

JOYSTICK JOTTINGS

ISSUE NO. 10 / AUGUST 2021



Royal Queensland Aero Club, Archerfield Airport, Queensland

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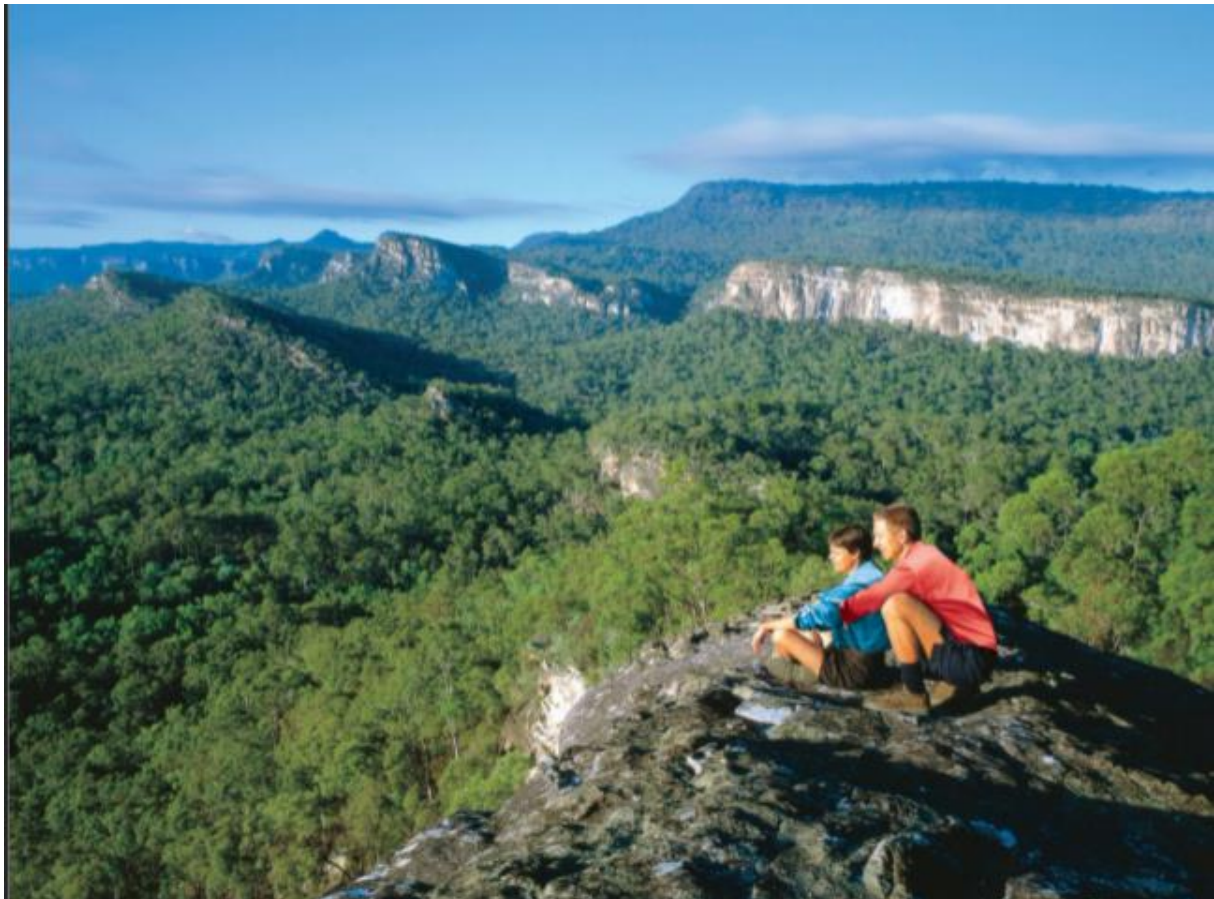
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From the Editor

I am still out at Roma, Airport Manager for the Roma, Mitchell, Injune and Surat Airports. It's a beautiful area with lots to see and do. Warmer here the last few days, but most mornings are 0-1 degrees with stunning warm afternoons. RPT flights were increasing but Covid 19 lockdowns certainly change the flow of QantasLink Dash 8s between Roma Brisbane and Charleville, but the FIFOs still move around with Alliance Fokker 70 regularly. Ballina has just gone from 120 flights per week to 16 including 5 jets according to my friend and Airport Manager Julie Stewart. Gold Coast Airport has closed altogether, and Cairns is barely holding on.

Coming up, Flight out to Rolleston with Roma Aero Club for lunch. About 10 aircraft and a flight over very picturesque and fertile agricultural land. Rolleston lies in between Carnarvon, Expedition and Shotover Ranges in the rich, resourceful and beautiful valley along the Comet River. Rolleston is a quiet rural service centre characterised by the rich black clay soil which produces a range of crops including sorghum, wheat and chickpeas. The area is also known for its excellent cattle and for the Rolleston open cut coal mine which is located 16 km west of the town. Rolleston is located 695 km north-west of Brisbane via Toowoomba, Miles and the Dawson Highway.



