

# JOYSTICK JOTTINGS



ISSUE N° 4 / FEBRUARY 2020



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SHERWOOD SLEIGH PROJECT

CAN I USE MY GPS

TO PARADISE & BACK

REMEMBERING SIR CHARLES KINGFORD SMITH

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# ROYAL QUEENSLAND AERO CLUB

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100 YEARS • 1919-2019



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# PRESIDENT'S REPORT

**Glenn Cuffe**

*This is the first edition of Joystick Jottings for 2020, the New Decade*

Firstly I would like to acknowledge the efforts and express thanks on behalf of the membership to former Board Members Clif Hefner who was the President from the reformation of what is now again RQAC and Andrew Nacsa as the Board's specialist in aviation given his background as a CFI/CP and Head of Operations. Their contribution is much appreciated.

The Board met recently with the Joint Club Captains Chris Spencer-Scarr and Dave Butler to map out the program of activities for 2020. In short, each month will feature a Friday evening social event on the first Friday of the month and a flying activity to be held on a weekend day on the third weekend of the month. Details will be published on the RQAC Website, Facebook and by email advice to members.

New technology in aviation is always fascinating and late last year Cirrus launched its second generation of its SF50 Vision Jet Gen 2 at an event hosted by Air Gold Coast. This amazing small jet is powered by a Williams FJ 33 turbofan enabling this aircraft with seats for 5 adults and two children enabling it to cruise at just above 300 kts with a service ceiling of FL 310 which gives it RVSM capability and a range of 1200 nm. It has the Cirrus Airframe Parachute System (CAPS) which Cirrus says since inception has been deployed across the entire fleet of Cirrus products including the piston powered fleet some 170 times which surprised me. Air Gold Coast and Flight One at Archerfield can provide the transition training for the rating. The aircraft is designed to be an easy step up from the high performance Cirrus SR 22 range.



The bushfire season has witnessed a variety of fire fighting aircraft visiting Archerfield from rotary wing to agricultural turbine powered aircraft in both fixed gear and floatplane configurations. Down south the firies have employed some heavy iron. Elsewhere in this edition of JJ there is a story on the efforts of these specialist aircraft.

RQAC currently has approximately 85 members but we are looking for more so please encourage your aviation colleagues to be part of the regrowth of RQAC as it moves into its second century.



# THE VIEW FROM THE CAPTAIN'S SEAT



Greetings fellow Aviators & Aviation enthusiasts, all the very best & safe flying for 2020.

What have we got planned for you this year? I have seen the first draft of the events and this coming year is looking to have much to offer! There is the usual dawn patrols as well as mention of Nav Rally's, Fly a ways, trivia nights and the regular Friday drinks nights as well as the new Sunday social. If any of you out there have an idea for a social event, be it flying or non-flying please let us know. Also last year we took part in events hosted by other clubs and will continue with this in the hope that this grow with the clubs attending RQAC events.

We started the year off with our first Sunday social with "Bring & Braai", this is an old South African tradition where you BYO meat and burn it on someone else's fire! Although the turnout was not large, possibly due to threatening storms, the die-hards turned up and a good time was had by all. It was also an opportunity to welcome back our wandering aviator, Nicci Spencer Scarr. By all accounts it was a tremendous year but Nicci is glad to be back home with family & fellow aviators.

As mentioned before we have decided to move the second Friday drinks evening to a Sunday afternoon social starting at 4:00pm. This to allow those that had to fight traffic on a Friday evening to take a leisurely Sunday afternoon drive to the club. Bring the family, bring your friends and bring your dog, yes some do! No more excuses please, your club needs your support. Whinge over!

Folks planning these events takes a tremendous amount of time & effort, especially the fly away events. During the past year Chris & I have felt very disappointed at the turn out we have got to most of the events. This year we are asking you to support the club even if just by being there. On numerous occasions I have flown 2 up in a C172, we are more than willing to take a back seater if weight allows. I am sure there are others that will do the same.

Hopefully the weather will start to turn after the devastating bush fires and the storm season and we can get into some serious flying & socialising in 2020. Hope to see you around the club & in the air.

Remember... Safety is no accident!!!

Dave Butler



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The Australian government also contracted Coulson Aviation again for supply of Lockheed C-130 Hercules which were based at Richmond RAAF base NSW. Coulson has fought fires world wide with a stellar record. Sadly, in Australia one of it aircraft crashed and three heroes were sadly lost.

Archerfield Airport again saw an enormous number of fire fighting aircraft. Queensland Fire and Emergency Services (QFES) whilst now based in Toowoomba use Archerfield Airport as a key strategic location in SEQ to reach the range of fires to the north and south. Those aircraft worked tirelessly battling the States some of the most severe fires in history. Fixed wing and rotary wing aircraft could be seen landing taking off and resting crews for some months. QFES engaged more than 40 aircraft operators and in November 2019 more than 40 aircraft were operating in a single day.

McDermott Aviation used three water bombing aircraft including the Bell 214B helicopter carrying 2600 litres of water. Deployments were constant and wide reaching. McDermotts is Australia's largest privately owned and operated Heli-Aviation Company over the last 20 years and have fought fires in Canada, America, Portugal, Indonesia and the Pacific. McDermotts in joint venture with Isolair USA develop and manufacture the 2600 litre Tsunami Belly Tank system for their Bell 412 helicopters using foam retardant with an automatic injection tank that allows a predetermined mix to be injected by the pilot.



During these recent fires, McDermott deployed helicopters into the most devastating bushfires using the belly tanks and slung buckets with up to 3000 litre capacity regularly flying 10 hour operational days with scheduled and unscheduled maintenance carried out after hours, certainly an around the clock operation.

McDermott have a large fleet including 14 Bell 214s, 8 AS365 Dauphins and 5 Twin Squirrels and a massive number of stores, spares refuelling vehicles and specialists working on the aircraft.



Article written by Heather Mattes

# Sherwood Sleigh Project

by Nicky Sherwood

For the past three months Nicky has been involved in a leadership course and part of the program was to design a community impact project that supported an area of importance to the participants. Nicky and her husband have a passion for flying and her husband has fallen in love with being in the air. Nicky thought why not combine the two passions of helping her community and her love of being in the air together.

