JOYSTICK JOTTINGS

ISSUE NO. 5 / MAY 2020

Royal Queensland Aero Club, Building 25 Qantas Avenue, Archerfield Airport Queensland
PO Box 380 Archerfield Queensland 4108
Membership Enquiries: secretary@rqac.com.au
Website: www.rqac.com.au
See us on Facebook

President	Glenn Cuffe	0409 593 696	president@rqac.com.au
Secretary	Ian Tait		secretary@rqac.com.au
Editor	Heather Mattes	0458 555 289	editor@rqac.com.au

INSIDE THIS EDITION:

Thanks for you patience waiting for the newsletter. As the new Editor on behalf of RQAC, it is my first ever go at preparing a newsletter so I have to say I have had numerous "go arounds". Finally I have landed! Safe flying, ***Heather Mattes***

Coming events

Due to the COVID-19 situation, RQAC has wisely made the decision not to hold any events until such time as the government approves changes to the restrictions. No events are currently planned at this time but we are still thinking of you and the second half of the year looks better placed to resume activities and we will let you know when things are due to recommence. Your ideas would be gratefully received for future events.

Time of change, challenge and champion

Many people in this world have not seen anything like the this worldwide COVID-19 pandemic. There are also many who remember the effect and aftermath of other diseases and wars that affected all levels and walks of life. As I sit in my isolation, I have had time to think a whole lot. Like everyone right now, my emotions range from anger to disbelief to awe and hope, thoughts swinging from a no nonsense airport consultant to those of an everyday citizen to those of a furious taxpayer. I have wondered as I go about daily events where the germs are, how long they stay on the supermarket trolley, or the yoke and why did we hoard toilet paper and not toilet cleaner.

I have pondered my Super, why people are still ignoring the facts, what the future will bring and how will employment and the economy end up. Pilots shortage has long been a discussion point, what now. Virgin going into administration felt like deja vu for me recalling helping turn out the lights at Ansett. How many people will become jobless, homeless or hopeless and how they will recover. What will this all do the general aviation and how are people looking after their aircraft.

I've the strangeness of the world without footy, drinks after work and dinner out. Then I have really thought about how much I don't really need and how much we all take for granted. I know the children have wondered how to lock their baby boomer parents in the house and keep away from the shops, and how their grandparents are coping. But they've been through this before, sitting silently through war, depression, diseases and making their own way. Everything you touch around the house is made in China and what does the other side look like. Can we recharge our manufacturing industry, challenge exporting and importing, and not rely on other countries for so much, be better positioned and more self reliant.

Most of all, I have pondered whether the human race will finally get it, when will we slow down, become more thoughtful and reflective, change the way we live, work with nature and what we have and stop being greedy. When you rush to return to normal which parts of normal are worth rushing to. For many flying will be rejoiced again and again. We have to champion our aviation industry and aviators and work together to keep it alive.

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds – and done a hundred things
You have not dreamed of – wheeled and soared and swung
High in the sunlit silence. Hov'ring there.
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.
(Pilot Office John Gillespie Magee Jr. RCAF Sept 3 1941)

From the President's Chair

Club activities have been, like so many other activities in our lives impacted by the health and economic impacts of the pandemic. The last RQAC activity held was the Breakfast Fly-In to Dunwich on North Stradbroke Island on Saturday 21st March. About twenty members and guests were able to attend the event which was tailored just for RQAC as a BYO breakfast since the Straddie Aero Club decided not to hold the usual grand event. Thanks to the Straddie Aero Club for their hospitality on the day. A report on the Fly- In appears elsewhere in this edition. RQAC events are on hold until further notice. We will let your know via email, the Website and Facebook when we kick off again.

The serious impacts on aviation from the pandemic are laid out for us all to see. RPT aircraft are parked everywhere with YBBN holding aircraft on the northern half of what was the old Brisbane Airport main 04/22 RWY, now taxiway Papa as well as at the logistics ramp, maintenance hanger aprons and the now decommissioned cross RWY 14/32. It will be interesting to see who survives the effects of the pandemic. The impact is also being felt by supply chains, airport owners and the travellers.

In General Aviation many operators have scaled back operations but Flight Radar 24 shows some flying schools are going despite social distancing recommendations but one cannot tell if it is solo or dual. Interestingly the only aircraft that would probably be able to comply with the 1.5 metre distance edict on the flight deck would be the RAAF C17 Globemaster, UPS MD11 Freighters on the USA to SYD run, a tandem seated F18 Super Hornet and so on, all of which are of not much use to us. Paradoxically it is probably a good time not to have an AOC and be conducting flying operations. Revenue for operators is well down but there are still aircraft, building and other equipment leases as well as the staff wages bill to pay and with the skinny margins in GA cash reserves, overdraught limits and lines of credit are being stretched despite Government assistance packages. RQAC's exposure is a very modest monthly rental on the Clubhouse which can be met.

