



# JOYSTICK JOTTINGS



ISSUE N° 1 / MAY 2019

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benandviv.design

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**“OUR CLUB IS OPEN TO ALL WITH A PASSION FOR AVIATION”**



# PRESIDENT'S REPORT

## **NEW HORIZONS**

Welcome to our new RQAC newsletter! It has been brewing for a time and I hope you enjoy what you see and read. Our goal is to produce this newsletter about once a quarter to stay well linked to our members and friends.

I start by saying our club is open to all with a passion for aviation and a century aviation history. Our history expands beyond our home of Archerfield to include our state of Queensland and our Australian nation. Year 2019 is a big one for us as we will celebrate our centenary birthday after our club's relaunch following the end of World War I. Our roots do go deeper as the original Queensland Aero Club was founded in 1910, which is only a few short years following Wilbur's and Orville's launch into the skies in December 1903. On your calendars, claim the evening of 21st September 2019 for a gala centenary celebration. It will be held at Archerfield and we are lining up an agenda to remember. Pass on the word and block your calendars. More details will be advised in coming months.

Our active volunteer Club Captains, Chris Spencer-Scarr and Dave Butler, and social committee are busy planning flying and social events for the rest of the year. Some past examples were the 2nd Nov 2018 evening/night fun raid down to our friends at the Redcliffe Aero Club. Those folks served up great steaks! Another recent example is the 17th February fly-in to Amberley. Wow, what a rare privilege to fly small private aircraft into an air force base. For all events, stay connected to the RQAC web and Facebook sites for latest details. I encourage all to join the fun, share ideas, and help when you can. Again, I thank our volunteers for their efforts.

Finally, I am happy to advise that RQAC has cross-hired a Piper Super Cub at a discounted rate for our members. This plane fills a gap for fun slow flying and absorbing the scenery below. So, for those without a tailwheel indorsement, find your instructor, get checked out, and take a best friend for a fly like the old days.

Safe Flying,  
Clif

**CLIFTON HEFNER**  
**RQAC PRESIDENT/CHAIRMAN**



**100 YEARS • 1919-2019**

## **SAVE THE DATE**

— ROYAL QUEENSLAND AERO CLUB —

# **CENTENNIAL CELEBRATION**

when: **Saturday 21 September 2019**  
where: **Archerfield Airport, QLD 4108**



# RQAC CENTENARY DINNER UPDATE

**OUR PREMIUM EVENT FOR 2019 IS OF COURSE THE CENTENARY DINNER TO BE HELD ON 21ST OF SEPTEMBER, THERE HAVE BEEN REGULAR MEETINGS BY THE CENTENARY DINNER SUB-COMMITTEE AND THE PLANNING TO DATE HAS COVERED THE FOLLOWING DETAILS.**

**The venue is Hangar 5 “Archerfield Jet Base” which has hosted numerous product launches and celebrations and on the evening will have several corporate aircraft out on the hardstand airside to add to the atmosphere of the event. Hangar 5 has historic links to the club as it was home to Air Charter Pty Ltd the RQAC subsidiary that maintained the club aircraft as well as Qantas when they moved to Archerfield from Eagle Farm.**

The Dinner will be a black tie dress sit down three course meal with full bar facilities and with the option of full table bookings. Pricing will be advised in the near future and is expected to be in the \$125 - \$130 range.

We have a number of notable invitees in mind including our Patron the Queensland Governor, Qantas executives and representatives from the Queensland Government; all up it will be a special evening with guest speaking spots and several

aviation greats in attendance. We are also looking for sponsorships so if you can assist either personally or through any contacts you may have please let us know.

I would appeal to our members to communicate the event to any previous employees, instructors, fire-fighters and air traffic controllers that you may still have contact with in the hope some may attend this milestone event. I would also ask if anyone has any old photographs or memorabilia could we borrow or copy the items for a video montage we have plans for. Just contact the club at [secretary@rqac.com.au](mailto:secretary@rqac.com.au) to arrange for those items to be scanned or borrowed for the event.

Tickets will go on sale in July so make a plan to put a party together to make this an unforgettable occasion befitting our 100th Anniversary.