So, the Sherwood Sleigh project was born. The goal was to get 100 filled school back packs to areas severely affected not only by prior drought but now by fires, hoping to get to the areas affected badly and perhaps were cut off from most road access aid. We planned on using our plane to deliver the goods. About 300 hrs of planning and logistics made this project happen!

About a day after posting the event calling for donations a very generous gift From A2K Technologies reaches out and offered the 100 bags!!! Completely overwhelmed and full of excitement!

The project was coming to fruition. I knew there would be a lot of challenges in getting to these locations and the hardest thing was actually locating people on the 'ground' to meet us at the plane. With the Christmas closure, I made over 49 phone calls to council, rotary, Salvation Army and likes trying to arrange to get some confirmations of areas that really needed the bags. Thankfully about a week before drop off needed to happen (the goal was to get the bags to the kids before school went back) I put up a post on Facebook and an incredible lady from the sunny coast told me to get in touch with Blazeaid! I made three phone calls and within the next day I have two confirmed pick up points, one in casino and one in Grafton. The bags to then go by road to Drake, outer areas of Casino and Rappville who had so much devastation and their school supplies unlikely to get their before school went back, the remaining bags went to Nymboida.



10.30 Weds night before drop off, Nicky and Kaine were the Royal Qld Aero Club, where a couple amazing helpers had collected the bags from Eight Mile Plains and delivered them to the club house...weighing in at 5kg each this meant Nicky Spencer-Scarr and her little bro lifted 500kg! Each bag was filled with over 20 items for back to school ready supplies for both girls and boys, one less thing mums and dads had to worry about whilst they are busy putting their lives back together!

The weather was not looking promising as the husband pilot kept saying 'don't know why you choose to do it on Aussie day weekend, flying weather is never good' but I persisted and stayed positive, I was going to make this happen whether regardless, those kids



we went in by air or road were getting these bags!

The logistics of this and the balance between the weight in the Piper Arrow II meant that it would be several trips to get the bags there, so I made an executive decision to remove a realm of paper from each bag, weighing a hefty 2.5kg each this reduced the total weight of the cumulative bags by half!

Thursday and the weather forecast is looking a little worse for Friday afternoon, after some very careful weather and W&B planning we decided it would be safer to get another plane on board.



This means we can do a single early morning single trip to YCAS (Casino) with the two planes, then the Arrow continuing onto YGFN (Grafton) for the remaining bags. This would then allow for our safe return to YBAF (Archerfield) before the weather that was forecast for the afternoon.

Nicky put a call out for another pilot who would volunteer his time to fly the remaining bags and an incredible guy from a syndicate at YBAF (Jared) volunteered his time and plane and assisted on this important project, 9.30pm the night before the pilots were conference calling to finalise a flight plan and contingency for the weather and calculate the amount of bags each plane could take and the size and dimensions of each of them and the physical location on the plane!



5.30am came and we had two pilots fuelling up and 100 bags near the gates ready to load onto the planes, wheels up had to be at 6.30am to get the best part of the day and avoid the afternoon weather! A small army of people were loading, Nicky was reweighing and subtracting as they went into each area of the plane, and ensured they were secure and strapped down. We got it all in with 10 mins to spare for hugs, photos and a quick celebration selfie or five! Wheels were up and we were enroute to YCAS, Piper Arrow leading the way and the Cessna following. An emotional and exciting trip, I can't believe what we actually pulled off!

We landed safely at YCAS with a special surprise from a visit from the mayor, some incredible volunteers, Rotary, St Vinnies de Paul, the principal of Rappville School and the amazing Blazeaid volunteers with the legend who made this possible 'Spud'!! They made a parcel line unloading from the planes and placing in the trailer. Kaine and Nicky then flew onto YGFN to meet another blaze aid contact and sadly had to decline coffee due to the storm coming in.



The devastation was clear flying between YCAS and YGFN, the small town of Rappville, scorched and then Grafton surrounded by water and flooded in, it was an eye opening experience and one

that I wouldn't wish upon anyone. I am pleased we have made a difference to the kids and families in these community towns.

In the weeks following Nicky is still getting lots of emails, texts and email hugs from parents who have literally lost everything, they said it was so nice for their kids to have 'new stuff' ready to go back to school. Nicky and the girl from A2K Technologies Alyssa are going in by road to deliver the 250 realms of paper, swags for the volunteers at Blazeaid and care bags to the volunteers all of which was donated for this incredible cause within the coming month.

Nicky said she wouldn't have been able to do this without the support of everyone involved and it was a truly heart-warming experience that all these people rallied behind her. Huge thanks from Nicky to anyone reading this who helped out, sent messages of support and encouraged her through her many hurdles in making this happen.

# CAN I USE MY GPS?

BY ADAM STARR

Let's start with the simple question – well can you? I mean literally. Can you physically use that magic little box? Can you twiddle its knobs and get it to dance for you? Now, I don't mean watch your unit light up after you turn the avionics switch on and be able to use it to tune up a frequency. Nor do I mean only ever using the direct-to function. I mean can you do the start-up checks and a RAIM check? Can you activate a saved flight plan and then activate different legs of it? Can you add in a user waypoint from a lat/long? Can you navigate using the instruments in front of you rather than glancing over at the moving map?

You also need to have the background knowledge of how the system works. In this day and age you really should be familiar with GPS and GLONASS (as I reckon you probably already use both on your phone!), cross-checking waypoints and flight plans, what PBN and RNP both you and the machine are and why, the accuracy/errors/reliability/coverage/range of the system and a few other things described in the appropriate syllabus.

Syllabus? What syllabus? Back in the day (groan, yes here we go!), when these PFM boxes were new, there was a separate course you had to go through in order to use it. We are talking CAR5 licences here and the old Command Instrument Rating. The syllabus then was hidden in the CAO and, once you had done the course you would get something for your logbook like this:

ADAM STARR HAS SATISFACTORILY COMPLETED
A COURSE OF GROUND INSTRUCTION IN GPS
PRINCIPLES AND OPERATION IN ACCORDANCE WITH THE
SYLLABUS CONTAINED IN CAO 40.2.1 APPENDIX IV AND
I CONSIDER HIM COMPETENT IN THE OPERATION OF
KLN 89B TYPE OF GPS EQUIPMENT FOR THE
PURPOSES SPECIFIED IN CAO 40.2.1 PARAGRAPH 13.6

That was evidence I had completed the course and could use the GPS (it also happens to be evidence that I actually had a paper logbook at some stage!). It also mentions the type of GPS and enforced further learning when you moved on to another type.