I can recall a past event in GA in Australia which similar had potentially dire impacts. After the RQAC shutdown during World War 2 we witnessed the golden era of GA activity for a few decades but an event like the major disaster at the Shell Oil Refinery at Altona in Melbourne in the 1990s threatened the industry. It transpired that Altona was the only refinery in Australia producing AVGAS, the supply of which quickly dried up forcing the grounding of the national GA piston fleet with major consequences on operators. While many weathered the storm some didn't and were forced to shut. Paradoxically it turned out well for those who could hang on with an action against Shell resulting in them paying out millions to GA operators based on past utilisation history without having to turn a prop.

On a more light-hearted note a story of when aviation came to the rescue when Queensland's major brewery Castlemaine XXXX had a major and long running strike at Milton in 1980. Beer supplies for hotels, clubs including the likes of the RQAC Clubhouse, and the whole hospitality industry quickly dwindled. Trucks were dispatched interstate for supplies but like the toilet paper fiasco now supplies were hard to find and the price reflected the shortage of supply. RQAC having a fleet of aircraft had a

quick solution. Suddenly all cross country navigation runs went south with airfields such as Lismore, Murwillumbah and Casino being destinations of choice for a stop and a cab or a borrowed car from the local aero club or GA operator pressed into action to get supplies in town. State of Origin rivalries which commenced in 1980 were put on hold as our sympathetic NSW cousins helped us in the crisis despite losing the inaugural match 20-10. Most operators in YBAF got into the act to help supply their favourite local clubs and RSLs etc and to save us all from some of the shocking beers being trucked up to Queensland such as the South Australia Southwark Lager which I am sure had the potential to kill the proverbial brown dog.

Hopefully soon we can get back to burning some AVGAS to mark the turning point in this saga for the aviation community. Maintaining recency will be an essential duty for travel so it will be onward and upward.

I am please to advise that as of this edition RQAC has an Editor for Joystick Jottings. Club Member Heather Mattes has agreed to do the job. As many of you know Heather is a pilot of long standing and has been an aircraft owner, President of the Australian Women's Pilots Association and was until mid 2019 the General Manager of Archerfield Airport Corporation and now has an Aviation Consultancy Business with an emphasis on Airports. So if you have any stories of your aviation adventures that you would like to share in Joystick Jottings you can send these to Heather at: editor@rqac.com.au or heather@mattesaviation.com.au

Keep safe
Glenn Cuffe, RQAC President

RQAC MEMBERSHIP - DUE 30 JUNE 2020

Enquiries: secretary@rqac.com.au

RQAC club needs new and renewing members, please ask fellow aviators to join and get involved
Membership fees are $85 per annum plus a one off $50 joining fee
Membership renewal for 2020/21 is due by 30 June 2020, please renew your membership soon.

The Royal Queensland Aero Club is one of the oldest aero clubs in the world and membership is available to all persons who hold an interest in aviation whether you currently fly, used to fly or would like to fly.

Full membership– $85 membership fee plus one off $50 joining fee
Persons over 18 years of age and entitled to full membership privileges including voting, bar, social and future benefits

Second Officer– $35 membership fee
Persons under the age of 18 who want to belong to a Club and who have interest or enthusiasm for all things aviation

Founding membership– $1,000
This category is open to all persons who wish to join the Club and make a financial commitment to the Club. A founding member will have the same rights and privileges as an ordinary member but will be titled "Founding Member". They will not be required to pay any further membership fees until the expiry of 10 years from the date of joining at which time the annual membership fee that applies at that time will become payable on an annual basis.

Membership Process

If you would like to apply to become a member of the Royal Queensland Aero Club please download the Membership Application form on the website and scan and email your completed form to **secretary@rqac.com.au** or mail to us at **P.O. Box 380, Archerfield QLD 4108**.

Upon receipt of your membership application form and payment of the fee, you will be contacted confirming that your membership form and fee have been received. Your nomination for membership will then be put forward at the next board meeting and you will be contacted after the board meeting advising whether nomination has been successful or otherwise. If your nomination has been successful, you will receive a confirming letter which will also enclose your member pack in acknowledgement of you becoming a member of Royal Queensland Aero Club.

RQAC STRADDIE BREAKFAST FLY-IN

The last activity that RQAC was able to hold before the Wu Flu pandemic restrictions kicked in with serious movement limitations was a fly in to the Straddie Aero Club at Dunwich, Stradbroke Island on Saturday 21st March for breakfast.

Club Co- Captains Chris Spencer-Scarr and Dave Butler were able to organise the event as an exclusive RQAC Fly In after the Straddie Aero Club decided to cancel the usual monthly large scale event that they catered for due to the impending restrictions. It morphed into a BYO breakfast which turned into a rather lavish shared spread given the diversity of members takes on breakfast.