Cheers,

**John McDonald**

**RQAC Centenary Sub- Committee**



# RQAC BIRDSVILLE SAFARI

BY LISA TAIT

**LONG BEFORE THIS ADVENTURE BECAME A REALITY, AND OVER WAY TOO MANY DRINKS, A FRIEND OF MINE MADE THE RIDICULOUS SUGGESTION TO FLY OUT TO THE BIRDSVILLE RACES! SO, AFTER I HAD FINISHED ROLLING AROUND THE FLOOR IN LAUGHTER, & OVER THE NEXT FEW DAYS/ WEEK/MONTHS, THE IDEA WAS STUCK IN MY HEAD & THE CHALLENGE HAD BEEN SET.**

**I BEGAN TO RAISE INTEREST FROM A FEW OF MY OTHER FLYING COLLEAGUES & EVENTUALLY WE HAD 3 PLANES & 7 PILOTS & 2 "CIVIES" REARING TO GO! SO AFTER MANY HOURS OF PLANNING, THIS IS HOW IT ALL WENT DOWN...**



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**THURSDAY 30/08**

We all met at the Terminal building, full of nerves & anticipation whilst we loaded up the 3 planes (2 x C172s & 1 x C182). We said our goodbyes to the loved ones that came out to wave us off & off we flew (some of us a little heavier than others). We all survived getting through Amberley Controlled airspace & from that point on, there was no stopping us!

First stop, St George for re-fuel & lunch. Thanks to David Franklin's relatives who provided us all the nourishment we could need to make it to our next destination.

After an hour stop, we took off for our final destination for the day, Moble Homestead just outside of Quilpie. We were greeted by our lovely hosts, Brian & Kylie Rutledge & quickly got settled in for the night. After a tour of the station, we were escorted up the hill for "Sundowners" to watch the sunset. Brian got his Drone out & took some great pictures of the planes & us from above. This was followed with a beautiful home cooked meal, lots of stories & a lot more laughter until we all decided it was time for bed. Thanks for organising Andrew – it was an amazing stopover!



**“WE ALL SURVIVED GETTING THROUGH AMBERLEY CONTROLLED AIRSPACE & FROM THAT POINT ON, THERE WAS NO STOPPING US!”**



#### **FRIDAY 31/08**

After a hearty homecooked breakfast, we said our goodbyes & expressed our sincere gratitude to our wonderful hosts & took off in horrible winds for a quick refuel stop in Quilpie. Then onwards & upwards for the main event, direct to Birdsville! It seemed we arrived right in time for peak hour & were dutifully lined up behind each other for landing on the short dirt cross runway before being shown our designated parking bays for the weekend. After settling into our camping abodes, some of us went straight to the track to watch the start of the races, whilst others casually found their way around town, & there are no prizes to guess who did what! Needless to say another late night was had by all ....





**SATURDAY 01/09**

The Main event ... This is why we flew all this way in the first instance, right? Well, apparently not for all of us but it definitely was for me! The boys decided to refuel whilst it was quiet in the morning but got distracted by bright shiny skies & took off for a formation flight over Big Red whilst I was on my way to the airfield to meet them - needless to say, I was not a happy camper being left behind! But with the offer to refuel my plane for me, all was forgiven! Lol

So, by lunchtime we were all enjoying everything that goes with the Birdsville Races - horses, drinking, dust, repeat! And the party obviously continued into the night...



**“BY LUNCHTIME WE WERE ALL ENJOYING EVERYTHING THAT GOES WITH THE BIRDSVILLE RACES – HORSES, DRINKING, DUST, REPEAT!”**





## SUNDAY 02/09

Surprising we were all up earlier than expected, so we packed up our gear, loaded up the planes & went for breakfast at the famous Birdsville Bakery. Then off we flew to our next destination – Longreach! We had the most amazing tail wind & were all very excited with comparing our Ground Speeds at varying altitudes. It became quite a competition of who could be the fastest. Once we landed at Longreach, it was another refuel in preparation for the flight home tomorrow, then off we went to find our lodgings for the night! Trust me, even having to share a room, it was going to be great to have

a proper bed again. Chris had organised a tour of the Qantas Museum & excitedly we all fell into line to race across the road to enjoy all the history it had to offer. After many hours, & the knowledge we could have spent many more, we went back to our lodgings & got ready for a hearty meal at the local, where we all sat around discussing our highlights of this amazing adventure. No surprises really, but today's tour was the highlight for most of us nerdy pilots! Lol

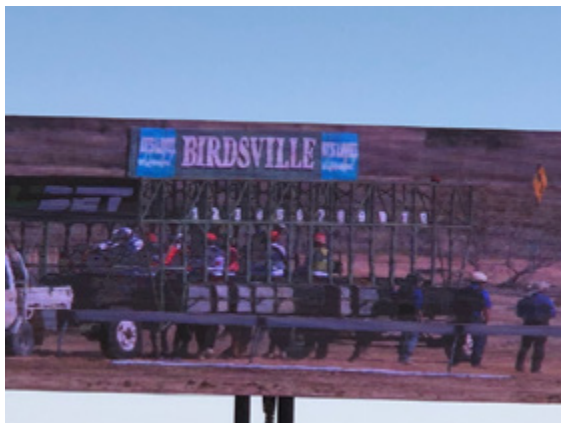


**“NEEDLESS TO SAY, WE ALL LANDED SAFELY BACK AT ARCHERFIELD, WITH AMAZING MEMORIES OF ONE OF THE BEST LONG WEEKENDS OF OUR LIFE”**

**MONDAY 03/09**

Again, everyone was up early after a much quieter night was had by all, so we decided to take advantage of this & get an early start back to YBAF, especially considering the weather was not going to be nice to us for this leg. The trip to Roma was rather uneventful. Macca’s was hand delivered by the first boys to land & the final refuel was done!