Thank you so much to our contributors, it's so good of you to send in the contributions, feedback and ideas. Enjoy the flight and safe landings all.

Heather Mattes



RQAC Presidents Update

Since the May 2021 edition of Joystick Jottings, the Club has moved all its stored materials into the newly leased clubrooms described as Building 16 at Archerfield. The building is a former fuel station believed to have been constructed circa 1935 and is branded with the Shell Company logo on the airside façade and is painted yellow. Building 16 is located immediately east of Hangar 6, the large LifeFlight Maintenance Hangar which is located on the northern section of Grenier Avenue, the main entry/exit ring road to the Terminal building. The next job at hand is to fit out the building with the club furniture and memorabilia so that we can host events.

There have been some changes to the Board membership of your club. Graham Stokes has resigned as a Board member as a result of a pending work relocation to Cairns. The club thanks Graham for his contribution over the past couple of years. The club has appointed members Mark Crompton and Hugo Struss to fill the casual vacancies on the Board. Both are current aviators who are keen to see the club develop.

Social activities have continued on a monthly basis hosted by our affiliate Flight Standards from their premises adjacent to the Terminal Building. A number of Fly-ins to locations in SE Queensland have also been held for breakfast events which seem to be popular with aviators from Archerfield. The run to the Brisbane Valley Air Show has been postponed due to COVID and is now rescheduled for October 2021.

In order to better understand what members want from the club, Board member Kaine Sherwood has designed a survey which has been distributed to members by email and around half the membership has responded. The Board is currently processing the responses and may contact responders to fine tune the type and timing of events that members would like to participate in.

The year has been a somewhat frustrating one for many due to the unpredictability of circumstances forced upon people and businesses by the reactions of Governments to the pandemic and your club is no exception. However, the pre audit EOY profit and loss indicates a surplus. FY21/22 may be more of the same and as we are now again paying rent for Building 16 following a reprieve of 5 months of no rental costs after vacating Building 25, we will be relying on an increase in trading and membership participation to keep us in the black.

Safe flying,

Glenn Cuffe, President

New members – please welcome

Mr Jeremy Schuring
Mrs Janice Anderson
Mr Jonathon Morris

2021 EVENTS CALENDAR

 <http://rqac.com.au/>

 [Send Message](#)

 secretary@rqac.com.au

 [Interest](#)

 <https://twitter.com/QLDAeroClub>

Archerfield Airport Historical Open Day, 10 July 2021

Welcome to the new runway at Archerfield Airport





Kooralbyn Breakfast Fly-in on Saturday 31st July 2021.
Photos courtesy of Kaine Sherwood.







FLIGHT STANDARDS – OFFER TO RQAC MEMBERS

RQAC has accepted Flight Standards (Archerfield Airport) proposal in relation to assisting the Club with flight operations as well as benefits to Club members.