Now that we are in the times of the Part61 licence things have changed subtly. If you start your training now to become a pilot, you will automatically be taught all you need to know about GNSS systems as well as how to use your particular little box. This is decreed in the MOS with the knowledge unit of PNVC and the practical units of RNE and NAV. These are at PPL level so every pilot should have that skill/knowledge set and the NAV unit is also prescribed for RPL nav endorsement so that skill/knowledge set should have been taught and examined there as well.

Pretty straight forward so far. Now for the grey area! What if you had a CAR5 licence (without the CAO signoff) and you transitioned to a Part61 licence? You can tell if this has happened - well you will know your own as you did it yourself by providing a few reams of paperwork to CASA. You can tell if it has happened to someone else as back on page 17 of their licence it will have these telltale little marks:



PPL-A was granted on the basis of CAR Part 5 Licence issued  
CPL-A was granted on the basis of CAR Part 5 Licence issued  
CPL-H was granted on the basis of CAR Part 5 Licence issued

This may mean that you have slipped through the cracks of the syllabus change. When someone presents to me for this update, I simply run a course to the current MOS standard and then provide certification. That means that person is now equivalent to both of the other examples – a CAR5 conversion with the CAO certification and a straight Part61/MOS licence-holder.

You also NEED to be competent on this by law. CASR 61.385 states that, in order to exercise the privileges of your licence in an aircraft you MUST be competent in “operating the aircraft’s navigation and operating systems” as well as many other items.

Now that we are certified, is our aircraft? Was the little PFM box installed to a particular TSO? Is it of an appropriate type? These can be hard questions to answer and will involve a bit of legwork on your part. It is too much for this article, but I will delve into it more in another article. You can get a fair idea of your aircraft and avionics capability by just looking at the Maintenance Release and seeing if it is certified for IFR. You can (and I suggest if you are going to use GNSS that you should) also go through CAO 20.91 and examine where your aircraft fits. Another handy little place to look is in AIP GEN 1.5 and see if you have the right equipment to satisfy your operation as well as CAO 20.18 Appendix IV.

Let’s assume that you are now proven qualified to use the magic and the box/es in the aircraft are appropriately certified. Now can you use your GPS??

In most discussions, I have found the references revolve around what is in the AIP. To take it back a step further, I have even had discussions around the relevance of AIP. I was once told that the “I” in AIP stood for “Information” and, as such, was not binding and was for information only. I am always open for a good debate so let’s discuss this point before moving on. Firstly, if you have a look at some of the regulations (e.g. CAR 174D) they state that, with a regulatory basis, CASA may issue further instruction on how to navigate. I take that to mean AIP. Now I know that is an Airservices publication and not a CASA publication (as a debater once pointed out) so does not fit the letter of the law. But if we don’t take it to mean that then it must mean that AIP is just for “Information” and can be ignored if we wish – including AIP GEN 1.5 that we discussed above so we don’t need TSO and can navigate on our iPads; we don’t need to obey the blue lines on the maps that are also considered part of AIP, in fact we don’t even need to use the standard phraseology or abide by any of the many requirements in ENR 1.1. I don’t subscribe to that theory (I suggest you don’t either) and take AIP as a regulated direction from CASA.

Another point in some discussions revolves around phrases like “sole means” or “primary means”. These terms were around a while ago but seem to have faded a bit. Now it just seems that you need to be able to navigate by one of several methods.

AIP ENR 1.1 para 4.2 talks about navigating under the VFR and is oft quoted by people believing it states a VFR pilot must navigate by reference to ground or water. The other part of that same paragraph (AIP ENR 1.1 para 4.2.1(a)) follows on to say that you could also navigate by any of the methods in para 4.1.1 except when operating at 2000’ or below (which is sensible). If you now go to para 4.1.1 that talks about IFR navigation. That means that a VFR pilot can navigate by visual reference to the ground or water OR by any IFR method – including GNSS which is an approved area navigation system.

The key here is that the GNSS, if used, must meet the performance criteria (i.e. TSO as discussed before) and you must be competent in its use which you would be under CASR 61.385 if you are flying that aircraft.

You can apply this to your own situation but let’s just take a simple example. A VFR PPL holder goes and hires an IFR capable aircraft. This happens in a lot of places where the same aircraft is used for both IFR and VFR work. The PPL holder has been told that they can’t use the GPS and has therefore never been instructed in its use.

The PPL holder then cannot hire the aircraft as they are not deemed competent under CASR 61.385. This means that the PPL holder needs to make sure they have the underlying knowledge by syllabus as described above (CAR5, Part61 or the grey area licence) and then be competent in the use of that unit. Once that has been achieved, they can quite happily and legally use that GPS to navigate.

So next time you go and fly, see if you have a GPS, and satisfy the above requirements and, importantly, make sure the navigation database is up to date on the unit. If all checks out, then go for your life.

Now, should I use my GPS? You still want to keep basic skills alive so practice them as well. The two skills should go together – don't rely on the GPS to the detriment of map-reading skills BUT also don't rely on map-reading to the detriment of GPS skills! There are also a few caveats that are in AIP (as well as in any reasonable pilots mind) about navigating above SCT cloud VFR. These warnings should be heeded and careful decision-making processes and risk analysis performed before attempting this sort of flight. You can do it, but you had better make sure you can get back down! Position fixing is not an issue as it is not required under AIP (if using map/ground it needs to be every 30 mins, if by VOR 2 hours, but not needed for an area navigation system). It is prudent, however, to still put pinpoints on your map/EFB at regular intervals (by whatever means) and do your CLEAROF checks just in case something does happen.

Lastly, you also need to know what to put in your flight notifications which is in the AIP and for IFR pilots you need to be aware of quite a bit more of what you can do and what you need to notate. Both of these will be too long for here so will be the subject of separate articles.



## BIO ON ADAM STARR

Adam Starr is an instructor and testing officer/examiner who has been teaching in adult education since the 1980s.

