly unpleasant sitting in what is fast becoming the soggy mess that used to be our clothes, don't overlook the less obvious effects of the loss of all that fluid from your system, especially on longer flights. Dehydration leads to fatigue, impaired judgment, and even difficulty carrying out seemingly simple routine tasks. I had a disturbing experience some time ago when Air Traffic Control asked me three times to verify my altitude before I could read the altimeter correctly. That was after having spent the previous couple of days flying fire spotting for QFES in the hot, dry conditions around Rockhampton and it gave me a wake-up call to the fact that we all need to stay hydrated during flight, especially during summer.

The warm clear conditions are also producing quite a lot of thermal activity in the atmosphere. As we know thermals mean a bumpy ride and difficulty maintaining a constant altitude that can be a real problem in controlled airspace.

Throw in some of the strong winds that we are experiencing, and your flight gets rather

interesting indeed. We have all seen moderate and even severe turbulence on weather forecasts and some of you may have flown in some rather bumpy conditions, but who among you have just gone on at cruise speed and complained about the rough conditions? You may remember from your flight training a speed called V_B , also referred to as turbulence penetration speed. This speed is specified by the manufacturer as a safe speed for use in turbulent conditions and ensures the wing will stall before the gust loading causes damage to the structure. It is a very handy speed to keep in mind when conditions get bumpy. If V_B is not specified for your aircraft, then V_A (manoeuvring speed) can be used as a good alternative. When things get a bit bumpy, don't be afraid to slow down to V_B or V_A . You'll find the ride a lot more comfortable and have the security of knowing the aircraft is safe from structural damage. Keep in mind though that V_B (or V_A) is specified for the aircraft loaded to maximum take-off weight and the correct indicated airspeed will be lower for a lighter weight aircraft.

Anyway, enough of my rambling, I'll close by wishing everyone the compliments of the season and happy and safe new year and my best wishes to those who may be adversely affected by the bushfires and drought we are experiencing.

All the best

Mal McAdam

Head of Operations / Chief Pilot

Editorial

Dear Reader

Welcome to the Summer edition of AirChat. As we come to the end of our Club's 50th year it's a good time to look back at how the Club was started, so we have reprinted an article that originally appear in a 1983 copy of AirChat. It was written by the then Club Secretary, and describes the first years of the Club's existence. It highlights some of the lengths that the Club founders went to in order to create the Club that has grown into the one we know today. It was indeed a mammoth task and we should appreciate the work that went into it. It also lists some of the fun times that made it all worthwhile.

We celebrated the end of the Club's 50th year with the annual Wings Dinner, held once again in the Club's hangar. Awards and trophies were presented to members who had major milestones and/or excelled in their studies and training during the previous 12 months. Maureen Hollyoak provides a run down on the evening in this edition.

Ryan Darby was at Oshkosh again this year and made sure that this time he was able to fly in to Whitman Field airport, where the event is held, by hiring an aircraft and instructor from nearby Green Bay. He describes the experience, especially the procedures you're required to follow in order to join the thousands of aviation pilgrims who make their way there in private aircraft each year.

Bob Tait's latest "Attitudes" story describes a pilot's perfect day while Curly's Corner looks at how to avoid getting into trouble around Restricted Areas.



A recent Club flyaway was to Chinchilla for the "Long Table Weekend." This event, held in the main street of this Western Downs town, raises money for charity and draws in people from all over the region.

After flying to Agnes Water/Town of 1770 a couple of months ago, I recommend it as a great spot to fly if you want a beach holiday.

Meanwhile, Mike Cahill, Brett Silvester and I, with our respective better halves, took part in the biennial Cirrus Life Event, held in Tasmania this year. Mike and I describe the trip down and back while Brett provides some impressions of the weekend's activities in and around Hobart.

So plenty to read but remember - we'd really like to publish YOUR stories about aviation matters and experiences, whatever they may be, so we can share them with all our members. Please email any ideas or drafts to:

airchateditor@redcliffeaeroclub.com.au

Wishing you enjoyable reading.

Fly safe

Philip Arthur

Glossary

Following requests from some readers who are not so familiar with aviation jargon here's a glossary for some of the terminology used in the stories in this edition:

ARO – Aerodrome Reporting Officer

ATC – Air Traffic Control

ATPL – Airline Transport Pilot Licence

CASA – Civil Aviation Safety Authority

CPL – Commercial Pilot Licence

CTAF – Common Traffic Advisory Frequency

FBO – Fixed Base Operator

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

IFR – Instrument Flight Rules

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

kt – knots, nautical miles per hour

LOP – Lean of Peak (engine management)

LSA – Lowest Safe Altitude

MEIR – Multi Engine Instrument Rating

NVFR – Night Visual Flight Rules (Rating)

PPL – Private Pilot Licence

RA – Restricted Area

RNAV – Area navigation

ROP – Rich of Peak (engine management)

RPL – Restricted Pilot Licence

RPT – Regular Public Transport (normal scheduled flights)

RTO – Registered Training Organisation

RWY – Runway

SPECI – Special weather report issued by ATC

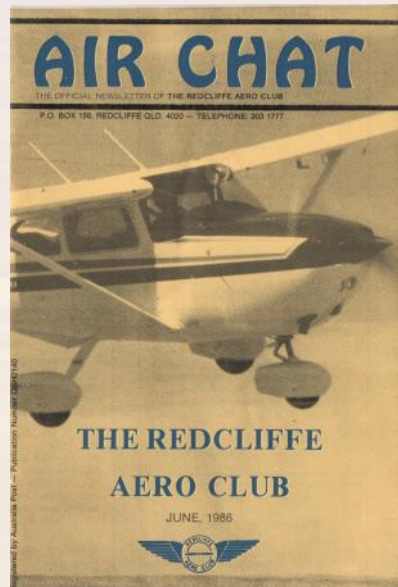
TAS – True Air Speed

TAF - Terminal Area Forecast

VFR – Visual Flight Rules

VMC - Visual Meteorological Conditions

VSL – VET Student Loans



Recent achievers

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

Adrian Smith



First Solo

Liam Deveer Reilly

Herbert Tam

Jeffrey Huff

Avery Lau

Gigi Lau

Adrian Smith

Jake Whinn

Charles Wong

Bryce O'Brien



Restricted Pilot Licence

Mark Lane

Jake Whinn

Mark Lane

Matthew Roebig



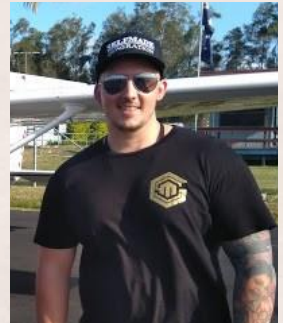
Private Pilot Licence

Grant Christensen

Hasham Saleem Abdul Kader

Colin Smith

Matthew Roebig



Multi Engine Aircraft Class Rating

Mark Hansen

Bryce O'Brien

Multi Engine Aircraft Instrument Rating

Mark Hansen

Lucas Gozzard

Bryce O'Brien



Charles Wong



Gigi Lau

Grant Christensen



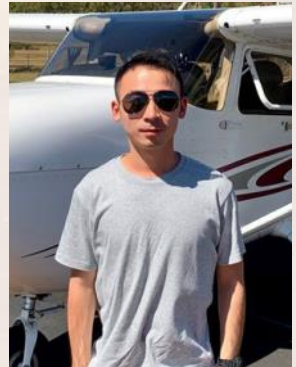
Hasham Abdul Kader



Lucas Gozzard



Herbert Tam



Mark Hansen



Jeffrey Huff



Jake Whinn



Upcoming events

Our flyaways are great fun and a great way to meet like minded aviation lovers. We've a whole lot more events planned for 2020. Keep yourself informed as to what's coming up and tell us where you'd like to go by joining our Flyaways Facebook group . Click on the link below:

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

January 11 - Evans Head Flyaway, Evans Head, NSW	http://greateasternflyin.com/
February 29 - March 4 Hamilton Island Flyaway	
March 8 - Clifton Flyaway	
April 4-5 - Goondiwindi Flyaway	
April 10-12 - Warbirds over Wanaka, Wanaka, NZ	https://www.warbirdsoverwanaka.com/
April 25 - Anzac Day Dawn Patrol	
June 20-21 - Stanthorpe Flyaway	
July 4-5 - Brisbane Valley Airshow, Cressbrook	www.brisbaneairshow.com.au
July 18 - Gold Coast Dinner Flyaway	
August 13-17 - Longreach Flyaway	
September 12-13 - Chinchilla Flyaway	
October 17-18 - Warbirds Downunder, Temora, NSW	https://warbirdsdownunderairshow.com.au/

And don't forget our happy hour and barbecue at the Club from 5:30pm on **every first Friday of the month**

Best steaks in South East Queensland!