We then headed back to YBAF, with the knowledge that the weather was going to play havoc with our plans but, like any good pilots, we had left ourselves options. Thankfully on this leg, I was flying last, but this gave me the opportunity to hear what the others were dealing with before we hit it on the east side of the range. Amberley Control Tower had their work cut out for themselves, but they were very helpful given the circumstances. Needless to say, we all landed safely back at Archerfield, with amazing memories of one of the best long weekends of our life.





To finish, as life with the Spencer-Scarrs is nothing but a competition, we had our own for the trip & everyone's a winner!

**VH-WPI**

WINNER – no runway mishaps

**VH-LWE**

WINNER – flew every leg herself

**VH-EVC**

WINNER – first in at every stop

Thank you guys – it was definitely a trip of a lifetime!



# LINDSAY CAMPBELL

...hat has to be chronicled of a sad ...ll on Saturday morning while flying ... Brooklands. Mr. Campbell had ... is broken upon a biplane, and was ... object of learning to fly the mono- ... evening made a remarkably good ... flying a couple of circuits of Brook- ... nating with a splendid landing. On ... he was allowed to take the machine up ... cond circuit at about 500 ft. when he ... alties. His engine stopped (and it ... he had switched off), and naturally ... d side-slipped. Mr. Campbell then ... diving, and, as it appeared, regained ... s not able to get his engine going again ... with the result that he smashed upon ... ras not smashed as badly as the accident ... e, as the whole of the pilot's seat and ... were perfectly intact. Poor Campbell did ... ny pilots have stepped out of much worse ... The good fellow was fatally injured through ... ch force against the padded cross member ... the result that his chest was badly crushed ... rettable an accident from points other than ... Campbell was not only a marked favourite at ... amongst everyone who knew him, but he was

also in this country ... general, as he had been comman- ... wealth to take a leading hand in the ... Australian Army, and when speaking to him upon ... was always enthusiastically optimistic upon the success they ... going to make out there. It is a curious coincidence that he ... obtained his Royal Aero Club certificate on his 49th birthday— ... May 19th. He will be a great loss to the Commonwealth, not so ... much as a flyer, but as an excellent organiser and hard worker. ... A man of iron nerves, and always ready to give a helping hand to ... anyone. Everyone's sympathy is extended to his wife and two ... children (one 4 years old, the other 16 months) who are his only ... relatives in this country, and who cannot as yet realise the irreparable ... loss they have sustained. Mrs. Lindsay Campbell is staying at 71, ... Shirland Road, Maida Vale, W.

### Safety Helmets and Fatalities.

...not think that the direct cause of Mr. Lindsay ... th has been brought into sufficient prominence. ... rst given in the papers, was that it was due to his ... rrown against the cross-bar of the fuselage, thereby ... tnal injuries. From the medical evidence given at ... t however, it is made quite clear that death was due to ... e skull, and that the actual accident was not worse ... ny out of which the pilot has escaped without a scratch. ... it perfectly clear that, had Mr. Campbell been wearing ... t elsewhere, aviators, and especially English aviators, ... nstitutional objection to wearing helmets for the reasons ... y that their use makes the wearer conspicuous or that it ... ch a concession to the idea of danger. This is, of course, ... ard. Furthermore, it cannot be said of helmets as it can ... fety belts that there are two opinions as to their utility. ... have been caused as well as avoided by the use of belts, ... no case can it be said that the wearing of a helmet has ... ned a fatality. While I am not of opinion that any definite ... could be laid down as to the wearing of a safety helmet, yet ... e that all flying schools, especially monoplane schools, will ... eir best to encourage its use.

## MRS. LINDSAY CAMPBELL FUND.

In continuation of the list published in our issue of August 24th, the following subscriptions are thankfully acknowledged:—

	£	s.	d.
S. R. Livingston Learmouth	2	2	0
R. W. Hudson	5	0	0
Lt.-Col. Y. Campbell	10	0	0
Mrs. F. Y. Ackland	1	0	0
Gen. Lord Playfair	1	0	0
t.-C.V.O.	0	5	0
H. A. Coultis	3	3	0
G. F. Todman	5	0	0
"S."	1	0	0
"M. H. R."			
Thomas Patterson			5
Hon. W. L. Baillies			0
Madame Mazet			0
"W. T. and W. J. J." (two working men sympathisers)			0
M. Lamafeld			2
Owen Fleming			6
Miss Ida Cunningham			1
J. V. Fann			1
A. F. Turner			0

Further subscriptions are earnestly solicited, and may be sent to Col. H. S. Massy, Coventry House, Coventry Street, W.