Saturday morning turned out to be a perfect day and while the diligent got the weather forecast the day was both cloudless and windless which is not a bad thing at all when landing on Dunwich Runway 15 given the hills to the northwest. Seas over the bay were mirror-like and the skies haze free.

Around 20 members and guest arrived in 8 single engine aircraft. Dave Butler took on the mantle of Head Chef on the bar-b-cue provided by the locals and it was not long before a substantial cook up was well under way to feed the throng. There was fleeting chatter about the impending hibernation travails which quickly gave way to plane talk which is much more enjoyable and something I am sure we are all looking forward to getting back to after the restriction are eased. The return flights to Archerfield and Heck Field got underway a bit after 9.00 am leaving the rest of the day for the usual Saturday rituals.

Thanks to Chris and Dave for organising the event and to our hosts the ever welcoming Straddie Aero Club.

THE FIRST SINGLE ENGINE, SOLO, NON-STOP FLIGHT POINT-TO-POINT ACROSS AUSTRALA

On October 1st 1983, a grazier from “Rock Dhu” station, Murrurundi, near Tamworth, NSW, landed his 1981 model Cessna XP Hawk single engine aircraft at Coolangatta Airport on the Gold Coast having flown solo, non-stop across Australia from Carnarvon, WA. Peter’s flight was a week after John Bertrand and the crew of the sailing yacht “Australia II” had won the Americas Cup from Dennis Conner in “Liberty” the entry from the New York Yacht Club which had held the trophy for 132 years.

Peter Norvill, then 33 years old, had achieved a life long ambition to create a new world record in the spirit of the early Australian aviation pioneers. Peter noted at the time that in seventy years of aviation history no one had attempted it and succeeded. An earlier attempt by an aircraft from the Australian Army Aviation Corps at Oakey, Queensland had almost made it but had to abort when they ran short

of fuel and could not complete the crossing. Peter after a preparation and planning time of about a year, planned for the fuel issue and a bit to “spare”. He landed with some 48 litres remaining from the original 700 litres, sufficient for the legal reserves of the day plus 15 minutes spare.

During the 21 hour 44 minutes flight which had departed from Carnarvon, Western Australia mid afternoon on the Friday of the 30th September, Peter Norvill had to first battle a petrol seepage from the air vent of the spare tank housed in the rear seating area of the XP Hawk, then dust storms blown up from the inland lake beds, a desire to doze, constant buffeting head winds, the prospect of a fuel shortage, and the isolation of the solitary skies.

His epic journey took him across the entire width of Australia, covering the states of Western Australia, South Australia and Queensland. To maintain concentration, for he had no auto pilot or sophisticated electronic navigation aids such as GPS in 1983, Peter read messages from well wishers, took photographs and recorded points on interest on audio tape. He chatted on radio with the friendly voices of the officers of the then Flight Service which provide both VHF and HF radio contact in the outback of Australia. Staving off periods of boredom and a desire to doze, he flew through the night over some of the most deserted, rugged, isolated country to be found anywhere in the world. Had an emergency forced him to land, airstrips were sparse and his chances would not have been good.

The moon came up near Oodnadatta and dawn broke as he flew over the natural gas fields of the Gidgealpa region. Battering head winds caused him concern about a shortage of fuel and it was welcome news when approaching Queensland that a distant friendly Flight Service officer in Charleville advised him to climb and seek out possible tail winds as the forecast had changed since his departure from Carnarvon. He did as suggested and picked up a tail wind which expedited his progress eastbound. Thickening cloud build ups around the Warwick area required some diversions but the end was getting near.

He had hardly heard, let alone sighted another aircraft throughout the flight, with only the occasional radio call from an aircraft usually no closer than 100 nm away. It was often many times that distance from outback towns. It is a big and sparsely populated land.

As he approached the Brisbane Control Zone on the Saturday afternoon, the airspace grew busier and by the time he had entered the Coolangatta Airport controlled airspace he found himself having to queue for clearance to land as the OOL Tower had it hands well and truly full.

In fact Peter had, in conjunction with Doug Kewley (Air Race Organiser) timed his arrival to coincide with the 96 aircraft and 360 aircrew competing in the Great Australian Air Race of 1983 which included eight aircraft flown by members of RQAC and their crews. With the air race fleet packing out the tarmac at OOL, the XP Hawk, VH-PSV looked insignificant and just one of the many, but the feat that had been accomplished was nothing short of gigantic.

No sponsorship had been forthcoming so Peter had financed the attempt himself, but all the time, effort and money was worth it. Red eyed and with a stiff, cramped and exhausted body Peter alighted from the Cessna but managed to crack a smile when handed a stubbie of ice cold Swan Lager to celebrate.