He specialises in adult education, flight instruction and testing and particularly in instrument flight in technologically advanced aircraft.

He has over 1500 hours of instrument instruction in both single and multi-engine aircraft and over 2500 hours instructing in Cirrus aircraft.

Adam was Australia's first Cirrus factory certified Platinum CSIP and has been training within the Cirrus factory training network for over 10 years.

You can contact him at [adam@starraviation.com.au](mailto:adam@starraviation.com.au) or on 0412469247.



# PIPER SUPER CUB FOR MEMBERS



The club is excited to advise members of an exclusive offer. Piper Super Cub VH-PYK has landed at Archerfield and is available only to members of Royal Queensland Aero Club.

This offer provides club members with the opportunity to re-engage with the fun of basic flying and aircraft handling. The Super Cub is a tail wheel aircraft, and for those members who do not yet have this endorsement it is a fantastic opportunity to gain it. The owner of the aircraft requires that members are checked and obtain a signed competency statement. The designated check pilot is Jeremy Miller who is also able to conduct tail wheel endorsements. Once checked, the aircraft will be available to members at \$220 per hour (including GST) which makes flying very affordable. The Super Cub is the ideal aircraft to hone your flying skills whilst having fun.

If you would like to arrange a check flight or endorsement please email [secretary@rqac.com.au](mailto:secretary@rqac.com.au).



# The AIR-Venture of your lifetime



## VARIETY FUNFLIGHT SAFARI LAUNCHED ESSENDON FIELDS AIRPORT ON FEBRUARY 1





On Saturday February 1, Essendon Fields Airport was host to one of the more unusual sights to be seen on the tarmac since it played host to the Beatles. Not just aircraft taxiing right to the terminal and proudly displaying their new FunFlight Safari livery, but also wildly decorated classic cars - accompanied by their drivers in costumes including Cavemen, Austin Powers and Sesame Street.

Of course, it wasn't a usual Saturday morning at the terminal, as this Saturday was also the official launch of a new event which is sure to become a calendar highlight of aviation enthusiasts everywhere.

The Variety FunFlight Safari 2020 is a 10 Day AIR-venture beginning at Essendon Fields Airport in Melbourne, and culminating at Great Keppel Island near Rockhampton. Taking off in August the Safari will actively participate in the 30th anniversary of the Victorian Variety Bash. The Bash is not a race or a rally, but a drive through the outback with your 'mates' - about 100 cars of 30 years and older and along the way raising funds for children in need.

Renowned as a "trip of a lifetime" experience, the 2020 Safari will visit iconic Australian locations including Deniliquin NSW, Renmark and Wilpena Pound SA, and Birdsville in QLD. Every evening the drivers and pilots will come together to share their adventures, and having listened to their stories from the last 30 years, this promises to be one big party!

According to Michèl Verheem, Founder of FunFlight, "The Variety FunFlight Safari 2020 is a opportunity for us and for Variety to raise extra funds for the same type of charities. We both deal with children touched by adversity together with their families."

Ken Pryor, Board Member of Variety Victoria and bash veteran added "We're looking forward to a great event. We're traveling about 4000 kilometres and going through some iconic parts of the country. For those who haven't done it, it's a bucket list trip. It is really great country to go and see."

Contact: Chris Muller, FunFlight Safari Committee  
chris.muller@funflight.org 0412 129 162

More info: [www.funflightsafari.org](http://www.funflightsafari.org)

About FunFlight: With the moneys raised FunFlight will be able to expand our offer of free joy-flights to many more kids and families touched by adversity in Australia. The effect of a day of fun for families that so often have little to smile about is enormous. FunFlight has given over 14,500 passengers the 'Flight of their Life' and we are looking forward to doing that for many more in the future!

About Variety: Variety use funds raised to deliver support to families when times are tough and when there is nowhere else to turn. In 2018 Variety directly impacted the lives of 111,712 children through the delivery of \$11,180,504 in grants for:

Equipment that helps children with their mobility, like wheelchairs, and walking aids

Rare and expensive medical equipment and services including insulin pumps, wigs, feeds, oxygen pumps and more.

Technology, programs and scholarships that help children unlock all the joys of education and communication.

# To PARADISE AND BACK

BY HUGO STRUSS

Since finishing my PPL I have been fortunate enough to stretch my wings over a good part of Southern Queensland, adventured into the centre of the NT and as far South into the wilderness as Coober Pedy. The opportunity has also come up to fly across the ditch in the left-hand seat of a light aircraft. While not every minute was perfect flying, every minute has been able to build new knowledge, new skills and really learn those lessons from the instructors. I know this might not seem like a lot to seasoned pilots, but these experiences have been thick and fast for my very limited time as a pilot. Now to where I was going with all of that- my Co-pilot!

To her credit, my new wife has been along for the ride with most of these adventures. Arranging the inflight a' la carte menu, helping to pass forward vital information devices, napping, reminding me that thermal activity isn't fun for everyone and listening to Cameron (my flying partner) and I talk about all of the great emergency spots we could land if the engine was to quick across the Strzelecki Desert. So I thought I would pick out a better/ more scenic flight for our next mission. Mackay.



It was my first proper cross country under the IFR. The planning started weeks out...maybe more. Mostly trying to decipher the protocols around the arrivals and departures of IFR aircraft. Not sure I still got to the bottom of this as it was pretty much hieroglyphics for regional class C airports. I planned alternated if toilet breaks were required and read the the FPR's (if anyone doesn't know what these are, they should look them up at the back of the ERSA. It was all news to me until I started IFR training) a few times. Another consideration is always survival and this coastal trip was going to be far different from the survival vests and my typical plans on how to find water in the desert. Instead, this trip I was a lot more prepared for a scene out of cast away if we had any technical problems. In the end we opted for a few warm clothes (as it was in the heat of December) and a sat phone.



With my newly minted IFR ticket (refer to the last article) and the cirrus training complete, we set off in the SR-22 "EDH" that the flight one team had generously let me loose in. "Now this is how I should be traveling," Em commented in the first 10 minutes of our climb out over Brisbane- She had just discovered that small aircraft do come with air conditioning. The still air above the smoke-filled inversion and the 4am start proved too much for my co-pilot! She was

out as we passed A070 for A100.