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As a result of the appeal made on behalf of the widow and children of the late Lindsay Campbell, the Australian airman, the following subscriptions are thankfully acknowledged:—

	£	s.	d.
No. 3 Squadron R.F.C.	5	5	0
Victor and Evelyn Rusby	0	2	0
Col. O. Smeaton, R.A.	5	0	0
"Betty"	0	2	0
"T. F."			5
Lionel Robyson			5
George T. Plant			2
Mrs. P. E. Horn			6
Mrs. Gore Brown			5
Mrs. Jane Marsden			0
Louisa Fink			3
G. H. Fink			1
Miss, Bristol	14	3	0



Mrs. Lindsay Campbell, the widow of Lindsay Campbell, on whose behalf and her children the appeal is being conducted. Mrs. Campbell sustained the death during the crash.



# AN ARTICLE FROM YESTERYEAR

**WE'RE TAKING YOU ON A SHORT TRIP DOWN MEMORY LANE WITH THIS TRAGIC ARTICLE ON THE SUBJECT OF CHARLES LINDSAY CAMPBELL — FOUNDER OF THE QUEENSLAND AERO CLUB AND PIONEER AVIATOR.**

**SUPPLIED TO US BY OUR CLUB HISTORIAN RICHARD (DICK) SANDERS.**

AUGUST 10, 1912.



### MR. LINDSAY CAMPBELL'S ACCIDENT.

It is a most regrettable incident that has to be chronicled of a sad accident to Mr. Lindsay Campbell on Saturday morning while flying a 50-h.p. Bristol monoplane at Brooklands. Mr. Campbell had some weeks previously taken his *bravot* upon a biplane, and was staying at Brooklands with the object of learning to fly the monoplane. He had on the previous evening made a remarkably good flight upon the same machine, flying a couple of circuits of Brooklands at about 600 ft., terminating with a splendid landing. On the next morning, Saturday, he was allowed to take the machine up again, and was flying his second circuit at about 500 ft. when he was seen to get into difficulties. His engine stopped (and it appeared to onlookers that he had switched off), and naturally the machine lost way and side-slipped. Mr. Campbell then did the right thing by diving, and, as it appeared, regained proper control, but he was not able to get his engine going again and so had to come down, with the result that he smashed upon landing. The machine was not smashed as badly as the accident would make one believe, as the whole of the pilot's seat, and surroundings of fuselage were perfectly intact. Poor Campbell did not survive, though many pilots have stepped out of much worse smashes with a smile. The good fellow was fatally injured through being thrown with such force against the padded cross member of the fuselage with the result that his chest was badly crushed with internal damage.

It is so very regrettable an accident from points other than personalities, as Mr. Campbell was not only a marked favourite at several aerodromes amongst everyone who knew him, but he was

also in this country learning to fly in the interests of aviation in general, as he had been commissioned by the Australian Commonwealth to take a leading hand in the founding of aviation for the Australian Army, and when speaking to him upon the subject he was always enthusiastically optimistic upon the success they were going to make out there. It is a curious coincidence that he obtained his Royal Aero Club certificate on his 49th birthday—May 19th. He will be a great loss to the Commonwealth, not so much as a flyer, but as an excellent organiser and hard worker. A man of iron nerves, and always ready to give a helping hand to anyone. Everyone's sympathy is extended to his wife and two children (one 4 years old, the other 16 months) who are his only relatives in this country, and who cannot as yet realise the irreparable loss they have sustained. Mrs. Lindsay Campbell is staying at 71, Shirland Road, Maida Vale, W.



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Gen. Lord Playfair	1 0 0	M. Lamafeld	0 2 6
F. C. V. O.	1 0 0	H. A. Coutts	0 5 0
H. A. Coutts	0 5 0	Owen Fleming	1 1 0
G. F. Todman	3 3 0	Miss Ida Cuningham	1 1 0
"S."	5 0 0	J. V. Fann	1 1 0
"M. H. R."	1 0 0	A. F. Turner	0 5 0

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### Safety Helmets and Fatalities.