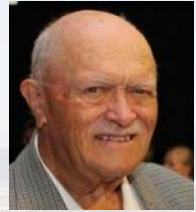
All members, family and friends welcome

Check the Club website or Facebook page for details



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 to demystify ATC for the rest of us.



Restricted Areas

When they are active, military Restricted Areas (RAs) are similar to normal controlled airspace - you need a "clearance" to fly through them. The difference is that RA airspace is owned by the RAAF, Army or Navy. They are shown on VTC and VNC charts, with airspace dimensions drawn with red lines and relevant altitudes shown in red text. Can you fly through them? It depends on the type. RA1 and RA2: yes, with a clearance. RA3: Never. More detail, including hours of operation, is given in ERSA in the PRD section.

https://www.airservicesaustralia.com/aip/current/ersa/PRD__07NOV2019.pdf

Some RAs are activated by NOTAM so as well as checking ERSA you need to read the NOTAMs if you intend to fly through (or near) one. If the RA is "not active" then for practical purposes, you just go on through. Brisbane Centre always know the status of RAs, so check with them first if you're unsure.

Examples

Greenbank R627: Surface to 2000ft. Situated just south of Archerfield, Greenbank Firing Range is owned by the army and used for live firing. The army's job is to blow things up and shoot things down. If they see you they could think you are either a Target Towing Aircraft or the Target. Fly through and you may get "shot down".

Can you overfly R627? Yes. It's upper limit is 2000ft AMSL. However, it is only one mile from the controlled airspace over Archerfield so make sure you are "identified" by Centre when in the area, to arrange a clearance or obtain a suggested heading to avoid R627. "Friendly Fire" is not always particularly friendly.

Amberley: Amberley RAAF base CTR extends from the surface to 8500ft and is surrounded horizontally and vertically by RAs. Clearances are often available, depending on traffic, so it is best to ask for a

clearance rather than "blunder in". The airspace is used for fast jet training so if you've "blundered in" make sure you tell them, so that you don't become a bonnet mascot for one of the aforesaid aircraft.

Oakey: Oakey army base CTR also extends from the surface to 8500ft and is similarly surrounded horizontally and vertically by RAs. Usually closed on weekends, it pays to check the status first, either by reading NOTAMs or by asking Brisbane Centre. Again, clearances are often available even if active, so it's better to ask than to "blunder in".

Evans Head R638A/B/C: Owned by the RAAF, R638 is used by fighters and bombers to "attack" ground targets in the area. Their bombing runs are "assessed" by a team on the ground. To get into Evan's Head aerodrome when the RAs are active, there is a "wedge" shaped bit of airspace, with upper limit 1000ft, that extends to the north and west from the coastline. Remain at or below 1000ft when inside this wedge to stay clear.

There is no way to transit south of the aerodrome when the RA is active without a clearance, as the area boundary extends south to Yamba from the surface up. However, by contacting Brisbane Centre, they can phone the RAAF at Amberley on your behalf, and request a clearance - which may or may not be forthcoming. Weather may be a factor when considering such a request.

How To Navigate RAs: Even in this day of OzRunways, Garmin GPS, Avplan etc. the simplest way is to draw your intended track on a VTC or VNC and check whether it passes through, or close by, any RAs. It's best to plan around them and have that plan as a "Plan B" if a clearance is not available from the airspace owner.

If you are leaving controlled airspace and flying directly into an RA, Centre will arrange your clearance. If in doubt though ask them to confirm that you have a clearance to enter.

2019 wings dinner

by Maureen Hollyoak

I was given the honour of being the roving reporter for the Club's annual Wings Dinner. Facts have certainly not gotten in the way of my brief career in journalism. I'd best keep my day job.

The dinner kicked off with 88 eager aviation enthusiasts. It was held in the Aero Club hangar alongside two lovely aircraft – a de Havilland DH-85 Leopard Moth and the Aero Club's Cessna 310R.

The Leopard Moth was used predominantly as a personal transport aircraft, seating a pilot and two passengers, however 44 of the 132 airframes produced were pressed into military service during World War Two as communications aircraft. The Leopard Moth first flew in 1933, some 36 years before the Redcliffe Aero Club opened its doors. Mark Jack, the owner, keeps the aircraft in beautiful condition and we are very fortunate to have this aircraft based at Redcliffe.

One of the Club's Cessna 310R's looked sexy in the other corner of the hangar with its twin engines, three additional seats to the Leopard Moth and twice its ground speed. This is the Club's fastest aeroplane and its most elegant.

The conversation around the tables of course centred on all things aviation; the most adventurous flight of the year, the longest, the shortest, the strongest crosswind, the funniest. As the drinks flowed so did the exaggerations.

After some lovely entrees we were all seated so that the formalities could proceed. We were treated to the Club members' achievements for the year consisting of 14 first solos, 11 Recreational Pilot Licences, 13 Private Pilot Licences, 4 Commercial Pilot Licences and 4 Multi-engine Class Ratings. Michaela Allison was Woman Pilot of the Year, Mark Hansen won the CFI Award while Pilot of the Year went to Lucas Gozzard. Bryce O'Brien won the

Outstanding Effort Award while the Literary Award was given to Philip Arthur.

After the presentations we were treated to a lovely roast meal and dessert. With our stomachs full we joined the dance floor with the dancing becoming more energetic as the blood alcohol levels rose. The stories flowed with even more exaggeration as the night continued. Ron Ennis, one of our exalted Life Members felt the Flyaway to Chinchilla for the Long Table event was the most memorable for the year. Ron also flew to the Parkes Airventure. With an impressive 40 knot tailwind he managed a 170 knot ground speed in his Piper Archer.

I enjoyed chatting to Jimmy Duong, who achieved his first solo and Recreational Pilot's Licence during the year. He told me of developing a love of aviation as a young child after he was able to visit the cockpit of an airliner after landing. He aims to get his Commercial Pilot's Licence and hopefully join the airforce. He is currently working as a freight handler at Brisbane Airport to fund his flight training, a very familiar story among young pilots.

Warwick ("Woc") regaled us with his story of his scariest flight whilst a passenger on an Air France flight that was struck by lightning on the right wing. The right engine lost power and was shut down. He was thrilled to land safely and be able to photograph the blackened wing, the result of the strike.

The noise levels increased throughout the evening like a flock of lorikeets feasting on fermented fruit. The evening finished with the under 30's going off to bed while the "oldies" gave the remaining wine and spirits a nudge. A notable Board member, who shall remain nameless, was not quite sure how he got home! A great night was had by all and I think the majority did remember how they got home.





From the archives

The early days of the Redcliffe Aero Club

This is a short history of the first years of the Club by K. R. Glanville, Club Secretary, lifted from the December 1983 edition of AirChat

The Redcliffe Aero Club was brought into existence largely by the effort of Norm Thurecht in the years prior to 1969. A suggestion by Norm and Colin Bainbrigg resulted in a gathering of interested local citizens including Garth West, Barry Sigley, Terry Breen and Roy Kassulke, and this in turn led to the inaugural meeting of the Club on October 30, 1969. Dr George Douglas was the first President. Membership numbered approximately 50. An enormous amount of work was still necessary to bring the airfield to licence standard. This basically was undertaken by the Redcliffe City Council but with significant contributions by Aero Club members and indeed the staff of Redcliffe Flying Services and the Aero Club. For an Aero Club, this was quite a quaint beginning. You see it had no airfield, no aircraft, no flying instructor and just to make it interesting, no clubhouse. Somehow though, this did not seem to matter because the inaugural meeting and indeed many ensuing committee meetings were held at the Seabrae Hotel. After all, who had to worry about 'eight hours from bottle to throttle'. One ingredient that was not lacking was enthusiasm. True, one had feasts and famines, a lot of fun and even a couple of floods. You could add a bit of worry and a lot of hard work, and the Club brought itself to an operational state.

On September 22, 1970, the Club was incorporated as a company limited by guarantee. John Pike was appointed Chief Flying Instructor in December, 1970. The Club purchased its first aircraft, a Cessna 150, 'Romeo Zulu Kilo' (a sweet little beast) in March 1971. In the period to June 1971,



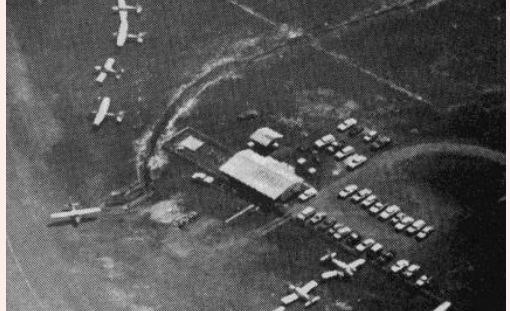
Norm Thurecht

George Tafe (Snr) was the first student to solo off the Redcliffe airfield and the first to gain a restricted licence. Bill Dalton, however, was the first exclusively Redcliffe trained student to solo and proceed on to both Restricted and Unrestricted Licences. Mrs. Bev Moore was the first woman student to solo, Eric Trotter the first to gain a Commercial Licence, Peter Edwards the first to gain an Instructor's Rating and Rob MacAdam soloed on his sixteenth birthday.