Luckily Em didn't miss much, and I was too preoccupied willing the ground speed to click over the 200kts mark. The Brisbane area controller did poke a hole in my plan as we passed over the sunshine coast. He gave me a direct to a random way point... I checked my plan and I checked my GNSS inputs and quickly realised I had no idea what he was on about- "stand-by" I said. A quick check on my iPad revealed that this wasn't just a random waypoint but in fact the very next way point on the ERC and I should have planned through it regardless. Touché' centre, touché'. My lesson was learnt. I advised I was direct the way point and quickly entered it into the GNSS, without any change to my actual heading or flight planned track the flight continued. Needless to say, I was hurriedly checking to make sure I hadn't made this mistake again. "Mostly" an uneventful trip until we were



fast approaching the downwind leg of the Mackay airport and I still couldn't identify the runway environment. As we passed through the bases at A020 it all became as I has been prepared for. The

warm reception from the tower reminded me I definitely wasn't in Brisbane anymore. The friendly controller asked where I was from, where I was off to for the day and wished us a safe return. It was unusual to maintain such a relaxed conversation from tower. 2 hours and 10minutes from YBAF to YBMK.



Once we landed Em headed off to go and visit some friends and I picked up a couple of stragglers to continue the trip.

We had decided on lunch at Hamilton Island followed by a romantic trip over Whitehaven beach and out to Hook reef to see the heart shaped reef. For anyone who hasn't done this, I strongly recommend this trip. While the islands can be a little disorienting, the controllers are friendly and the light traffic makes for very easy flying- just make sure you read up on the procedures. The low level flight from Mackay, over Brampton Island and through the Whitsunday islands to join down wind over dent island for a visual approach into Hamilton.

This was some of the most beautiful flying I have done. Unfortunately at 175kts, the Cirrus doesn't let you take it all in as I bounced from controller to controller. (enter turning base at Hamo island.

After lunch we got a shuttle back to the airport to head off. Hamilton Control granted a low-level departure out over Whitehaven beach and then onto Hook reef. When on a mission to find the heart reef, make sure you have done your homework! Every long and latt that I found on google for the reef didn't match up with anything like the love heart shaped structure. I ended up finding the spot and then programmed that into AvPlan. Once I realised how small the reef was amongst all of the other shapes, I'm certain I wouldn't have found it without making sure of the location. As you can see, we had great success and were even more lucky to not have to dodge any helicopters while we located the target.



On our trip home I was keen to explore the infamous Shute harbour, so we headed for land! On our way back we encountered 4 reef inbound helicopters at all different heights. I cant stress the importance of announcing the departure from Hook reef and continuing the communication all the way to Shute or your destination. We were fortunate to have the eTAWS system provide very advanced detection of the incoming traffic so we could be right on top of the comms's.



Shute was exactly what I was promised and I think every pilot should be briefed by someone who has been there before. My trusty advisor, John Shuttlewood, gave me the heads up on the effects the wind direction would have on each approach. If you don't have this resource then the Whitsunday airport website is a great read- especially the Pilot guide section. The website probably comes with a few less lectures about being a dumb rookie pilot too! John warned me about the wind shear so I approached runway 14 from a base join. John had suggested to intercept the runway heading at a 15degree angle about 200m before the threshold on this approach. After I was below the mountains and I was sure the trees weren't going to clean the underside of my wing, I straightened up. As per the advice, the 5 extra kts helped as I hit the last bit of wind shear over the fence.

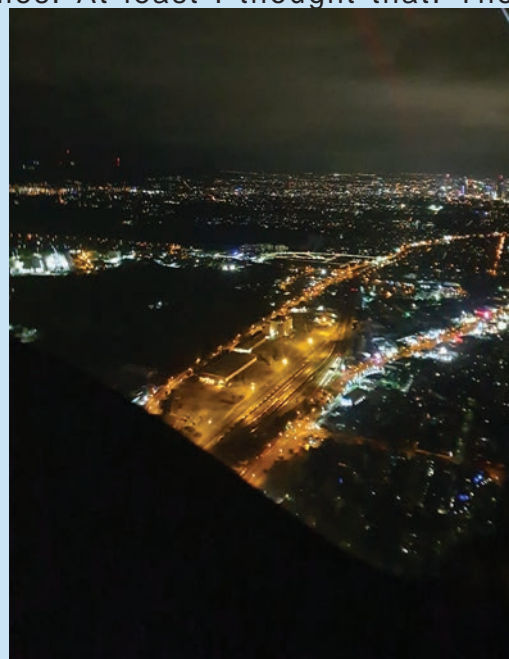


A small drop and adjustment saw a light roll before giving it the beans and heading back to Mackay. Sweet palms but a big grin as I had ticked a big goal off my aviation list- land at shute.

We headed out at around 500ft through the long island sound. We bumped around as we were below the tops of the hills but the views more than made up for the ride. On this leg I learnt another important lesson. Right before I was to make my call to the Mackay approach (I was set up with distance, radials and the intentions), a slight dip in the nose set the eTaws system off as I hit the PPT button. I stuttered out the initial few words and tried to battle through the off putting noise

of the GPWS. It was a mess. I had called Mackay approach- Mackay Traffic, I missed the request for airways clearance and my intentions. My lesson learnt was to make sure you have the systems set up, even the ones you aren't expecting to be a problem. I was at 1500ft and at no risk of the ground in perfect VMC. I should have turned the system off while I was flying at lower levels to avoid the distraction. Others might not agree but in this case, I think I should have limited the GPWS system. The controller (not the friendly one earlier in the day) graciously accepted my poor radio work and guided out plane to a rest. However, once I had clear the runway, the clearly very experienced controller "suggested" that I work on my inbound radio work. This was enough to tie the plane down and head back to the accommodation for some self-reflection.