[1611] I do not think that the direct cause of Mr. Lindsay Campbell's death has been brought into sufficient prominence. The cause, as first given in the papers, was that it was due to his having been thrown against the cross-bar of the fuselage, thereby sustaining internal injuries. From the medical evidence given at the inquest, however, it is made quite clear that death was due to fracture of the skull, and that the actual accident was not worse than very many out of which the pilot has escaped without a scratch. This makes it perfectly clear that, had Mr. Campbell been wearing a safety helmet, he would have been alive to-day. As had been pointed out elsewhere, aviators, and especially English aviators, have a constitutional objection to wearing helmets for the reasons apparently that their use makes the wearer conspicuous or that it is too much a concession to the idea of danger. This is, of course, quite absurd. Furthermore, it cannot be said of helmets as it can be of safety belts that there are two opinions as to their utility. Deaths have been caused as well as avoided by the use of belts, but in no case can it be said that the wearing of a helmet has occasioned a fatality. While I am not of opinion that any definite rule should be laid down as to the wearing of a safety helmet, yet I hope that all flying schools, especially monoplane schools, will do their best to encourage its use.

FLUG.

F 24 8 12

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Victor and Evelyn Rusby	0 2 0	Lionel Robinson	5 5 0
Col. O. Smeaton, R.A.	5 0 0	George T. Plant	0 2 6
"Lady Betty"	0 2 6	Mrs. P. E. Horn	5 0 0
F. A. Scrivener	1 1 0	Mrs. Gore Brown	10 0 0
Ernest S. Bull	2 2 0	Louisa Jane Marsden	0 3 0
"S. W."	1 0 0	G. H. Fink	0 1 0
E. C. Stock	1 1 0	E. Hotchkiss, Bristol	
"E. C. C."	1 0 0	Flying Schools	14 3 0
"Sammak"	0 2 6	"Bridget O'Garth"	0 2 2
"Two Sympathisers"	0 10 0	"Leeds"	0 1 0
"Mrs. C. L. B."	2 0 0		

Col. Massy wishes to make a further appeal, especially to Australians now in England, and while thanking the above subscribers will be glad of further assistance for Mrs. Campbell. He should be addressed at Coventry House, Coventry Street, W.

F 24 8 12



Mrs. Lindsay Campbell, the widow of the late Mr. Lindsay Campbell, on whose behalf and her two little bairns, seen in our photograph, further appeal is made for help in the great loss she has sustained. Mrs. Campbell is left penniless by her husband's recent death during his patriotic work on behalf of Australian aviation, which he hoped to help organise as an asset in the British Empire flying forces.

F 31 8 12

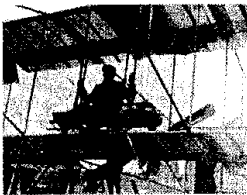


**Founder of the Queensland Aero Club, 1910 - Pioneer Aviator**

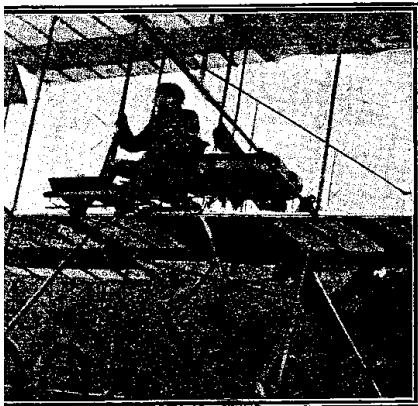


**Charles Lindsay Campbell**  
(1863 – 15 September 1912)

- 1910 Founded the Queensland Aero Club  
The club consisted of workshops and discussion forums to inspire and educate about the emerging field of aviation.  
Ran several public exhibitions and competitions
- 1910 Secretary of Aerial League of Australia  
Queensland Chapter
- 1911 Founded Queensland Aero Club, Mt Morgan Chapter  
Lobbied tirelessly for the formation of an Australian Military Aviation Core
- 1912 June 4<sup>th</sup> - Obtained Aviators Certificate No 220
- 1912 September 15<sup>th</sup> - Killed in Bristol Monoplane Accident



Lindsay Campbell preparing for flight in a Bristol Box Kite, 1912



Campbell starting for his brevet altitude test on a Bristol biplane at Salisbury Plain. 16 12

**IRS, LINDSAY CAMPBELL FUND,**

dition of the lists published in our issues of August 24th and following subscriptions are gratefully acknowledged by bell:—

	£	s.	d.		£	s.	d.
ill ..	0	10	6	Mrs. Grace ...	5	0	0
" ..	5	0	0	F. H. Dangar...	5	0	0
ock ..	1	1	0	Hon. Sir C. Mackellar	2	2	0
K. Snow-				Charles Villiers Chap-			
... ..	0	2	6	man ... ..	1	1	0
... ..	0	10	0	"T. M." ... ..	0	10	0
... ..	0	10	0	A. B. Piddington ...	1	1	0
Garth (2nd				Mesdemoiselles Simon	0	10	0
) ... ..	0	5	0	Colonel F. C. Trollope	1	0	0
al ... ..	2	2	0	Miss Snow-Clifton (2nd			
Lauri ...	1	1	0	Donation) ... ..	0	5	0

donations will be acknowledged also in the *Daily* m time to time by Col. H. S. Massy, Vice-Chairman, ue, 6, Coventry Street, W. £ 7 9 12

**BROOKLANDS ACCIDENT.**—Report of the fatal accident to Mr. C. Lindsay Campbell, when flying at Brooklands, on Saturday, August 3rd, 1912, at about 6.20 a.m.