First solos were always a cause for jubilation and champagne celebrations in our very own "wide open spaces" at the airfield. Also, in September 1970, the Council combined with the Club and arranged for the aerial seeding of the airstrip to be undertaken by AG-AV based at Archerfield. The Council supplied the seed and the Club arranged for the aircraft, just one of the many co-operative efforts to ensue over the years.

In October 1970, the Club arranged a modest "fly in". Some fifteen aircraft including a few Tiger Moths homed in on Redcliffe. Public interest in what was virtually an unpublicised event was astonishing and this augured well for the day when a display of some magnitude would be undertaken.

From 1975 onwards the Club has been increasingly involved in fly-ins and flyaways and inter-club competitions. This has led to some very firm friendships. To mention a few: Toowoomba, Coffs Harbour, Lismore, Pt Macquarie, Caloundra, Bundaberg. Members have flown to all kinds of places, Solomon and Glanville to New Guinea, Mt Isa, Buller Newbery, to Lizard Island, Barry Brandt, Ron Ennis and Trevor Phillips to the Birdsville Races, while others have been to Ayers Rock, Perth, Darwin and right around Australia. The list goes on and on.



1976 view with the clubhouse lower left, complete with the "nostalgic railway platform" verandah between the two buildings



Moving the "clubhouse" from the old Krebs mill site to the airfield late in 1970 was not without problems. At one stage two Thurecht semi-trailers, two fork-lifts and several members were all bogged. Doggedness won the day and ultimately it was located. Initially it was shared with Redcliffe Flying Services. Renovated, it proved quite functional. Additional rooms were built adjacent to it and a verandah, the nostalgic "railway platform" was added between the two buildings. The rooms served the Club well until it shifted to its present site in November 1978. The original Krebs building was donated to the Air Force Training Corps and is still in use. The additional building shifted to the present site houses the simulator. The verandah was salvaged and added to the present clubhouse.

When the Club patron Air Commodore D. W. Kingwell C.B.E., D.S.O., Officer Commanding RAAF Amberley and Mrs Kingwell visited the Club in May 1971, they arrived from Amberley in an Army Pilatus Porter aircraft. The Air Commodore found that in a very short time the Club had progressed to a most creditable

and enthusiastic enterprise. It would be about that time the Club really started to flourish.

The best way to recount those "champagne" days, the period between late 1971 and when the new clubhouse was opened in November 1978, would seem to be by a series of anecdotes. For instance, speaking of champagne — what better occasion for partaking than a "Dawn Patrol"? You haven't lived until you have braved the pre-first light freeze as we did with Bob Moore, Ross Dowley, Norm Briggs, George Cannon, Sid Thiesfield and others, for the satisfaction of a precision timed first light take-off. Aerial jousting, streamer cutting and other competitions usually followed. Then everyone settled down for a hearty breakfast of grilled beef sausages (that was tradition), fresh rolls and naturally, champagne. This breakfast played hell with the afternoon mowing. At that time, we had a crazy three legged dog, appropriately called "tri-pacer". You should have seen it chase the banner when it was being launched. It also loved champagne.

The "new" club house opened in 1978



Bev and Bob Moore are recorded as the first husband and wife pilot combination in the Club. It was also recorded in December 1971 that when Bev was in command, Bob was expected to sit on his hands. Bob used to insist that the screaming was not Bev dragging him off to the aircraft. About that time Sid Thiesfield expressed a preference for 'Lady Scott' instead of 'Sorberent' for streamer cutting. The softer texture did not harm the propeller. Frank Cottrell was clubman of the year.

Navigation has always been a popular topic for comment especially when you consider what is done in its name, like Julia Brown and Bev Moore's trip to Charleville in the Super Cub. In January 1972 it was recorded that navigation can be such a dignified thing. Of course we all know that "Man is not lost, he merely knows where he is with a lesser degree of accuracy". And how about this quote from November 1972:

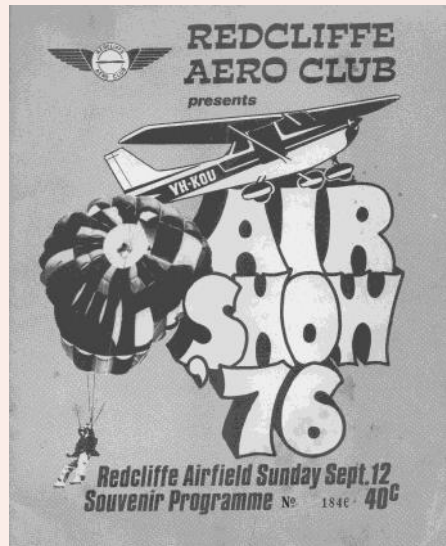
"Of all the noble arts that doth most commend itself, to my mind, is the art of navigation. For it combineth in one discipline all those habits of daring, self-reliance, precision and attention to detail, without which no enterprise, be it ever so well-conceived, can ever hope to succeed."

The Club has always encouraged navigation trials as a positive contribution to continued pilot capability. Our association with the Air Force Association goes back a number of years and the annually sponsored Navigation Trial is always keenly contested. During October 1972, some 15 'Jet Jockeys' of No. 6 Squadron from the RAAF base at Amberley were treated to a bit of "Snoopy and the Red Baron" in old Tiger Moths flown by Brian Kerr and Steve Simpson. It is recorded that the 'Jet Jockeys' came back with their eyes sparkling. Their families were treated to lightie rides and we had a pleasant barbecue.

Mau Mau (nee Tinkerbell) made her appearance in August 1972. This wag of a cat, always bent on acts of terrorism, (hence the name) was left in our secretary's care by Julia

Brown. She became quite a celebrity keeping people amused with her antics. Like playing the old "pea and thimble" trick, but using instead a live mouse and bean bags. Have you ever tried to guess which bag the mouse is under? She was also assisted into the swimming pool a couple of times, once by the "devilish Damian" and more frequently by good old kinetic energy. The bird she was chasing was smart and lured her into jeopardy. She also liked to be groomed with a toilet brush.

A Lake Buccaneer flew into Redcliffe many moons back. This may have been David Eban's inspiration because certainly he ended up acquiring the "Blue Canoe". And more recently a more modern Tango Zulu Tango. Perhaps you heard the story about the vaguely befuddled acquaintance of David's confiding in him "Sotto Voce", quote: "You could tell if you did a wheels up landing on the airfield because you would have to use a hell of a lot of power to taxi!"



Flying is the name of our game and many experiences have been shared, with valuable first-hand information gained by being part of a happy fraternity of the Club. The present clubhouse served for many years as the Red Cross Home at Margate. It was donated to the Club by David Eban (The Chief Pirate). It was refurbished and brought to its present site mainly under the direction of Mai Allsopp and was opened at a suitable function by the Mayor of Redcliffe, Alderman Ray Frawley on November 18, 1978.

Concurrently with the occupancy of the new premises the Club entered into yet a further period of consolidation. Situated as it is outside primary and secondary airspace and with instant access to an extensive training area, the Club has and does enjoy a relaxed approach to flying training especially in the ab-initio stages. As an advancement on the usual periodic training the Club has promoted full time training courses particularly for the out of town student. Its training capability backed by solid ground training has advanced recently from a Commercial Pilot and Class IV Instrument Rating school to now include Class I Instrument Ratings, twin endorsements and IFR charter. And speaking of charter, the club's first was a lu lu. It was on September 22, 1983. The client was the Australian Labor Party, with Mr Keith Wright, Leader of the Queensland Opposition, being the key passenger. The flight was piloted by Spyros Potamianos in a Cessna 402 VH-TWF and took thirteen hours flying time.

An enormous undertaking by Club members, more particularly Steve Hibberd, Norm Briggs and Ron Ennis was to construct a twin simulator complete with all the 'goodies' - computer monitor etc. etc.

valued at approximately \$20,000. This sophisticated machine is a necessary and valuable ingredient in undertaking instrument training. More recently a Helicopter Training School has been established in association with the Club. This adds enormously to the overall capability of the Club to provide or arrange the furtherance of aviation especially since July 29, 1983, when the aerodrome was equipped with the P.A.L. (Pilot Activated Light) system.

Nola Rabjones has been the "Girl Friday" of the Club for over nine years. Over and above her administrative duties she monitors the weather station, edits the Club newsletter and keeps a finger on the pulse for the occasional VIP guest including recently, Wal Fife, then Minister for Aviation, and His Excellency, The Governor of Queensland, Sir James Ramsay. The Club social activity is not lacking. The grounds are adequate, the Club boasts two very functional barbecues and it generally is able to cater for the social needs of its members. As this story goes to press we now have reticulated town water. Access to this simple commodity, so much taken for granted, will certainly contribute to the overall well-being of the club.