I made sure when I fronted back up the next afternoon to head home I was well rehearsed in my radio calls. I sounded like I had done it 1000 times. At least I thought that. The same controller that had bashed my confidence was today trying to strike up a conversation as I taxied down the runway. I know Stuart, my instructor, always harps on about the difference a professional radio call can make. Proved right once again. On the way home we had to stop in at Caloundra to drop Em off before Joe (one of the ring ins from the day before) and I headed back to Archerfield. We hit Caloundra, after passing through a few clouds on the way in at 15 mins before last light. We quickly said Goodbye to Em contacted centre and headed for the runway. I had read there was going to be a bit of light rain from Caloundra to Archerfield but Joe had never been up in a light plane at night and I'm sure the clouds would make it a bit more interesting to say the least. Joe is one of my best mates and he loves to talk rubbish, is very loud, and is rarely quiet. Well once centre had cleared us past 2000ft there wasn't a boo out of Joe. The strobe lights and landing lights quickly closed in on the plane as we went into pure white out. I was concentrating closely at the time and joe only spoke only a few words during the 20mins of flight. "bloody hell Strussy, I wasn't expecting full IFR flying!" We broke out of the clouds on centre line at 2000ft. Joe begun to breath again.



As always, every minute was enjoyed and there was lots of learning. I look forward to using this experience and bettering my operations in the future. If anyone is planning a trip and looking for an enthusiastic co-pilot then please don't hesitate to reach out. I think that the biggest gift that RQAC can offer is more senior pilots inviting rookie pilots along on their trips. I think that sometimes even the senior guys forget the thrill that a short scenic flight around the bay can offer pilots with the limited hours. I know that I would always be happy to chip in!

***Happy Flying***



# JOLLY JOKES

## AEROPLANE PUNS




- When you're wearing a watch on an airplane, time flies !
- As soon as the aeroplane was invented, things were looking up !
- The pilot's daughter snuck onto the plane without permission, so he had to ground her !
- I tried making aeroplane jokes - but they went right over peoples heads !



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**REMEMBERING  
SIR CHARLES  
KINGFORD SMITH**

**09.02.1897 TO 08.11.1935**



**Sir Charles Edward Kingsford Smith**, MC, AFC (9 February 1897 – 8 November 1935), often called by his nickname *Smithy*, was an early Australian aviator.

In 1928, he made the first transpacific flight from the United States to Australia. He also made the first non-stop crossing of the Australian mainland, the first flights between Australia and New Zealand, and the first eastward Pacific crossing from Australia to the United States; and, also, made a flight from Australia to London, setting a new record of 10.5 days.

## **EARLY AND PERSONAL LIFE**

Charles Edward Kingsford Smith was born on 9 February 1897 at Riverview Terrace, Hamilton in Brisbane, Queensland, Australia, the son of William Charles Smith and his wife Catherine Mary (née Kingsford, daughter of Richard Ash Kingsford, a Member of the Queensland Legislative Assembly and mayor in both Brisbane and Cairns municipal councils). His birth was officially registered and announced in the newspapers under the surname Smith, which his family used at that time. The earliest use of the surname Kingsford Smith appears to be by his older brother Richard Harold Kingsford Smith, who used the name at least informally from 1901

In 1903, his parents moved to Canada where they adopted the surname Kingsford Smith. They returned to Sydney in 1907.

Kingsford Smith first attended school in Vancouver, Canada. From 1909 to 1911, he was enrolled at St Andrew's Cathedral School, Sydney, where he was a chorister in the school's cathedral choir, and then at Sydney Technical High School, before becoming an engineering apprentice with the Colonial Sugar Refining Company at 16.

## **WORLD WAR I AND EARLY FLYING EXPERIENCE**

In 1915, he enlisted for duty in the 1st AIF (Australian Army) and served at Gallipoli. Initially, he performed duty as a motorcycle dispatch rider, before transferring to the Royal Flying Corps, earning his pilot's wings in 1917.

In August 1917, while serving with No. 23 Squadron, Kingsford Smith was shot down and received injuries which required amputation of two toes. He was awarded the Military Cross for his gallantry in battle. As his recovery was predicted to be lengthy, Kingsford Smith was permitted to take leave in Australia where he visited his parents. Returning to England, Kingsford Smith was assigned to instructor duties and promoted to Captain.

On 1 April 1918, along with other members of the Royal Flying Corps, Kingsford Smith was transferred to the newly established Royal Air Force. On being demobilised in England, in early 1919, he joined Tasmanian Cyril Maddocks, to form Kingsford Smith, Maddocks Aeros Ltd, flying a joy-riding service mainly in the North of England, during the summer of 1919, initially using surplus DH.6 trainers, then surplus B.E.2s. Later Kingsford Smith worked as a barnstormer in the United States before returning to Australia in 1921. He did the same in Australia and also flew airmail services, and began to plan his record-breaking flight across the Pacific.

Applying for a commercial pilot's licence on 2 June 1921 (in which he gave his name as 'Charles Edward Kingsford-Smith'), he became one of Australia's first airline pilots when he was chosen by Norman Brearley to fly for the newly formed West Australian Airways.

A young Kingsford Smith piloted a Western Australian Airways Bristol Type 28 Coupe Tourers plane (G-AUDF) that made bi-weekly mail drops to the astronomers during the 1922 Solar Eclipse expedition at Wallal, Western Australia.



## **1928 TRANS-PACIFIC FLIGHT**

In 1928, Kingsford Smith and Charles Ulm arrived in the United States and began to search for an aircraft. Famed Australian polar explorer Sir Hubert Wilkins sold them a Fokker F.VII/3m monoplane, which they named the Southern Cross.

At 8:54 a.m. on 31 May 1928, Kingsford Smith and his 4-man crew left Oakland, California, to attempt the first trans-

Pacific flight to Australia. The flight was in three stages. The first, from Oakland to Wheeler Army Airfield, Hawaii, was 3,870 kilometres (2,400 mi), taking an uneventful 27 hours 25 minutes (87.54 mph). They took off from Barking Sands on Mana, Kauai, since the runway at Wheeler was not long enough. They headed for Suva, Fiji, 5,077 kilometres (3,155 mi) away, taking 34 hours 30 minutes (91.45 mph). This was the most demanding portion of the journey, as they flew through a massive lightning storm near the equator. The third leg was the shortest, 2,709 kilometres (1,683 mi) in 20 hours (84.15 mph), and crossed the Australian coastline near Ballina

before turning north to fly 170 kilometres (110 mi) to Brisbane, where they landed at 10.50 a.m. on 9 June. The total flight distance was approximately 11,566 kilometres (7,187 mi). Kingsford Smith was met by a huge crowd of 26,000 at Eagle Farm Airport, and was welcomed as a hero. Australian aviator Charles Ulm was the relief pilot. The other crewmen were Americans, they were James Warner, the radio operator, and Captain Harry Lyon, the navigator and engineer.