*Brief Description of the Accident.*—Mr. C. Lindsay Campbell was flying on a Bristol monoplane at Brooklands, on August 3rd, 1912, at a height of about 300 ft., when the engine was observed to stop. The machine shortly afterwards dived about 200 ft., but straightened out. A second dive, however, followed. The machine struck the ground, and Mr. Lindsay Campbell received fatal injuries.

*Report.*—The Special Committee sat on Tuesday, August 20th, 1912, at Larkhill, Salisbury Plain, and heard the evidence of Mr. R. L. Charteris. Written reports of eye-witnesses were also considered.

From the consideration of this evidence the Committee is of opinion that the following facts are clearly established:—

(1) That the accident originated, at a height of about 300 ft., by the aviator keeping the machine in a horizontal position after the engine had stopped, thereby losing flying speed.

(2) That the aircraft then side-slipped, but on diving regained speed and recovered its normal flying position. The engine, at this point, gave a few intermittent explosions, but failed to pick up, and the aircraft being again held in a horizontal position once more underwent a side slip and vertical dive, hitting the ground at a steep angle.

(3) That there is no reason to suppose that the structural failure of any part of the aircraft was the cause of the accident.

(4) That the aviator was not thrown out of his seat and was not wearing either belt or helmet.

(5) Mr. C. Lindsay Campbell was granted his aviator's certificate No. 220, on the 4th June, 1912, by the Royal Aero Club.

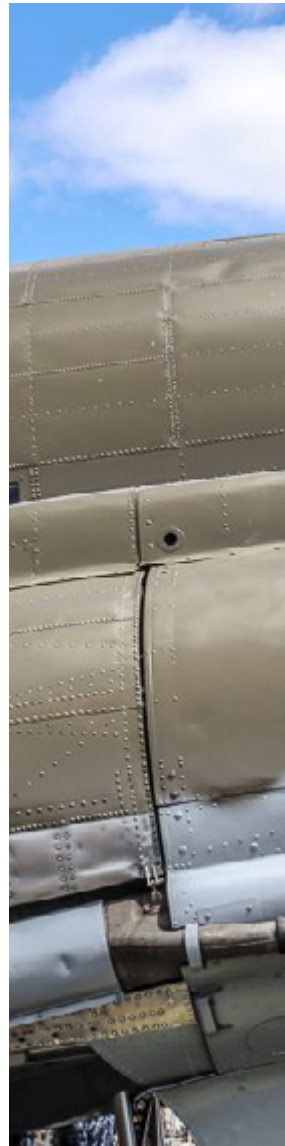
*Opinion.*—The Committee is of opinion that the accident was due to the aviator failing to appreciate the danger of keeping the aircraft in a horizontal position after the engine had stopped, thereby losing flying speed and control of the aircraft.

The Committee is also of opinion that since that portion of the aircraft in which the aviator was seated was undamaged, his life might have, perhaps, been saved had he used a helmet and belt, as his injuries were caused by his being thrown violently forward against the structure.

# AMBERELY HERITAGE CENTER VISIT

BY ARTHUR VAN DER VENNET

ON SUNDAY THE 17TH OF FEBRUARY, 16 AIRCRAFT AND 61 EAGER FLYERS MADE THE SHORT HOP FROM ARCHERFIELD AIRPORT (YBAF) TO THE ROYAL AUSTRALIAN AIR FORCE MILITARY BASE AT AMBERLEY (YAMB).





**Located around 50km southwest of Brisbane and opening for the first time in June of 1940, RAAF Amberley was home to the No.24 Squadron and played a key role in its flight operations throughout the first half of the Second World War.**

Being primarily oriented as a bomber squadron in the Pacific theatre No.24 Squadron undertook operations during the Battle of Rabaul and the New Guinea, New Britain, and Borneo campaigns. From May of 1942 however, Amberley changed its roles from flying operations to mainly the assembly and repair of aircraft. Today the base is home to No.1 Squadron, No.6 Squadron, No.33 Squadron, and No.36 Squadron. Usually, access to Amberley is quite restricted but on rare occasions, it opens up its doors to showcase its heritage center to visitors. The center itself has restored a total of 10 historic aircraft such as the F-111 Aardvark, Dassault Mirage 2000, Sopwith Camel, De Havilland DHC-4 Caribou, and a C-47 Skytrain.