In conclusion, and more explicitly from an operational viewpoint, the Club now owns four aircraft but it has many more on a cross hire basis. During its existence it has turned out a large number of pilot graduates at all levels, and it enjoys the confidence and trust of the Department of Aviation. It has amassed considerable Club assets, its financial position is sound, and in every aspect it is what it set out to be: a respected "Aero Club".

Building Report

As most of you will be aware, a building of approx. 2500 sq.ft. was donated to the club by Mr. Dave Eban. The Club recently received Council approval to place this building on a parcel of land near where Nathan Road enters the Aerodrome.

At its last meeting, the Club accepted a tender from a removal company for the removal and re-siting of this building on the new Club land. This cost will amount to approx. \$7000.

Plans for the renovation are well in hand, and copies of the proposed layouts are in the Club rooms and open for inspection and comment. The building will be placed in an east-west direction and will have a brick base on the southern side, and an attractive entrance foyer which will lead to operations on one side and social on the other.

Although the building is in extremely sound condition, a large amount of renovation, mainly inside, will need to be carried out before it will be habitable. For this purpose, the Club has applied for, and been granted, a loan of up to \$20,000.00. Monies already being paid into a building fund will be used to repay this loan (or whatever portion will be necessary to complete the renovation). The cost of re-siting the building will be met from the Club's existing funds.

You will be pleased to know that adequate and acceptable toilet facilities are high on the priority list, as is the training and briefing rooms etc.

The Ladies have been saving for quite some time, and a large part of their funds will be used to equip the kitchen. The Providore's funds will be utilised to assist the setting out of the social facilities, and a cold storage room and refrigerator has already been purchased.

An indication of the Club's sound position is the fact that the Club was able to obtain the bank loan without any personal guarantees from members.

By the time you receive this newsletter, the new Clubhouse should be fully re-sited in its new position! Tenders will then be called for the various renovations. The idea of working bees for this renovation was considered, but rejected on the grounds that the job was of quite a large magnitude, and involves expertise. Another consideration being that the job should be completed as quickly as possible to relieve the congestion currently existing. Nevertheless, plenty of work will be needed on the surrounds, since a pleasant outdoor BBQ social area is envisaged, as well as a children's recreation area.

The long awaited power will be connected once the building is in position, and the levee banks have eliminated the flooding problem that existed. Indications are that the strip will be sealed within a very short space of time.

As you can see, the Redcliffe Aero Club is about to turn a corner in its history, and 1978 will be the year that the efforts and visions of the Club founders will be rewarded as never before, and should be a very exciting year indeed, enabling growth in all directions to be accommodated.

As the projects outlined progress, further building reports will appear in this newsletter.

Chinchilla one long table flyaway



Famous for its melons and a renowned spot for fossicking, fishing, bushwalking and camping, the colourful little town of Chinchilla is an easy drive 81km west of Dalby along the Warrego Highway or an easy one hour flight from Redcliffe by light aircraft. RAC members chose the second option for the Club's September flyaway to attend the annual "One Long Table" festival. Over the festival weekend the heart of the 7,000 strong diverse community comes alive in a family friendly celebration of multiculturalism through food, dance and music. The main street is transformed into an outdoor dining space and offers guests an opportunity to savour regional cuisine while enjoying live entertainment. A great time was had by all and they've sworn to return in 2020.





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17/sep09

Attitudes

by Bob Tait



One perfect day, long, long ago

Liz was a station cook. She was originally a city girl, but nobody seemed to know quite where she came from or what events in her past had led her to a station property in the upper reaches of the Burdekin River west of Ingham in North Queensland. She looked older than her forty-two years, a little overweight and much too fond of a drink. She freely admitted that the reason she had stayed on at the station so long was because it kept her away from the pubs in town. She fitted in well with the station life, was popular with the station hands and happy in her work. In fact, she had come to dread her four days off each month when she came to the coast and invariably got back on the grog. It was at the end of one such 'holiday' that she walked into my office.

"I've gotta get back to the station this arvo - or gees - I'll be in trouble!" She squinted at me through the stream of smoke that curled up from the fag that hung so often from the corner of her mouth that it had become almost a permanent facial feature. I checked through the bookings for an available aeroplane. There were none except for the Citabria, a tandem seated aerobatic trainer which I had registered in the charter category to allow aerobatic joy rides at airshows. As usual, her only luggage was a cotton shopping bag and a six-pack of beer. "I can take you back in the Citabria" I said, "but we'll have to leave right away to allow me to get

back before dark; this aeroplane is not equipped for night operations."

I submitted my flight plan to Townsville and had just completed the walk-around and fuel check as Liz, by now in the middle of her fifth goodbye and thank you, was escorted to the aeroplane. We departed off runway 05 and turned left to track out to the west. The sky was beginning to darken with the usual scattered afternoon thunderstorms which are a feature of November weather in North Queensland.

The flight out was uneventful but as we approached the station strip a storm cell was moving in from the south west. Although the actual conditions were still VMC as we landed, gusty winds were licking up swirls of dust on the ground and a heavy rain shower was approaching from the other side of the river.

I taxied up to the aerodrome gate. There were no buildings or shelter at the strip so Liz would just have to wait there for someone to take her up to the homestead. As I lined up for departure, occasional large raindrops splashed against the windscreen as the storm rapidly approached from the west. My last glimpse of Liz saw her clutching her six-pack to her breast and waving as I lifted off and departed to the east. The sun was now behind me, low in the western sky, as I settled into cruise on the homeward leg.

Isolated outbreaks of drizzle and showers ahead would make it necessary to do some dog-legging, but nothing to be too worried about. It was then that I saw it - the most fantastic rainbow I had ever seen! Not the familiar semi-circular rainbow as seen by ground-dwellers, but a magnificent full circle of iridescent colour, with me at the centre.

Alone, in a fully aerobatic aeroplane in the middle of a rainbow the nose began to pitch and roll as it traced a graceful arc to complete a barrel roll, then another and another.






My response had been as natural as it was irresistible. Later that night at a party someone walked up to me and said, "So tell me, what did you do today Bob?" I just smiled.



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Touchdown at Oshkosh at last

by Ryan Darby

Last year I had tried to hire a 172 and fly from near Detroit into Oshkosh but due to heavy cloud for several days I had to settle for being a passenger on someone else's IFR flight. Once back in Australia I immediately replanned everything for 2019 as I needed to scratch this item off my bucket list. This year I wanted to eliminate weather so based myself at Green Bay. This is only an hour's drive but it meant I could drive to Oshkosh if I wasn't able to fly and try to fly in each day if needed.

I used a company called Pilotsmith, a flight school that operates out of Austin Straubel International Airport. I was able to hire a C172S and an instructor who I could use as a second set of eyes. It also meant I didn't need a check ride to hire the aircraft.

The instructor and I met on the Saturday afternoon to go through the

plan for the next day, which was all fairly casually done. I had spent a lot of time planning it all in Australia. Overall it was about being familiar with the procedures in the NOTAM which was over 30 pages! Then you had to follow the stream and do what you were told.

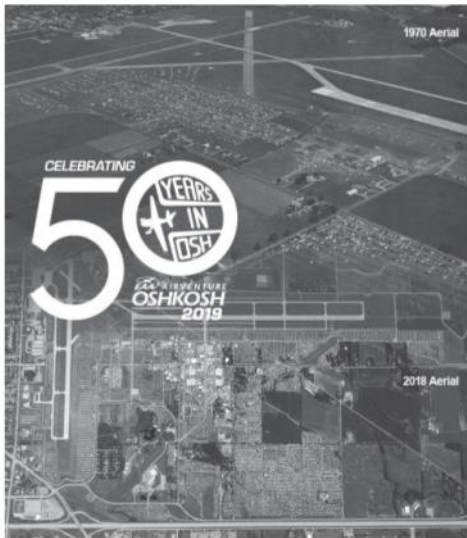
After a storm with destructive winds and driving rain that had passed through the area on Saturday evening, the Sunday dawned bright and clear. As I arrived at the FBO a jet pilot in an air force flight suit turned up wearing a Cheesehead hat and let me in to find my guy in the FBO. The FBO's in the USA are on another level. This one had a fridge full of free cheese samples as a way to promote Wisconsin produce, as well as free drinks and snacks.