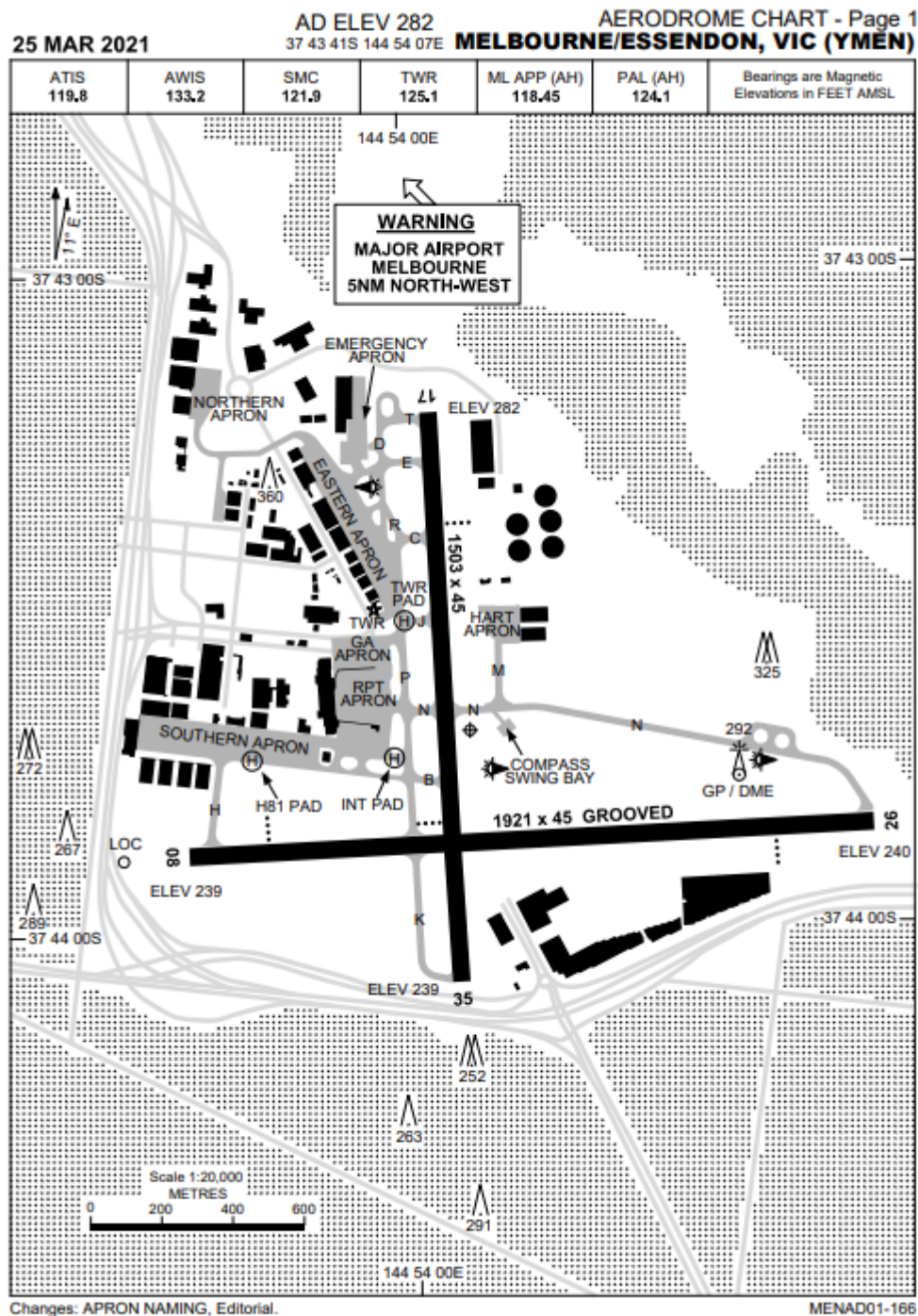
Flight Standards will offer:

- Club members a discount against the cost of their Flight Reviews;
- Flight Standards will offer their facility for either a Saturday or Sunday morning brekkie BBQ – once per month – and every second month they will put up the cost of the food. Our team will cook, but happy to have help / involvement from others, too!;
- Dawn Patrols – use our facility as usual – we will provide the staff to do the admin / cooking of the BBQ so that all the members can participate in the flying competition if they so wish;
- Help facilitate other flying competitions such as navigation exercises, flour bombing, spot landings using our staff and aircraft if required;
- Flight Standards will promote the Club amongst their clientele outlining some of the advantages in membership;
- A discounted rate for the hire of their aircraft to be used in Club sponsored events. The principals of Flight Standards and their Archerfield based instructors have all applied for membership of the Club which was duly considered and granted following due process by the board.

Essendon Airport Celebrates 100 years

Essendon Aerodrome, as it was named then, celebrated its centenary on 11 August 2021 on-line due to the COVID lockdown currently imposed on metropolitan Melbourne. The airport was established on the 11th August 1921 and now renamed Essendon Fields. In 1921, the site was 93 acres of farmland known as St Johns and was originally purchased by the government as land for defence purposes. Now it is 305 hectares or 754 acres.

Enroute Supplement Australia September 2021



© Airservices Australia 2021





Essendon is the site of Melbourne's first and Australia's second airport and was the major airport for Melbourne for many years. Essendon became Australia's second, and Melbourne's first, international airport in February 1950 to 1970. The airport was renamed Melbourne Airport and the first international commercial flight arrived from New Zealand a year later. In the 1950s Essendon Airport was too small for the larger jets and the airport was surrounded by housing so expansion was impossible. During WWII was utilised by the RAAF for training and aircraft manufacturing.

Reverting back after the war to a passenger terminal, it welcomed Queen Elizabeth in 1954, the athletes arriving for the 1956 Olympic Games; "Beatlemania" with thousands of fans screaming when The Beatles arrived in 1964; Air Force One brought out US President Lyndon B. Johnson for Prime Minister Harold Holt's memorial service in 1967 (it could land at Essendon but had to depart from Tullamarine after refuelling due to its weight). In 1973 Sir Robert Helpmann codirected with Rudolf Nureyev The Australian Ballet film of Don Quixote in F Hangar and in 1987 Kylie Minogue filmed her first ever music video for her debut single Locomotion at Essendon.



Ansett Airlines, Fokker F27 Friendship at Essendon Airport in 1970

In 1959 the government approved the acquisition of 2,167 ha (5,350 acres) in Tullamarine to build a new international airport, which began construction in the 1960s and was ready to

handle aircraft by 1967, but not passenger flights. At this time, Essendon was no longer named Melbourne Airport, with the new airport rapidly taking shape. Commercial international flights were transferred to the new airport in 1970, with commercial domestic flights following the next year.