**AFTER A QUICK PRE-DEPARTURE BRIEF, THE GROUP LEFT ARCHERFIELD JUST AFTER 8:30AM AND BELOW AND OVER PAGE ARE SOME OF THE IMAGES I MANAGED TO CAPTURE JUST BEFORE DEPARTING!**



**Based in Archerfield • Avionics Upgrades  
Avionics Repairs • Instrument + Electrical  
Autopilots • ADS-B Compliance**

Quality Avionics is a family owned and operated business providing fixed and rotary wing avionics support in aircraft maintenance service, repairs, upgrades, installations, both new and second hand product sales.



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While I would pick flying any aircraft over not flying at all, I was lucky enough to be able to get a ride in a brand new Cirrus SR-22 Australis! I have to admit that this is one of the nicest aircraft I have ever come across!

The flight itself into Amberley was quite short but the arrival was breathtaking, seeing the impressive line up of KC-30s, C-17s, and numerous F-18s. Once the entire group had arrived safely we were free to explore the center! Below are some cool pictures of just a couple of the aircraft that had showed up on the day!

**OVER THE NEXT FEW PAGES ARE SOME COOL PICTURES OF JUST A COUPLE OF THE AIRCRAFT THAT HAD SHOWED UP ON THE DAY!**







**Above:** VH-YRP in all her glory parked down at Amberley!





**THE VISIT TO THE HERITAGE CENTER WAS WELL WORTH IT AND AFTERWARDS, THE GROUP WAS TREATED TO A WONDERFUL LUNCH BY SOME OF THE BASE VOLUNTEERS!**







Some of the other visitors on the day were in awe by the amount of aircraft that had come in for the visit!

Despite not being able to take many pictures of some of the display aircraft inside the center I did manage to take some pretty awesome shots of the C-47A parked just outside!



The day was wrapped up with a short brief before departure underneath the wing of the C-47. In many ways, I feel that the image is quite symbolic of the effects that the DC-3 has had on society. I would also like to say a quick thank you to Chris for organizing such a wonderful day out and making sure that everything went as smoothly as possible! Can't wait to see what's next in store!

But for now...

Safe travels!

**Arthur van der Vennet :D**



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# HI FROM THE ARCHERFIELD CONTROL TOWER

**AFTER A FANTASTIC AMBERLEY FLY IN (AT LEAST FROM AN AIR TRAFFIC CONTROL PERSPECTIVE) I WOULD LIKE TO CONGRATULATE THE ORGANISERS OF THE EVENT AND THE PARTICIPANTS FOR A MORNING THAT WENT REALLY SMOOTHLY.**

**BY GRAHAM GILL**

**Everyone appeared to be well briefed, ready to roll without delay at the holding point and made succinct calls to ATC without any over-transmits. All pilots made an effort to follow the preceding aircraft without overtaking and calmly communicated any doubts they had with ATC when there was an appropriate gap in the frequency. Well done!**

This brings me to operations at Archerfield during busy times, particularly when the circuit is full of pilots doing touch and goes.

It is of vital importance that after being told to follow an aircraft in the circuit pattern that the correct aircraft is identified and followed during your circuit session. The controller will assume that you will sight the aircraft. So there is no requirement to report sighting to the controller – unless you can't find the aircraft!

If that is the case do not – I repeat do not – turn base until you sight the aircraft. If you are still unable to see the aircraft or are unsure if it is the right one, ask the controller. Or, for that matter, after completing your touch and go don't turn crosswind before visually re-acquiring the aircraft you were previously following. Again, if there is any doubt, ask the controller the position of the aircraft. If an aircraft departs before your touch and go you will be told of the pilots intentions and whether you will be following that aircraft in the circuit.

That's all for now. Be safe out there and enjoy your flying. And if you ever have a question about procedures we are more than happy to take a call from anyone to clarify your understanding of procedures.