The lounge in the FBO





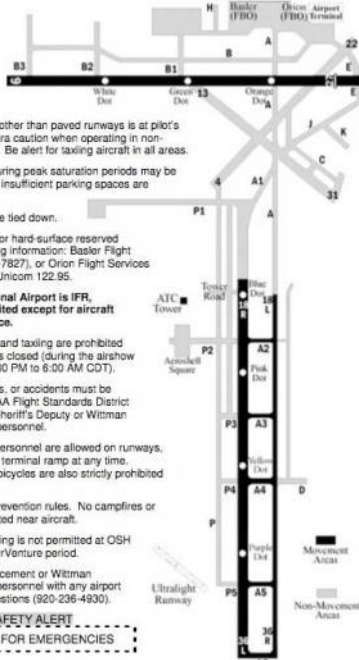
NOTAM



Special Flight Procedures effective 6 AM CDT July 19 to Noon CDT July 29, 2019

For a free, printed copy of this NOTAM booklet, call EAA at 1-800-564-6322. To view or download this information, visit www.eaa.org/notam or www.faa.gov/air_traffic/publications/notices

Oshkosh Airport Notes



- All movement on other than paved runways is at pilot's own risk. Use extra caution when operating in non-movement areas. Be alert for taxiing aircraft in all areas.
- Aircraft landing during peak saturation periods may be asked to depart if insufficient parking spaces are available.
- All aircraft must be tied down.
- Contact an FBO for hard-surface reserved parking and fueling information: Basker Flight Service (920-236-7827), or Orion Flight Services (920-424-8090), Unicom 122.95.
- If Wittman Regional Airport is IFR, taxiing is prohibited except for aircraft with IFR clearance.
- Engine operation and taxiing are prohibited when the airport is closed (during the airshow and overnight: 8:00 PM to 6:00 AM CDT).
- Mishaps, incidents, or accidents must be reported to the FAA Flight Standards District Office, NTSB, a Sheriff's Deputy or Wittman Regional Airport personnel.
- Only authorized personnel are allowed on runways, taxiways, and the terminal ramp at any time. Motorcycles and bicycles are also strictly prohibited on these areas.
- Observe all fire prevention rules. No campfires or stoves are permitted near aircraft.
- Student pilot training is not permitted at OSH during the EAA AirVenture period.
- Contact law enforcement or Wittman Regional Airport personnel with any airport safety-related questions (920-236-4930).

SAFETY ALERT
CALL 911 FOR EMERGENCIES

Be alert for last minute changes to previously issued clearances or anticipated procedures. 13

Fisk VFR Arrival to OSH



At Fisk
Controllers will call your aircraft by color and type (if known). No verbal responses are required. If you do not understand the ATC instructions, or need clarification, request instructions on frequency.
When you are in the immediate vicinity of Fisk (less than 2 miles), ATC will issue a runway assignment, transition to the airport and appropriate Tower frequency to monitor. Do not proceed beyond Fisk or change to Tower frequency without ATC authorization.

Fisk to Oshkosh
Transition instructions to the airport will either be "Follow the railroad tracks northeast" or "Reaching Fisk, turn right and follow east-west road (Fisk Ave.)."



(continued on next page)

Fisk VFR Arrival to OSH RWY 27

This Arrival May Require a Short Approach.

Airport Elevation 608' Oshkosh Tower North: 118.5 (Departures on separate frequency)



Turn base prior to reaching shoreline. Do not continue past shoreline unless advised by ATC.
If a go-around is needed, notify ATC immediately for resequencing instructions.

RWY 27 landing distances
Displaced Threshold: 5,647'
Orange Dot: 4,600'
Green Dot: 3,100'

After landing and when speed permits, aircraft under 6,250 lbs. are required to exit RWY 27 to the left or right, as directed, onto the sod. Do not turn back onto the runway. Be alert and use caution for hazards marked with cones and/or flags.
After exiting runway, you must put a parking/camping sign in windshield and follow EAA flagperson directions.

It was a lovely clear morning with null wind. Having no wind made it a lot easier, as you have no control over the cross wind or the runway you end up on. We had to ride a golf cart out to the hangar and wait while they pushed private jets out of the way to get to our little Cessna. The hangars are huge, immaculate and full of very shiny, expensive aeroplanes. After we preflighted we called for fuel and a truck came to us and did it all. They were a little surprised when I insisted on doing a dip and drain myself and gave me a funny look when I didn't want to dump the fuel back into the tank. I then had to use the golf cart to go all the way back to the FBO on the other side of the airport to use the restroom, and then we were off.

We took off on RWY24 and, to keep clear of Lake Winnebago, tracked west from Green Bay to New London, which was one of the few towns that was just large enough to stand out as a waypoint in the flat Wisconsin landscape. From there we headed south towards Ripon. From Rippon you fly according to the NOTAM which means north east to Fisk and then along the railroad tracks or the road, depending on which runway they send you to.

Despite looking at the pictures in the NOTAM, it is very difficult to identify the geographical waypoints you need to follow. The first point is Ripon, which is described as having a railroad and grain towers. Well this is rural Wisconsin, it is all small towns with railroads and grain towers. Even using Foreflight it was not easy to find as there are very similar towns nearby as well.

As we approached Ripon we knew there would be plenty of traffic around as Ripon is the starting point for aircraft entering the stream to Wittman/Oshkosh. I expected there to be traffic on the area frequently but in anticipation of not transmitting at Oshkosh everyone was silent. We kept a good lookout but saw no other aircraft until we were almost on top of Ripon.



Then we saw a long stream of aircraft at about 1,800ft, or what they interpreted that to be, stretching to the horizon. The stream was approaching from the west and south as that is where most of the larger feeder airports are, such as Chicago and Fond du Lac, where many pilots camp the day before so they can arrive early into Oshkosh, or are sent if they are too late to land before sundown. Lake Michigan is a no fly area during Oshkosh for VFR traffic and therefore approaches from the east are limited.

We needed to merge in but leaving a gap was not something anyone was doing. We circled for a bit then saw a gap and pushed our way in. At that point our eyes were on swivels, mainly as we were gaining on the aircraft in front of us, and the aircraft behind us was getting very close to our tail.

The standard is 90 knots but again with the large number of pilots there are a large number of people unable to maintain 90 knots. I had spent some time beforehand in Australia practising and worked out 1900 revs with 10 degrees of flap would let me sit exactly on 90 knots.

Once in the stream we were following the railroad north east to Fisk. This was easy in theory but Fisk was not that easy to find.

While we were trying to determine if we were actually over Fisk, ATC started calling aircraft to rock their wings for positive identification. We had to watch for a rock ahead of us to determine when it was our turn. We did a solid rock which made me feel like it was all worthwhile.

There were three runways in use for the larger aircraft as well as one for ultralights. ATC realised that we were in the middle of a flight of about a dozen Glastar aircraft and they wanted to land together, ideally without a Cessna 172 in their midst. As a result, and although we were hoping to be sent to RWY36 which was an easy long base and long final, we were instead instructed to join right downwind RWY27.

We followed the railroad and turned downwind taking care to stay south of a gravel pit located to the north west of the runway. This meant it

was a very close downwind but we didn't realise that until a little later. At this point we were asked to rock the wings again and change to the tower frequency. We were then told when to turn and told to tighten it up. Following a sudden sharp turn to base we were instructed to touch down on the orange dot. This is the first of three dots on RWY 27, located at the touch down point for larger aircraft.

This was when I realised how close we were and found us now overshooting final and still at 1,000ft AGL, and needing to drop straight down. It all happened very quickly. I dumped all the flap and started to side slip. As I was about to call a go around they told me to land on the green dot instead. I descended quickly and landed near enough the dot but at that point I was intent on landing smoothly rather than exactly on the dot. Luckily all the action was on runway 36 and we didn't have anyone on final behind us so it didn't cause an issue.

Following a stream of aircraft towards Oshkosh





Right downwind RWY 27 - we touched down on the green dot

We rolled all the way down the runway due to our speed and exited right at the end. We put up our VFR sign, which was an A4 sheet of paper with “VFR” written on it and were then switched to ground. The signs are designed to tell the ground marshals what you want to do after landing. They look at the sign and don’t have to talk to you over the radio. If you want to park in the general aviation area the sign has GAP on it. We had originally wanted to park but due to heavy rain the day before we had been told that no parking was available unless we had already booked a hard stand, as all of the grass was boggy. So we had to depart again straight away. Again, we didn’t say a word, we just followed the marshals who sent us all the way back to the threshold where the tower contacted us and told us when to enter and cleared us for take-off.

We hadn’t had much time to prepare for the take-off as we didn’t expect to have to depart so quickly, so were rapidly paging through the NOTAM while on the taxiway. Taking off means you select a heading within a quadrant and just go that way, there is no more specific detail. We

were using RWY 27 so were allowed to depart between 270° and 360°, remaining below 1300ft until clear of the class D. This means we were potentially heading back towards the stream of aircraft from Fisk, and so we kept a sharp lookout as it all seemed a bit imprecise. There is only one potential area of conflict, which is between the threshold and the railway line, where aircraft are coming straight at you, but 500ft above. Once past the railway line the incoming traffic is to your south west.

The trip back to Green Bay was uneventful. We tracked north until clear of the class D, and then direct over Appleton to Green Bay. US airspace is civilised in that the controlled space above airports tends to stop at a height and you can fly over it. Once back at Green Bay it all felt like an anti-climax. Everything is managed so well that you just go with the flow, and it really isn’t scary and was less effort than flying into a busy controlled airport in Australia. Not having to actually talk on the radio helps, but I think them having had 50 years to practise is what really makes the difference.