The major passenger airlines using Essendon in the post-war years until scheduled air services were transferred to Tullamarine were Ansett and TAA.

In the early 2001, the Federal Government sold off the 100 year lease to the Fox and Beck families. The influx of investment capital saw the revitalisation of the airport into a vibrant commercial and community hub including shopping centres, hotels, business offices and car yards, with aviation activity becoming mainly public service and corporate aircraft, with some flight training still taking place.

Essendon Fields Airport is also home to aeromedical and emergency services including RFDS, the air ambulance, police air wing, maritime search and rescue and the famous Erickson Air Crane helicopters that play such an important role in the firefighting effort each summer. Essendon is also a major home base for business jets and corporate aviation in Australia. It has over 200 businesses on airport and 6,000 workers arriving daily



Non-aviation jobs are currently around 5500 people and aviation jobs are around 450. While the aviation industry is facing challenges, a major new Maintenance Repair and Overhaul Centre is under construction for Bombardier, the first in Australia, it is expected to have further aviation expansion and employment to increase by up to 200 people.

Essendon Airport has come under public scrutiny in the past, with loud calls from local activists to have the airfield closed and the land redeveloped. In 2013, the State Government gave its support for Essendon to continue operating, which gave some certainty to aviation operators. Aircraft movements are currently about 45,000 per annum.

Avalon Air show reschedules to 2023 due to Covid 19

The cancellation of Avalon 2021 has come as no surprise to some with borders opening and closing making it hard to firm up plans and budgets, despite all the optimism and energy still being pumped into the event. The Delta strain has really challenged the air show at which the RAAF had planned to show off in its centenary year. It will be a big event in 2023 though.

Bert Hinkler and his biplane are welcomed by crowds in Queen Street Brisbane in 1928

TOAST OF HIGH SOCIETY

BUNDABERG'S favourite son Bert Hinkler became the King of Brisbane on March 6, 1928 when tens of thousands of people packed city streets to welcome the intrepid airman after he became the first to fly solo from England to Australia.

Hinkler, was already a famous aviator when he set out on February 7 in a tiny Avro Avian. Once he reached India, media worldwide, including The Brisbane Courier, picked up the story, and by the time he arrived in Darwin on February 22 he was a national hero. He had smashed the England-Australia speed record almost in half.

The Courier proclaimed; "Well done Mr Hinkler, Australia is proud of you."

Hinkler continued on to his home town of Bundaberg, prompting a brief scare in the Brisbane Courier when he was late arriving in Cloncurry.

He eventually arrived in his hometown to a rapturous reception, and more was in store when the airman – and his plane – were paraded up Queen St in Brisbane on their way to a City Hall function.



Lt Bert Hinkler and the Avro Avian Cirrus biplane in which he made his famous flight from England are welcomed by crowds in Brisbane's Queen Street.

Pan Am Clipper

FLYING THE PACIFIC DURING THE LATE 1930s

You Jet-jockeys & Frequent-fliers will really appreciate this nostalgic look back in time at the Pan Am Clipper! Be sure to look at it all. The 'fate' of the Pan-Am Clipper was shocking...

What It Was Like Aboard A Pan-Am Clipper ...

Clipper passengers took their meals at real tables, not their seats.

For most travellers, in the 21st century, flying is a dreary experience, full of inconvenience, indignity, and discomfort. That wasn't the case in the late 1930s,

when those with the money to afford trans-oceanic flight got to take the Boeing Model 314, better known as the Clipper.

Even Franklin Roosevelt used the plane, celebrating his 61st birthday on board. Between 1938 and 1941, Boeing built 12 of the jumbo planes for Pan American