**Graham Gill,  
Archerfield Tower Check and  
Standards Supervisor**



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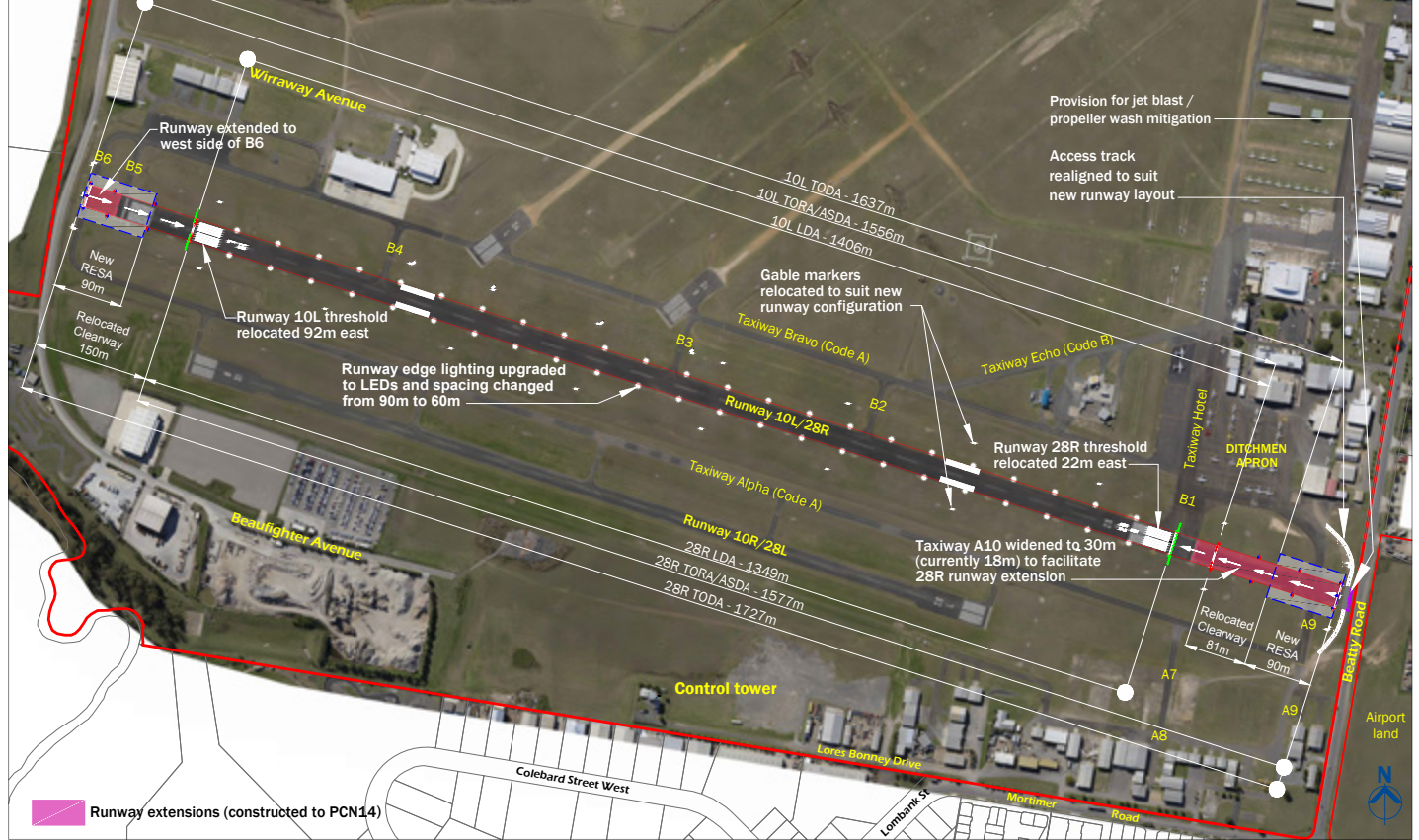
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# ARCHERFIELD AIRPORT FINALISES MAIN RUNWAY MDP

**ARCHERFIELD AIRPORT CORPORATION IS CURRENTLY IN THE PROCESS OF PREPARING A DRAFT MAJOR DEVELOPMENT PLAN (DMDP) FOR EXTENSIONS TO THE AIRPORT'S MAIN RUNWAY FOLLOWING A THREE-AND-A-HALF MONTH PUBLIC CONSULTATION PERIOD.**

**The runway extension proposal is among some \$17.5 million worth of airport improvements planned under Project AIM (Airside Infrastructure Modernisation). The works will modernise ageing airport infrastructure, improve existing aircraft capability from/ to the airport and help cater for anticipated growth in aircraft movements at Archerfield Airport.**

The improvements have been foreshadowed in successive airport approved master plans since 2000. In accordance with the current Master

Plan (2017 – 2037), Archerfield Airport is forecast to cater for between 170,000 and 260,000 aircraft movements per year.

Together with replacement of the ageing ground lighting system with LED technology, the runway and associated taxiway improvements will provide safety, environmental, economic and operational benefits for the types and sizes of aircraft currently operating from the airport. As a result, Archerfield Airport will continue to play a support role to Brisbane Airport for the foreseeable future.

AAC would like to thank those who were involved throughout the public consultation process, and also those who made submissions on the future of Archerfield Airport. The Corporation is now in the process of reviewing those submissions and will alter the preliminary dMDP accordingly before it submits the dMDP in the coming few weeks for approval by the Minister of the Federal Department of Infrastructure, Regional Development and Cities.