<http://www.pilotsmith.com/#>

<https://www.eaa.org/-/media/Files/AirVenture/FlyingIn/2019-NOTAM.ashx?la=en>

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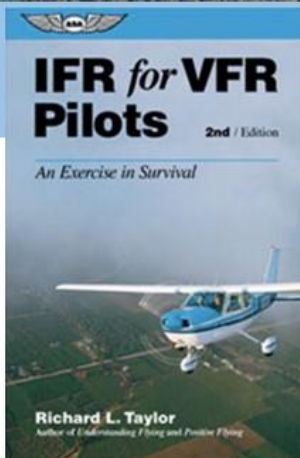


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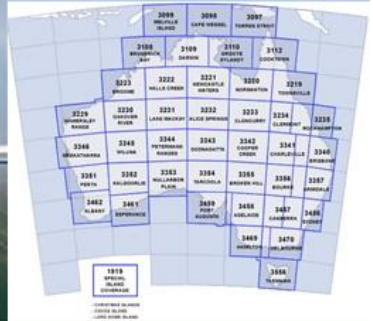
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A quick trip to 1770

by Philip Arthur

A couple of friends who live in Victoria are thinking of moving to a warmer climate. They were keen to fly up the coast and visit a town with a beach that could be a potential future home. I'd told them about various places I'd flown to in the past and when I mentioned Agnes Water/Town of 1770 and the fact it has an airstrip only minutes from the beach and the twin towns they were keen to check it out.

I rang up "Woody" the owner of the strip a few days before and was told the strip was in good condition. So I submitted a VFR flight plan and we took off on a Wednesday morning and headed up the coast in good conditions, mostly blue sky with a few cumulus around, passing first over the Glass House Mountains and then tracking via Double Island Point, Hervey Bay and east of Bundaberg, following the coast up to 1770. The coloured sands at Rainbow Beach were very impressive as were the various seaside towns like Burrum Heads and Bargara and the many river mouths and estuaries along the way.

After about one hour we were approaching 1770 and of course the wind was coming from the "wrong" direction. Normally it's best to land from the north as the runway slopes up to the south and there is a small hill at the southern end. With a 15 knot north easterly however we'd have to land from the south. Woody had warned me of this in a quick call before take-off. I'd expected the north easterly from the weather forecast and I'd landed at the airstrip a couple of times before so knew how to prepare but I'd wanted my passengers to feel ok with the approach too. That's why I'd flown the approach and landing with them on my home simulator the night before so they could see exactly what we'd see on the day. This made the actual landing a lot more

interesting and less stressful for them. As we'd practised and discussed, I flew around the 1770 headland so we had a good view of first Agnes Water and then 1770 and its harbour. We flew downwind and inspected the runway from 1000ft. All looked good but there's always the danger of kangaroos, so I prepared for a 300ft overfly, with Sue and Raymond primed to spot any wildlife. Turning base we descended, staying high enough to be well clear of the hill on final, then dropped down to pass over the strip at 300ft. All clear. No roos. So we climbed back up to 1000ft, and flew the circuit again, this time touching down on the grass strip. We taxied off to the parking area, unpacked and tied the plane down.

Some readers may remember a fatal accident that occurred just north of 1770 in January 2017. As we unpacked, we noticed the remains of the 172, VH-WTQ, still there at the strip, a grim reminder of what can happen if we lose concentration for a moment when close to the ground. More info on the accident can be found at:

https://www.atsb.gov.au/publications/investigation_reports/2017/aair/ao-2017-005/

Rainbow Beach cliffs



We called a taxi and were soon at the Mango Tree Motel in the Agnes Water “CBD” and only 200 metres from the beach. It was a great spot to use as a base while we met with locals and inspected various properties with a couple of real estate agents over the next two days. We also did a couple of tours with one of the local tour companies including sunset drinks overlooking the harbour at 1770.

We had intended to have a leisurely flight home on Friday afternoon but as luck would have it, the weather changed on Friday and the sky was overcast. It was forecast to deteriorate over the day with storms and rain forecast for Brisbane in the afternoon so we packed up early and I submitted an IFR flight plan back to Redcliffe.

The wind was in our favour this time, so we could take off to the north, downhill and out to sea. We climbed out over 1770 and followed the coast, climbing through some clouds. At top of climb we were well above the cloud layer but it meant limited views for most of the way. This was a disappointment for Sue and Raymond as they’d expected a view of the Sunshine Coast on our return but what can you do? Approaching Noosa Heads we entered cloud and started our descent towards Redcliffe in IMC. As we passed Caloundra we were still in IMC and I prepared for returning to the Sunshine Coast and an RNAV. However, just as we descended to the lowest safe altitude Bribie Island appeared below us, we emerged out of the clouds and flew the rest of the way under the 8/8 cloud cover. We put the plane to bed and drove home, as the storm hit. Driving in the pouring rain with limited visibility we agreed we’d made the right decision to come home earlier than originally planned.

It’s a great flight up to Agnes Water and a lovely place to stay for a couple of nights with a variety of accommodation options from budget to luxury. I recommend it to anyone who wants to have a few days at the beach.



Agnes Water and airstrip



VH-WTQ



1770



A Tasmanian adventure

by Mike Cahill and Philip Arthur

Every two years Cirrus Australia hold a weekend "Cirrus Life Event" for Cirrus owners and pilots. Participants are encouraged to fly their aircraft to the event to provide an adventure prior to and after the weekend's activities. Previous events have been held at Hamilton Island and Uluru while this year it was at Hobart, capital of the Apple Isle. The additional challenge in this case was to cross over Bass Strait.....twice.

We planned our 9 day trip some weeks out and there was plenty to prepare for. As always, weather would be a key focus in our planning but crossing over Bass Strait was our biggest concern. We don't know why we thought like that because the plane didn't know it was crossing over Bass Strait. So our flight begins...

Knowing the temperamental nature of the weather in the southern states, we departed one day earlier than necessary, on Wednesday 30th October, to provide a one day buffer. Mike was PIC to Parkes, a 2.8 hour flight with no problems. It was a normal flight, a bit cloudy out of Redcliffe, but ATC gave us clearance and we climbed over Amberley to our assigned altitude. Clearly the country is in the biggest drought of its history; the ground colours showed that. As we flew south west we could see how bad things were. Very sad for the farmers.

On arrival into Parkes we refuelled and ventured to the modern aircraft terminal for lunch and a cuppa. After checking out the terminal and aero club we noticed that Parkes airport also hosts an impressive aircraft museum. We discovered that it is actually part of the HARS aircraft museum in Wollongong. We paid the \$5 fee and had a look through. Lots of history here.



From Parkes Phil was PIC and we flew to Warrnambool which was our final destination for the day. Most impressive was the change of the land colour. The first green patches appeared as we crossed the Murray River into Victoria and by the time we passed over Bendigo it had changed from brown to a luscious green. Clearly the bottom end of Victoria had plenty of winter rain this year. Phil had phoned ahead to an Irish Pub called Mickey Bourke's at Koroit, a small town about 5 minutes drive from the Warrnambool airport. We refuelled the plane just in time for Bruce the publican to pick us up in his minibus and drive us to the pub. It was a typical country pub with a typical pub menu, you wouldn't go hungry. Black Angus steaks are their speciality, along with the odd pint of Guinness!

On Thursday morning we completed our final checks on the flight plan for the day after carefully checking the forecast. To make sure we fully understood the weather we phoned the area forecasters for southern Victoria and Tasmania. Both gave us vital information for our flight over Bass Strait. After we'd submitted our flight notification Bruce dropped us back to the airport.

Tower Hill volcanic crater



Parkes aviation museum



London Bridge

So with Mike back in the left seat we departed Warrnambool for Wynyard, a town located on the north coast of Tassie, starting with a coastal overwater VFR flight. We took off over the Tower Hill volcanic crater and then tracked past Warrnambool to the coast, passing the “London Bridge” and the 12 Apostles at 3000ft, then headed for Cape Otway where we switched to IFR and started climbing to our assigned level of 9000ft to cross the strait. The in flight conditions were pretty perfect, and visibility was excellent. We had a magnificent view of King Island as we passed over the top and then commenced our descent into Wynyard. With a 40 to 50 knot tailwind we managed to squeeze 225 knots ground speed out of MSF on the way down. At that moment ATC became very helpful, advising us that a SPECI report had just been issued for Wynyard. The weather conditions over the coast had deteriorated and the cloud was overcast at 1500ft, which was well below our minimum safe altitude (MSA). Phil also received a text from Gary McArthur from the Wynyard Aero Club, who was expecting us. Gary is a regular flyer in the area and knows the weather conditions very well. His text suggested we fly coastal and aim to remain under the cloud cover into Wynyard. But first, as a Plan B, we briefed the RNAV instrument approach, in case we couldn't remain visual. As forecast, the cloud cover was mainly over the land so we were able to avoid the cloud and remain over water for the last 10 miles into Wynyard. We descended to 1100ft and, after rounding Table Cape, spotted the airport. It was then a simple matter of joining mid downwind. We met Gary at the aero club and he showed us the clubhouse and we had a cuppa with him.