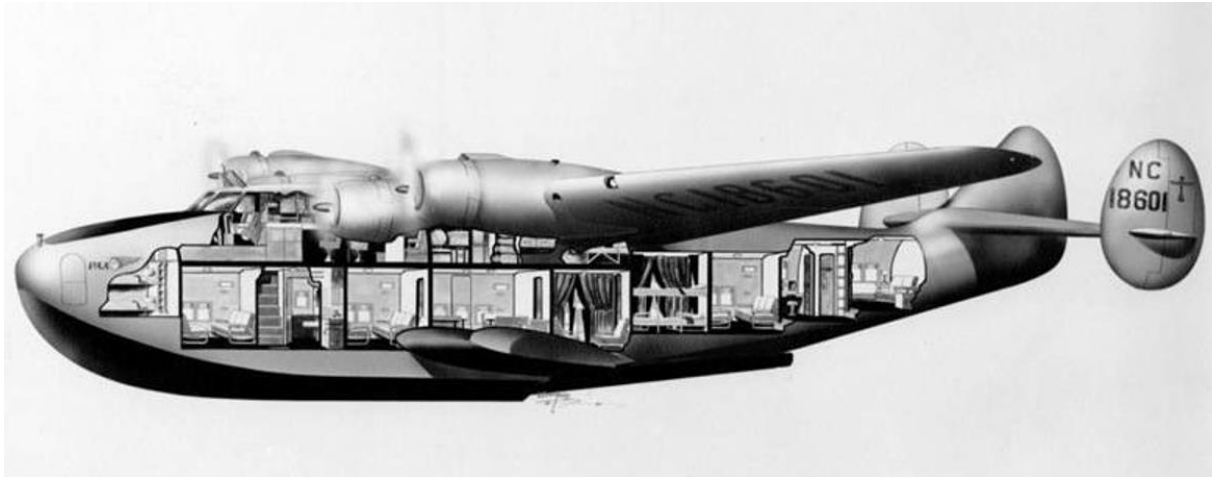
World Airways. The Clipper had a range of 3,500 miles — enough to cross either the Atlantic or Pacific, with room for 74 passengers onboard.

Of course, modern aviation offers an amazing first class experience (and it's a whole lot safer), but nothing in the air today matches the romanticism of crossing the oceans in the famed Clipper.

The nickname Clipper came from an especially fast type of sailing ship used in the 19th century. The ship analogy was appropriate, as the Clipper landed and took off on the water, not runways.



Here's a diagram of the different areas of the plane.



On the Pan Am flights, passengers had access to dressing rooms and a dining salon that could be converted into a lounge or bridal suite.

The galley served up meals catered from four-star hotels.

If you want to sit at a table to eat with other people these days, you have to fly in a private jet.

There was room for a crew of 10 to serve as many as 74 passengers.

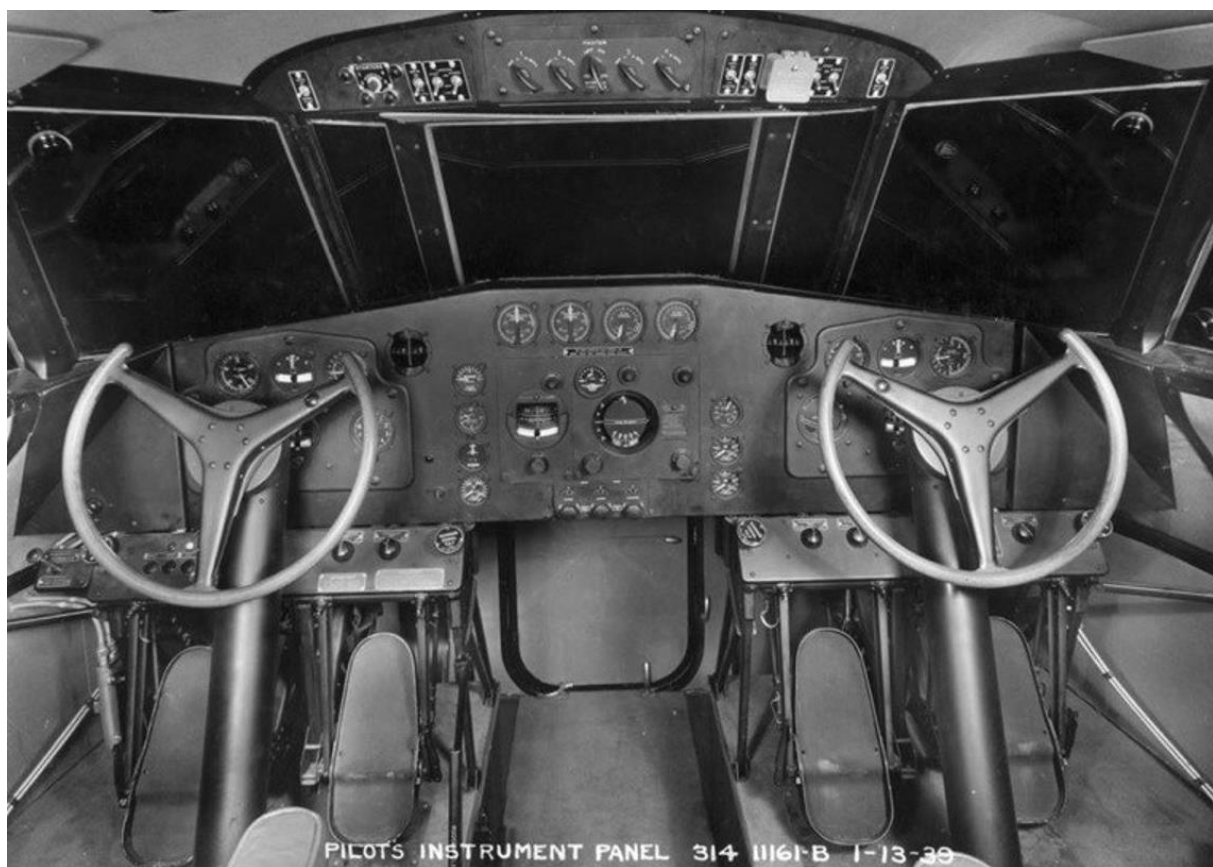
On overnight flights, the 74 seats could be turned into 40 bunks for comfortable sleeping. The bunk beds came with curtains for privacy.