The National Film and Sound Archive of Australia has a film biography of Kingsford Smith, called *An Airman Remembers*, and recordings of Kingsford Smith and Ulm talking about the journey.



Stamp Sheet released in Australia in 1978 in commemoration of the 50th anniversary of the First Trans-Pacific Flight



**"COFFEE ROYAL" INCIDENT** On 31 March 1929, en route from Sydney to England, the Southern Cross with Kingsford Smith at the helm made an emergency landing on a mudflat near the mouth of the Glenelg River, in the Kimberley region of northern Western Australia. The Southern Cross was found and rescued after a fortnight's searching, with George Innes Beard, Albert Barunga and Wally from the Kunmunya Mission the first overland party to reach the downed aircraft.

While on their way to help with the search two friends of Kingsford Smith crash landed in the Tanami Desert in Central Australia and died of thirst and exposure on 12 April 1929. The pair, Keith Vincent Anderson and Henry Smith "Bobby" Hitchcock, had been flying a Westland Widgeon plane named Kookaburra. Many sections of the media and public felt that the forced landing of the Southern Cross, which was dubbed the "Coffee Royal" incident after the brew of coffee and brandy which the crew had drunk while awaiting rescue, had been a publicity *Kookaburra* stunt and that Kingsford Smith was responsible for the two deaths.



had been a publicity *Kookaburra* stunt and that Kingsford Smith was responsible for the two deaths.

An official inquiry was convened into the incident, fuelled by the media speculation. One of the criticisms levelled at Kingsford Smith was that he could have been spotted and rescued much more quickly had he set a fire with engine oil. The foundation for the attack was not tested by the inquiry at the time but Dick Smith (no relation) rediscovered the landing site in 1981 and carried out an experiment burning brush with and without engine oil and found that the latter actually created a more visible effect as viewed from the air against the dark mud and surface terrain; Kingsford Smith had been right.

Despite Kingsford Smith being exonerated by the inquiry, his reputation within Australia never fully recovered during his lifetime.

The bodies of Anderson and Hitchcock were later recovered from the Tanami Desert. Hitchcock's body was returned to Perth for burial at Karrakatta Cemetery, while Anderson's body was returned to Sydney. Over 6000 mourners attended Keith Anderson's funeral. It was an elaborate affair befitting a national hero. Anderson was buried at Rawson Park, Mosman, on 6 July 1929. A grand memorial was later erected at the gravesite in his honour..



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## **DISAPPEARANCE AND DEATH**

Kingsford Smith and co-pilot John Thompson "Tommy" Pethybridge were flying the Lady Southern Cross overnight from Allahabad, India, to Singapore, as part of their attempt to break the England-Australia speed record held by C. W. A. Scott and Tom Campbell Black, when they disappeared over the Andaman Sea in the early hours of 8 November 1935. Aviator Jimmy Melrose claimed to have seen the Lady Southern Cross fighting a storm 150 miles (240 km) from shore and 200 feet (61 m) over the sea with fire coming from its exhaust. Despite a search for 74 hours over the Bay of Bengal by test pilot Eric Stanley Greenwood, OBE, their bodies were never recovered.

Eighteen months later, Burmese fishermen found an undercarriage leg and wheel, with its tyre still inflated, which had been washed ashore at Aye Island in the Gulf of Martaban, 3 km (2 mi) off the southeast coastline of Burma, some 137 km (85 mi) south of Mottama (formerly known as Martaban). Lockheed confirmed the undercarriage leg to be from the Lady Southern Cross. Botanists who examined the weeds clinging to the undercarriage leg estimated that the aircraft lies not far from the island at a depth of approximately 15 fathoms (90 ft; 27 m). The undercarriage leg is now on public display at the Powerhouse Museum in Sydney, Australia.

In 2009, filmmaker and explorer Damien Lay stated he was certain he had found the Lady Southern Cross. The location of the claimed find was widely misreported as "in the Bay of Bengal". However, the 2009 search, was in fact, at the same location where the landing gear had been found in 1937, at Aye Island in the Andaman Sea.

Kingsford Smith was survived by his wife, Mary, Lady Kingsford Smith, and their three-year-old son Charles Jnr. Kingsford Smith's autobiography, *My Flying Life*, was published posthumously in 1937 and became a best-seller.

Following The Joint Australian Myanmar Lady Southern Cross Search Expedition II (LSCSEII) in 2009, Lay conducted a total of ten further expeditions to Myanmar to recover wreckage from the site. In 2011, Lay claimed to have found the wreckage, but that claim has been widely disputed, and no evidence confirming the claim has been forthcoming. The location of the site, approximately 1.8 miles off the coast of Myanmar, has never been publicly released.

Lay has worked closely with both the Kingsford Smith and Pethybridge families since 2005. The privately funded project was supported by the government and people of Myanmar. As of December 2017, Lay was still searching for parts of the Lady Southern Cross.

## **HONOURS AND LEGACY**

In 1930 Kingsford Smith was the inaugural recipient of the Segrave Trophy, awarded for "Outstanding Skill, Courage and Initiative on Land, Water [or] in the Air".

Kingsford Smith was knighted in the 1932 King's Birthday Honours List as a Knight Bachelor. He received the accolade on 3 June 1932 from His Excellency Sir Isaac Isaacs, the Governor-General of Australia, for services to aviation and later was appointed honorary Air Commodore of the Royal Australian Air Force.

In 1986, Kingsford Smith was inducted into the International Air & Space Hall of Fame at the San Diego Air & Space Museum.

The major airport of Sydney, located in the suburb of Mascot, was named Kingsford Smith International Airport in his honour. The federal electorate surrounding the airport is named the Division of Kingsford Smith, and includes the suburb of Kingsford.

His most famous aircraft, the Southern Cross, is now preserved and displayed in a

purpose-built memorial to Kingsford Smith near the International Terminal at Brisbane Airport. Kingsford Smith sold the plane to the Australian Government in 1935 for £3000 so it could be put on permanent display for the public. The plane was carefully stored for many years before the current memorial was built.