Phil flew the leg from Wynyard to Hobart Cambridge. Cambridge is only about 1.6 nautical miles from Hobart's main airport, so you need to be on your game when arriving there. We'd spoken to Hobart Tower as part of the planning process and they suggested that, if weather permitted, we should downgrade from IFR to VFR before reaching their airspace. This approach would allow them more flexibility to separate us from the numerous jets that fly in and out of the main airport and speed our arrival process. Phil had practised flying the last 30 miles on his home simulator so already had a good idea of the VFR route we had to fly and the topography of the area, including Mount Wellington that towers over Hobart. At 1271 metres, it's one landmark that's difficult to miss.

1100ft rounding Table Cape



We departed Wynyard IFR about one hour after arrival, climbing out in blue skies between a few cumulus, as most of the cloud had dissipated by that time. Our track took us direct to Cradle Mountain and, believe it or not, there was snow on some of the peaks. It was spectacular scenery, with rugged mountain tops and multiple lakes as we flew over central Tasmania. Leaving the wilderness behind, we started to descend into Cambridge, switched to VFR and tracked for the Derwent River Valley. Passing over New Norfolk, we followed the river to join the lane of entry called Victor West. This is a VFR route that takes you along the Derwent River past a number of bridges before requiring a clearance from ATC to enter controlled airspace. ATC directed us onto a wide base for Cambridge. We were fortunate to have great weather and being able to see the Tasman Bridge over the Derwent and the city was truly spectacular from the air.

On landing at Cambridge we were met by two old friends of Mike who were keen to go flying. Given the magnificent weather, and the fact that the Cirrus Life wasn't due to start until the next day, how could we say "no"? We unloaded our gear and then took off again, to the east this time. Flying down the magnificent coastline we passed over Bruny Island, and the mouth of the Huon River on our way to South East Cape. On the return flight we tracked via the Derwent River mouth and had another great view of Hobart as we descended into Cambridge.

We were glad we had planned our arrival one day early, as the weather turned quite bad the next day and some participants cancelled their



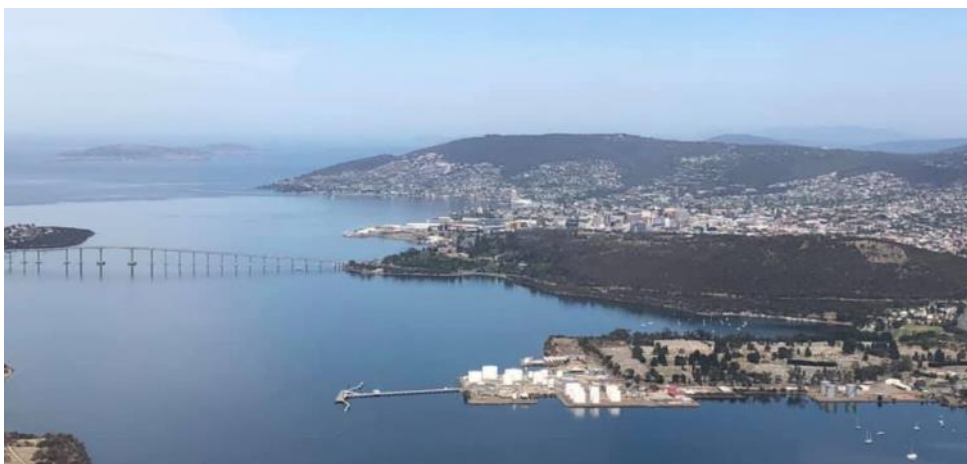
Cradle Mountain and Dove Lake

flights while others had a bumpy flight in. By Friday night sixteen Cirrus aircraft had arrived in total. A guided tour of the Cirrus Vision Jet was one of Mike's highlights of the weekend. The following article by Brett Silvester lists some more highlights of the event.

Joining base for Cambridge RWY 12



Derwent River and Hobart





Cape Pillar looking west to Port Arthur



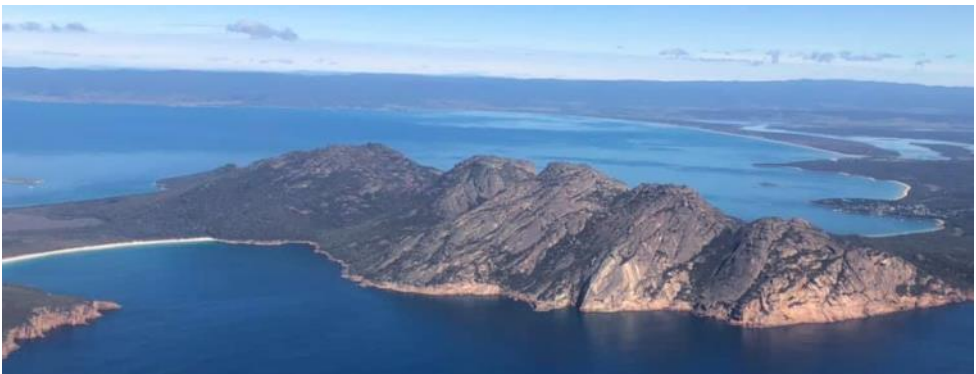
Port Arthur convict settlement

After a packed weekend of Cirrus Life activities we had Monday off to recover, explore Hobart and complete the planning for our flight home.

The return trip started on Tuesday morning with a very casual and scenic flight up the east coast of Tassie. After topping up the tanks in a bracing westerly wind we took off VFR from Cambridge airport and departed to the south east. Initially we skirted around the southern end of the Tasman Peninsula and Tasman Island, flying past Cape Raoul, Cape Pillar and Cape Hauy, with their magnificent organ pipe cliffs. We also spotted a mother whale and its calf heading south near Cape Pillar. From there we remained under the Hobart control steps and completed an orbit over the ruins of the Port Arthur convict settlement. It looked resplendent with multiple

convict era buildings and ruins located in between lush green lawns and the crystal clear blue waters of the bay. From Port Arthur we tracked north over Eaglehawk Neck and on to Maria Island and Freycinet Peninsula where we had a magnificent view of Wine Glass Bay. There were green paddocks, blue bays and white sandy beaches all the way. It was magnificent weather to fly, with great visibility and almost no clouds. Further on we passed over St Helens then flew over the water to Flinders Island. At about 60km long and 30km wide, Flinders Island is the largest island in the Furneaux Group, off the north east tip of Tasmania. It is quite picturesque with the Strzelecki Peaks dominating the south western corner. Whitemark, the largest town, has a good airport with two sealed runways.

Freycinet Peninsula with Wineglass Bay on the left





Less than balmy beach conditions on Flinders Island



Downwind at Whitemark

The local hire car company had a car waiting for us on arrival so after refuelling the plane we headed into town for lunch. The afternoon and evening were spent exploring the island and enjoying the friendly hospitality of the locals.

We woke before 6am on Wednesday to a somewhat unsettling weather forecast. Although the sky was still clear, the freezing levels were down to 7000ft, 40 to 50 knot north westerlies would slow our progress across to the mainland, there was broken cloud cover and rain approaching along with a series of cold fronts. We rang the duty forecaster at the BOM and had a long chat about the weather over the next 48 hours. It was clear we should leave sooner rather than later so we had breakfast at 7:00 and were out at the airport by 7:30 to do our pre-flight. Everything was great until we checked the oil level. It had dropped by 1.5 quarts in the 120 minute trip from Hobart. This was after using almost no oil on the flight from Brisbane to Hobart. We hadn't packed any oil, given that an oil change and been completed just prior to our departure from Brisbane and we were due to pick up a box of oil in Moorabbin on our way back to Redcliffe. What were we to do?

Mike had a chat to the ARO who gave him

the phone number of a local pilot who usually had oil in his hangar. Sure enough the pilot did have some oil and he drove out specially from Whitemark to get it for us. That's country hospitality. The oil was added just as the first cold front hit and it started to rain - at an angle of 45 degrees. For a while it didn't look good for our flight back to the mainland. The local pilot offered the comment that he "wouldn't be flying across Bass Strait on a day like today". We thought we may have to spend a few days in windswept Whitemark but then again, he wasn't instrument rated. After about an hour the cloud cover associated with the front receded overhead like a curtain and clear blue sky rolled eastward. The met officer had told us it was forecast to be clear after that initial front passed until early afternoon and then the weather would set in for two days at least. So we decided that we would use the window of opportunity to make the crossing, remaining below the freezing level.