On the 24-hour flights across the Atlantic, crew members could conk out on these less luxurious cots.



Unlike some modern jets that come with joysticks, the Clipper had controls that resembled car steering wheels



Navigating across the oceans required more manpower in the air.



The lavatory wasn't too fancy, but it did have a urinal — something you never see in today's commercial jets, where space is at a premium.



The ladies lounge had stools where female passengers could sit and do their makeup.



The Clipper made its maiden trans-Atlantic voyage on June 28, 1939. But once the US entered World War II, the Clippers were pressed into service to transport materials and personnel.

POSTSCRIPT:

Prior to WWII, the Japanese Military became very interested in the new Pratt & Whitney radial engines that powered the Pan Am Clipper. On a flight from San Francisco to China in the late 1930's, a Clipper landed on Truk Lagoon to be refuelled. Later, the Clipper was assumed lost over the Pacific.

Years later, it was revealed that the crew and passengers were arrested and executed by Japanese authorities, the engines were retrieved and sent to Japan and the Clipper was sunk in deep water off Truk Lagoon.

If we had known this back then we would have been at war with Japan 2 years earlier & maybe no Pearl Harbour.



**Photos from the
end of June 2021
BBQ at Flight
Standards in
Archerfield**

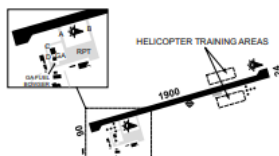


Ballina Byron Airport

Ballina Byron Airport YBNA is now a Surveillance Flight Information Service (SFIS) airport where a pilot must carry and use a radio and ATC will be passing you traffic information if you are within 15 nm of the airport and below 8500 feet AMSL. The exception is a 5 nm zone around Lismore.

AIP Australia 17 JUN 2021 FAC YBNA - 1

BALLINA/BYRON GATEWAY **ELEV 7**
AVFAX CODE 2005
 NSW
 285002S 1533345E UTC +10 YBNA
 VAR 12 DEG E CERT
 AD OPR Ballina Shire Council, PO Box 450, Ballina, NSW, 2478. PH Airport 02 6681 1858 BH.
 ARO H24 0414 482 584; 0400 327 134. Council PH 02 6686 4444 BH. Fax 02 6681 1873.



REMARKS

1. This AD is a Security Controlled Airport.
2. The RPT apron is a Security Restricted Area. All non RPT ACFT must obtain prior approval of AD OPR to gain access to and from the RPT apron.
3. Terminal is closed to airside access except for RPT services. Prior approval of AD OPR must be obtained for access to the terminal building. Passenger and baggage screening may be in operation.
4. Access to GA apron area via pedestrian gate 1A. GA access to terminal building not AVBL.
5. AD Charges: Landing fees all ACFT. Parking fees apply to all non RPT ACFT.

HANDLING SERVICES AND FACILITIES

VIVA Ballina Refuelling DLY 2100-0700 UTC (1 HR earlier during HDS). AH call-out fee may apply, PN required. PH: 0402 209 919 (H24) AVGAS, JET A1. VIVA fuel and Fly Card and Credit Cards (V and MC).

CA/GRS

1. CA/GRS call sign "Ballina Radio" provided on CTAF 124.2 during RPT OPR (greater than 30 seats) between 0800-1800 Local.
2. CTAF/AFRU 124.2 provided when CA/GRS not operating.
3. AAIS provided during CA/GRS hours 134.8.
4. AWIS AVBL outside CA/GRS HR on 134.8.
5. CA/GRS responds to first broadcast of arriving, transiting or departing ACFT.

RESCUE AND FIREFIGHTING SERVICES

1. CAT 6 Fire and Rescue Service accredited HO as per current NOTAM.
2. Water rescue service AVBL.

AERODROME OBSTACLES

Lit TWR and trees 388FT 43DEG MAG 3.5KM FM ARP.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI.
2. AWIS Phone 02 9353 6402 - Report faults to BoM.
3. AAIS FREQ 134.8 AVBL during CA/GRS HR.
4. AWIS FREQ 134.8 AVBL outside CA/GRS HR - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

- 06/24 062 62a PCN 15 /F /A /780 (113PSI) /T WID 30 RWS 150
1. All ACFT takeoff, landing and taxiing to be confined to sealed surfaces only.
 2. Transitional SFC at W end infringed by transient vehicles.