Kingsford Smith Drive in Brisbane passes through the suburb of his birth, Hamilton. Another Kingsford Smith Drive, which is located in the Canberra district of Belconnen, intersects with Southern Cross Drive.



*Sydney Airport*



*Brisbane Airport*

Opened in 2009, Kingsford Smith School in the Canberra suburb of Holt was named after the famous aviator, as was Sir Charles Kingsford-Smith Elementary School in Vancouver, British Columbia, Canada.

He was pictured on the Australian \$20 paper note (in circulation from 1966 until 1994, when the \$20 polymer note was introduced to replace it), to honour his contribution to aviation and his accomplishments during his life. He was also depicted on the Australian one-dollar coin of 1997, the centenary of his birth.

Albert Park in Suva, where he landed on the trans-Pacific flight, now contains the Kingsford Smith Pavilion.

A memorial stands at Seven Mile Beach in New South Wales commemorating the first commercial flight to New Zealand.

Qantas named its sixth Airbus A380 (VH-OQF) after Kingsford Smith.

KLM named one of its Boeing 747s (PH-BUM) after Kingsford Smith.

A trans-Encke propeller moonlet, an inferred minor body, of Saturn is named after him.

Australian aviation enthusiast Austin Byrne was part of the large crowd at Sydney's Mascot Aerodrome in June 1928 to welcome the Southern Cross and its crew following their successful trans-Pacific flight. Witnessing this event inspired Byrne to make a scale model of the Southern Cross to give to Kingsford Smith. After the aviator's disappearance, Byrne continued to expand and enhance his tribute with paintings, photographs, documents, and artworks he created, designed or commissioned. Between 1930 and his death in 1993, Byrne devoted his life to creating and touring his Southern Cross Memorial.

Article taken from [https://en.wikipedia.org/wiki/Charles\\_Kingsford\\_Smith](https://en.wikipedia.org/wiki/Charles_Kingsford_Smith)





## **Photograph of the Kingsford Smith's "Lady Southern Cross" at Archerfield Airport, Brisbane, QLD, 1934**

Photographed in Archerfield, Queensland, Australia, 1934.

This is a photograph of the single-engine Lockheed Altair aircraft, 'Lady Southern Cross', piloted by Sir Charles Kingsford Smith (Smithy) and Captain P.G. Taylor in 1934 at Archerfield airport, Queensland, before their record-breaking trans-Pacific flight. Smithy and Taylor completed the first west to east trans-Pacific flight from Brisbane, Australia, to San Francisco, USA, via Suva and Hawaii, between 21st October and 4 November, 1934, in the little 'Lady Southern Cross'. Tragically this is the plane in which Smithy and his engineer/co-pilot, Tommy Pethybridge, tragically died the following year in 1935 trying to break the England to Australia speed record. The charismatic Sir Charles Kingsford Smith (Smithy) was a household name in Australia for setting aviation records and his death was a national tragedy at the time. Of the young Australian World War One pilots who returned from the front none went on to make aviation history as Smithy had done. Smithy flew in the AIF in Egypt, Gallipoli and France before being commissioned into the Royal Flying Corps in 1917. After the war he undertook a number of pioneering flights and sought to establish regular air services in Australia. With Charles Ulm as co-pilot and two Americans, Harry Lyon and Jim Warner, Smithy flew a rebuilt Fokker aircraft he named Southern Cross from Oakland, California, to Honolulu, then Fiji to land at Brisbane on 9 June 1928 for the first flight across the Pacific. This was followed by the first non-stop flight from Melbourne to Perth. In June 1929 he flew the plane from Sydney to London in the record time of 12 days and 18 hours. (The 'Southern Cross' was purchased from Smithy by the Commonwealth government and is now displayed at Brisbane airport.) Driven to set even more records he decided to compete in the 1934 MacRobertson Air Race and purchased the Lockheed Altair which he considered capable of achieving first place. However, engineering problems and lack of time meant he had to withdraw from the race. Even so, in testing the aircraft in Australia, he established a number of city-to-city speed records in the Altair and to 'save face' for withdrawing from the race he flew the Pacific instead, in the west-east direction, establishing another record. So it was with this background that Smithy and his co-pilot/engineer, Tom Pethybridge, tried to break yet another record, the England to Australia speed record, and in endeavouring to achieve this they lost their lives. They disappeared in the Bay of Bengal and were never found. Poignantly, in May 1937, the undercarriage from the 'Lady Southern Cross' (in the Museum's collection, object number 94/64/1) was discovered washed up on the beach of the tiny island of Aye, off the coast of Burma. Smithy is recognised internationally as one of the world's greatest aviators for pioneering record flights and seeking to establish regular air services in Australia. Margaret Simpson, Curator January 2015



## **Aviation Historical Society of Australia (Qld) Inc.**

The Aviation Historical Society of Australia (Qld) Inc. strives:-

- To encourage and assist the research and writing of Australian aviation history
- To record the achievements of Australian aviation and its people
- To provide a forum for the discussion of events in Australian aviation history
- To preserve documents and artifacts significant to Australian aviation history
- To liaise with other relevant organisations to further the aims of the association

Come and join us as a guest at one of our meetings.

We meet on the last Friday of the month (except Dec) in the historic Terminal Building at Archerfield Airport, 381 Beatty Road, Brisbane.

Guest speakers are arranged for monthly meetings.

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# UPCOMING EVENTS

**MARCH 6**

DRINKS  
AT THE CLUBHOUSE

CLUBHOUSE SOCIAL

**MARCH 15**

**MARCH 17**

ST PATRICKS DAY

STRADDIE FLYOUT

**MARCH 21**

**APRIL 3**

DRINKS  
AT THE CLUBHOUSE

GOOD FRIDAY 10TH  
EASTER SATURDAY 11TH  
EASTER MONDAY 13TH

**EASTER**

**APRIL 19**

CLUBHOUSE SOCIAL

ANZAC DAY

**APRIL 25**

**MAY 1**

DRINKS  
AT THE CLUBHOUSE

BATTLE OF CORAL SEA  
DAWN PATROL

**MAY 3**

**MAY 17**

CLUBHOUSE SOCIAL