Taking off from Whitemark, we climbed to 6000ft as we tracked up the west coast of Flinders Island. It was slow going, at only 105 knots ground speed. We kept a close eye on the oil temperature, which settled down after we levelled out. There was some cloud cover but we managed to remain above them all the way to Wilson's Promontory, the most southerly point of the Australian mainland.



Midway across Bass Strait

As we crossed the coast the cumulus clouds gathered and we flew in and out of them most of the way to Moorabbin. Melbourne Centre kept us on their frequency until we were only 7 miles from Moorabbin and then it was a short and simple join on a right base into RWY 35R. After negotiating the network of taxiways without any mishaps MSF parked outside Blue Demon Aviation.

We had lunch at a nearby motorcycle dealership that doubles as a café with Charles Gunter from Avia, who subsequently gave us four hours of tuition in their Cirrus motion simulator, deploying the plane's parachute under various scenarios including full and partial engine failures and a mid-air collision. The simulator session concluded with a night time flight over the Las Vegas strip. It was very lifelike, including the fireworks we flew through.

We headed into the Melbourne CBD feeling a bit exhausted from our real life experience of crossing Bass Strait and our simulated one trying to fly from Mangalore to Shepperton but never quite getting there.



Wilson's Promontory

Tracking up the Gippsland coast to Moorabbin



Melbourne weather radar

Thursday 7th November dawned with a strong wind blowing and a none-too-promising weather forecast. We headed back down to Moorabbin for some more simulator time with one of the instructors from Blue Demon. This time it was a less sophisticated simulator and we focussed on practising instrument approaches into Moorabbin and trying to force the plane into a spin, with limited success. We had planned to depart for Wollongong around midday but as the day progressed and we checked the weather forecasts the freezing level had lowered to 4000-5000ft and there was cloud cover over most of north eastern Victoria and south eastern New South Wales. With lowest safe altitudes up to 7700ft enroute, and without any de-icing equipment on the aircraft, we were clearly not going to be flying to Wollongong that day. In addition, the satellite image showed heavy rain over Melbourne. Even our Plan B of flying the inland route to Temora wasn't possible in those conditions. The weather forecast was for similar conditions right through until Sunday so we made the executive decision to leave MSF in Moorabbin for a few days and fly by RPT back to Brisbane.



The Murray River near Corowa

The weather starts to set in at Moorabbin





Turning final at Temora

Melbourne CBD

By Saturday it was clear that the only day suitable to fly out of Moorabbin would be Monday. After that the weather would close in again and would make flying impossible for the rest of the week. The route to Wollongong was still a no-go so we decided to catch an early Virgin flight to Melbourne and fly MSF from Moorabbin to Temora that day. We arrived back in Moorabbin by 2pm and were refuelled and ready to depart at 3pm. There was a strong, gusty north wind blowing but the sky was clear. Departing Moorabbin we climbed to 7000ft, passing just to the east of the CBD, then tracked over Kilmore, Mangalore and Wagga to Temora. Arriving at Temora we tied down the plane and checked into our modern unit, which was adjacent to the aviation museum. A short trip into town in the local taxi and we were relaxing in one of the pubs with a steak and a beer.

Tuesday started well with a visit to the aviation museum while the wind increased in strength outside. We knew a trough was passing over and it was forecast to be calmer by late morning. The sky was starting to turn red in the west though as the wind whipped up precious topsoil and carried it in a massive dust cloud towards us.

After a couple of hours in the museum the westerly wind had eased slightly but was still 15 gusting to 25 knots. The dust cloud had largely passed to the north east, the direction we would be travelling. Based on the westerly wind forecast to be gusting up to 30 knots and the fact that Inverell has only a north south runway we decided to change our refuelling stop from Inverell to Gunnedah, that has a RWY 29. We took off and climbed out of dry, dry Temora and headed for even drier Parkes. We were flying IFR and after climbing to 9000ft we were in a red dust cloud and couldn't see the ground or the horizon and were flying on instruments. It was just like being in cloud, but red. We obtained a clearance to climb to 10,000ft where we were skimming along the top of the dust cloud. Parkes appeared briefly through the dust below us as we overflew it. The air gradually cleared as we approached Gunnedah and we briefed an RNAV instrument approach. Although it was good visibility by the time we reached Gunnedah Phil did the instrument approach for practice while Mike kept lookout. The wind was almost straight down the runway at 15 to 30 knots so it was definitely the right decision to avoid Inverell with its north-south runway.



Hills east of Kilmore



Passing over Parkes

After refuelling the plane and ourselves with muesli bars Mike flew us out of Gunnedah and we headed for home. The drought is so bad out there with dams almost empty. North of Inverell large bushfires were burning. A couple of them near the border had multiple firefighting aircraft populating our OzRunways map some 5000ft below us.

After passing over Amberley we were cleared into Brisbane airspace and tracked across to the bay to join the circuit and land at Redcliffe with a 15 knot crosswind. Welcome home!

It was good to be back. The trip to Hobart and the Cirrus Life event had been a real adventure. We'd flown over some spectacular parts of the country, crossed Bass Strait twice, improved our planning and decision making skills, encountered and avoided all sorts of weather, safely negotiated controlled and congested airspace and airports, simulated the parachute deployment in the Cirrus and witnessed the drought and fires that are causing so much pain and anguish to so many people. It's hard to imagine a better learning experience.

Bushfires in the Scenic Rim





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Cirrus life Tasmania

by Brett Silvester

Three RAC members, Mike Cahill, Philip Arthur and Brett Silvester, along with their partners, attended the Cirrus Life Tasmania event held at Hobart from the 1st to 3rd November. Don't let them tell you that they flew all the way to Tasmania for the education program. It was clearly a manufacturer's social junket with a bit of education thrown in so that it could be written off as a business expense. Honestly, some people are looking for any excuse to fly.

As we all know, what happens on tour stays on tour, so here is the sanitised version. We registered about 10am on Friday and had to refrain from hooking into the free alcoholic beverages on offer as Philip and Brett were planning to take their wives on a scenic flight around south east Tasmania in MSF while Mike hung around like some airport junky. We all mini bussed out to Cambridge airport where, with SEV TURB BLW 5000FT & FU with low VIS on the TAF, due to the fact that it was blowing a gale and someone was attempting to burn half of Tasmania, Phil and Brett watched an aircraft approach Cambridge airstrip sideways and drop itself on the RWY as it passed under them. They then decided not to scare the hell out of their wives and called off the flight.

We then all bussed back to town for those free beverages we had to pass up earlier and some pre-night planning. As evening approached we headed to the Glass House Restaurant, located at the Brooke Street Pier, for a "networking" evening. Discovering that there were loads of fresh wild sea oysters, harvested that afternoon,



Exploring MONA

Flock of Cirri



on offer, we networked the hell out of the oyster shucker. The oysters were superb! After it was announced that the drinks were sponsored by Flight One in Archerfield Mike, realising that they were a competitor to the Club, seized the opportunity and attempted to send them broke by driving up their drinks bill, until well into the early hours of the next morning.

I can't recall seeing Mike at Saturday breakfast where we were entertained by a presentation from Ross Harrison & Robyn Hills (from Caloundra) sharing highlights of their helicopter excursion from north west USA up to Alaska. It was an excellent story which came alive with Robyn's photos. I particularly liked the grin on Ross's face as he was about to fly under San Francisco's Golden Gate Bridge. It's the look that naughty boys and pilots get when they have wicked intent.

Networking with the oyster shucker



Willie Smith's

Yada Yada, morning tea, Yada Yada, lunch, where we were served Confit De Canard for main course. I thought my duck was a bit tough (Manu super judge) but I enjoyed the Petits Fours as aerobatics champion Matt Hall gave a spellbinding presentation on his life story. His Wikipedia bio reads: "Matt Hall, born 1971 in Newcastle, a former Royal Australian Air Force (RAAF) fighter combat instructor, international unlimited aerobatic competitor and the first Australian to be selected to compete in the Red Bull Air Race World Championship, starting in 2009 and 2019 Red Bull Air Race Champion". An impressive young man. If you ever get a chance to hear him speak, I would highly recommend it.

Kate Ceberano and band



Yada Yada, afternoon tea, Yada Yada, networking dinner. We were bussed 20 minutes south west of Hobart to Willie Smith's Apple Shed in the Huon Valley for a sit-down dinner. It turns out that old Willie has been using Tasmanian apples to make alcoholic cider. I asked the waiter to fill me up to the TABs and the rest is a bit of a blur.

Next day, a tear in the time space continuum appeared and it was time for the Gala Dinner. We jumped on the MONA museum's private ferry for a bit more, you guessed it, "networking", on the way to the museum. Saw some weird stuff - I think they said it was Old and New Art. MONA's subterranean architecture has a space called the void which is where we had dinner and a bit more networking. We then grooved the night away listening to Kate Ceberano bash out her hits.

All in all, a very educational weekend.



Gala dinner in MONA void - photo by Robyn Hills



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