YBNA is a CTAF in Class G airspace. SFIS introduces new procedures that are mandatory, and ATC will be responding to pilots inbound calls

The second SFIS is scheduled for Mangalore in Victoria in early September.



A Visit to the bottom of the World

by RAAF Wing Commander Bill Mattes, Rtd No 36 Squadron

Introduction

In July 1978, RAAF No 36 Squadron received its first two C130H Hercules aircraft of twelve to replace C130A models after 20 years of outstanding service. Australia being the first country outside the USA to operate the aircraft. The introduction of the C130H brought with it substantial capability increase over the A model and a moderate power improvement and instrumentation sophistication over the C130E models operated by No 37 Squadron.

The H model normal All Up Weight (AUW) was 155,000lbs compared with the A model's 124,200lbs boosted by larger external tanks. Aeroproducts three bladed propellers were replaced by the more efficient but more complicated Hamilton Standard Four bladed propellers. Electronics wise, the H model still had analogue but improved instrumentation; however, navigation was significantly enhanced with two inertial navigation systems.

Entry to the Antarctic

The enhanced capability attracted a request from the Government's Australian Antarctic Division to provide support for their operations at their Australian National Antarctic Research Expedition (ANARE) operations. At the time, none of the Australian bases had any airfield capability to enable adequate resupply prior until ice breaking ships were able to reach them with supplies. During this period coming out of winter, reliance was on the United States naval ski equipped C130s operating out of McMurdo Sound to provide food and equipment resupply.

As a trade-off for the USA support to our bases, the Australian Government agreed to provide additional resupply from the US Deep Freeze Base at Christchurch New Zealand into the US hub at McMurdo Base which also abuts the New Zealand Scott Base.

The runway at McMurdo was on the ice build-up between Ross Island and the mainland of Antarctica. The larger C141 Starlifters provided the bulk of resupply until the ice runway melted to about 84 inches thick. C130 operations continued until the ice thickness reduced to 60 inches which by then allowed the ice breakers to reach land.

No 36 Sqn commenced operations to McMurdo from Christchurch late November to early December 1978. Prerequisite for the operations was completion of an ice survival course with the New Zealand's Scott Base field training team. Three crews provided 24 hour operations with crews rotating through Christchurch and McMurdo.

My Journey

In 1979, I was appointed as the aircraft commander for the Antarctic operations. As part of preparations, we were fitted out with cold weather clothing by ANARE including cold weather underwear, heavy over garments, mukluk boots and woolen inner boot liners. Emersion suits were also supplied for the overwater flights.

An agreement with ANARE led a training flight to the sub-antarctic Macquarie Island 1500 km southeast of Hobart. The island is a Tasmanian State reserve housing an Australian Antarctic research station on its northern isthmus. It is renowned for its wild and windy weather.

Our flight included an airdrop of food and mail for the research team. A drop zone was established on the isthmus next to the station and a barrier line was constructed on the edge of the isthmus to prevent the parachuted containers surfing to the Antarctic with the wild winds. The air drops were conducted a 250 feet AGL to provide increased accuracy on the narrow isthmus and to avoid the resident seals. Flying at 250 feet above an angry sea 1500 km from a runway certainly provided its own apprehensions.





On the 28 November 1979, with my crew we flew to McMurdo in a USAF C141 Starlifter to complete our survival course at Scott Base. About an hour into the flight, I was invited onto the flight deck. I observed some elevated crew activity and was informed that they were attempting to contact an Air New Zealand DC10 Antarctic tourist flight which was 30 minutes overdue with its operations normal call.

On landing at McMurdo, the DC10 had still not been heard from and a search for it had commenced. The C141 was refueled and joined the search. Tragically, the aircraft was found on the slopes of the active volcano Mt Erebus. There were no survivors from the 257 passengers and crew on board.

This tragic accident not only changed our survival course due to the NZ training team involved in the search it provided a stark reminder of the hazards associated with the worlds coldest, driest, and largest continent. It is also the world's largest desert.

The Antarctic uniqueness

It is worth considering some of the facts that make Antarctica unique. These include:

- The continent receives less than 50 millimeters of precipitation (snow) annually.
- There are dry valleys that have not seen any precipitation for over 2 million years.
- Several highly saline lakes mean they remain liquid down to minus13 degrees Celsius that would snap freeze an unsuspecting penguin.
- The ground snow lacks moisture and makes skiing difficult. It was reported a ski C130 took about 15 miles to get airborne at one site due to the suction of the skis on the snow.

One of the major challenges facing the research bases is the lack of moisture and the significant energy required to make sufficient water for normal living. A full bucket of ice will produce one or two centimeters of water. At McMurdo showers we were limited to three minutes due to the fuel required to make sufficient water.

Most of the buildings at McMurdo are built of wood and utilised wooden shipping containers. The dry atmosphere has created a major fire risk as the wooden buildings had become tinder dry. A major fire at McMurdo a few years before our participation resulted in several deaths.

Surviving in the Antarctic

Due to the DC10 accident, our survival course was condensed but covered the major training elements. These included building and living in a shelter, identifying white out conditions (a major contributing factor of the DC10 accident) and crevasse awareness and extraction.

Three options were provided for a suitable shelter. These were:

- An igloo;
- A trench about 1.8 deep with sleeping ledges built into the sides and an ice roof; or
- An ice mound created by shoveling snow into a mound on top of any available baggage and burrowing into the mound and honing out a sleeping chamber

Our crew was provided with an ice saw and a shovel. Unlike snow in Australia, the snow in Antarctica is extremely low density due to the lack of moisture. Using the ice saw, a piece of snow the size of a small kitchen table and 30mm deep could easily be lifted with one hand.

My crew opted for the snow mound. Our survival baggage was piled in the middle and we shoveled the snow on top to about 40cm thick then digging in to retrieve our baggage. Due to the lack of moisture the baggage brushed off without any remaining moisture. A sink hole was dug at the entrance to the mound to allow the cold air to sink away from the living area. The double sleeping bags provided proved more than adequate for the overnight stay.

White-out occurs when the cloud cover or precipitation reflects with the snow to create a situation where all visual definition and depth perceptions occurs, and severe disorientation occurs which makes standing difficult. What appears as a pole a kilometer away could be a stick close by in the snow.

Life at McMurdo

Following the survival course, we returned to the US accommodation and canteen to await the arrival of our aircraft from Christchurch the next day. To enter the canteen and bar required going through a fridge style door into a warm environment and going to bed at 11pm in bright daylight provided an interesting experience.

During our stay we met a number of scientists who drilled holes in the ice and swam under the ice to assess the krill population for sustainability other sea world life.

The wait for our aircraft was tinged with great sadness as helicopters with underslung plywood boxes brought the remains of the DC10 victims back from the crash site on Mt Erebus.

Replacing the incoming crew, the flight back to Christchurch was uneventful except for passing a ski US Navy C130 ski aircraft whose speed was restricted by the skis.



Our Operations to McMurdo

The challenges commenced with our first flight to McMurdo. To provide the support required to the US Navy, approval was provided to increase the AUW to military overload limit of 165,000. This enabled us to carry sufficient payload and fuel to reach a point of no return (PNR) close enough to McMurdo to reduce the risk of destination white out or other unacceptable weather conditions. The weather systems towards the Antarctic increase in unpredictability due to rapid weather system changes.

The flight normally takes 7 to 8 hours depending on the winds. The additional AUW allowed the aircraft to get within an hour of McMurdo with appropriate fixed and variable to return to Christchurch. Turn backs were quite normal for these operations. During the flight, weather reports include the standard reports plus the visibility definition for potential white out. McMurdo had a procedure for aircraft caught out in white out conditions with insufficient fuel. That was to descend from above the NDB in a specific direction at 500 ft/min until the aircraft landed in the snow. This would enhance personal survival prospects but end the aircraft's survival.

Due to the converging magnetic fields towards the South Pole, magnetic compasses became useless. The C130H's inertial navigation systems (INS) provided greater navigation surety; however, Grid and Astro navigation was used to complement the INS which still required position updating.

For efficiency, we also used estimated single heading navigation which used the varying weather systems to estimate our destination point. This could allow the aircraft to significantly deviate off the straight course to the destination by up to a hundred miles either side of the direct course. After one flight we found ourselves only about five NM off course.

On landing I was overanxious on the reverse and snuffed out one of our engines. The ice runway is blown with snow to enhance the aircraft's breaking capability however reverse propeller is the primary braking system. Power was always provided to aircraft to allow the hydraulic systems to maintain the metal seals.

Our final flight

On our second flight back from McMurdo, we had an airfield bulldozer operator as a passenger. He had been given leave to rest in Christchurch. It turned out he had been on the dozer when it broke through the ice, and after being trapped, he extricated himself from 80

feet below the ice. The ice runway Williams Field is named after a bulldozer driver who remains below the ice.

In Conclusion

We made many friends at McMurdo and Scott Base during our operations and even participated in the annual Scott 5 km fun run. Our return to Richmond NSW in one day meant we went from -20C to plus 40C.

In relation to the DC10 accident, sadly air traffic controllers at McMurdo expressed no surprise at the accident, alleging airlines were flaunting height restrictions and the Antarctic training requirements we were put through to enable our Antarctic operations.

On one of our sorties from McMurdo we passed the accident site on Mt Erebus, still an active volcano and paid reverence to those who lost their lives.

The NZ DC10 accident continues to divide the airline management, investigators, legal and aircrew as to where the blame lay for the mistakes that led to the accident.





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