Like the pioneers of the past, he was given a warm welcome. Gold Coast Mayor Denis O’Connell was there along with a brass band, several hundred spectators and aviation enthusiasts as well as the press, all there to record and applaud the achievement. All Peter wanted finally was to sleep. The next day he flew on to complete the last leg of the air race and to help the contestants celebrate at Maroochydore Airport.

Peter Norvill's aviation exploits did not end there. In 1986 he completed the first solo crossing of the Tasman Sea from Tasmania, departing Hobart for Christchurch in New Zealand. In May-June 1988 he flew VH-PSV solo around the world in 35 days. The aircraft is on permanent display at the property "Rock Dhu" in a specially designed building. Peter remained a busy person and as well as running the sheep and cattle property and crop dusting, he found time to write short stories and paint pictures. Fellow artist Rodney Swansborough of Upstairs Art has captured Peter and his aircraft on canvas and the town of Murrurundi has dedicated a monument to celebrate his three major epic aviation flights. "Smithy" I am sure would have cracked one of his trademark grins if he had known of Peter Norvill's aviation achievements.

Glenn Cuffe

From the Archerfield Airport Control Tower

Here's an update about what's been going on at Archerfield Airport during this time of unprecedented social and economic upheaval.

The last few weeks have definitely seen some changes to our society in general due to Covid 19. But while that has been going on, traffic levels at Archerfield and most other Metro D airfields (Bankstown, Moorabbin, Parafield and Jandakot) have remained reasonably buoyant albeit with a 10-15% drop in average traffic volumes. This is in comparison to our capital city airports that have suffered a very significant drop in traffic levels.

All of the flying schools seem to be operating a reasonably regular flying program. Most are well into the navigation phase for their full-time commercial students or more advanced private students that commenced early this year. It's been a while since I've seen a first solo which may indicate a possible slow down towards the end of the year.

Archerfield has also been experiencing a lift in training nav flights from other airfields such as the Gold Coast and Toowoomba as they are obviously in a similar phase of training with their respective students. IFR charter and business jet travel appear to be a bit less than normal but not significantly so. Whilst helicopter training and medical/police helicopters are still operating at normal levels.

The control tower has formed two separate teams in response to social distancing protocols. This should be invisible to the aviation community as normal services continue to be provided. In the event of any sickness where reduced staffing availability becomes a factor, operations can continue with traffic management procedures such as start approvals for circuit operations.

That's all from the tower. Everyone stay safe and we'll talk to you over the air! Safe flying!

Graham Gill
Archerfield Tower Check and Standards Supervisor

OUTBACK FLYING

Reproduced from **AVIATION SAFETY DIGEST** with permission from the Civil Aviation Safety Authority Page 28 Digest Jan 1971

Our pilot contribution this time is a little different. Instead of the usual "It happened to me" style of article that appears in the Digest under this heading, our contributor has to offer some timely comment and advice that could be taken to heart by any inexperienced pilot contemplating a long cross-country flight over unfamiliar terrain.

I was just back from my first holiday tour of Central Australia, when I read Aviation Safety Digest No.70 and then re-read No. 55 - both with heightened interest.

I have accumulated hours slowly on my private pilot licence, and for me, the 400-500-hour danger period is tempered by the caution of sixteen years spent in and about aero clubs and gliding clubs. With this background, I am not setting out to solve all the Department's problems but I do have a thought about declaration of emergencies.

In the accidents reported in the two Digests mentioned the situation might have been saved if the judgement of a senior operations officer bad been brought to bear earlier. Naturally, no pilot wants to be the subject of an incident report and there must be no surer way to gain such a citation than to declare an emergency, unless it is to persist with a situation which has got beyond control. On the other hand, there seems to be a common stage in the development of an accident when the pilot realises he is in serious trouble. It is the judgements made in the stress of this realisation, which in retrospect, so often tum out to be faulty.

For my part, if things ever do go horribly wrong I would like to think there was someone on the ground to help, working out a DR position from my flight log, searching for suitable alternative aerodromes, checking that they are within range, getting the actual weather and computing a new heading. When a flight has to be re-planned in the air, theory breaks down in the face of hard practice. Searching the AGA sheets for an alternate with runway lighting, or for one which has a strip aligned into a 40-knot wind; measuring track and distance to some point on an adjoining WAC chart, checking fuel for a diversion and minutes of daylight remaining; looking

up approach, tower and SMC frequencies, the boundaries of restricted areas and controlled airspace and the aerodrome elevation; noting VOR or ADF frequencies, as well as identifying and tuning these aids, is altogether more than a handful, without having to fly the aircraft in deteriorating conditions as well!

Flight preparation is not the whole answer. It is just not possible to memorise even the most important of such data for every alternate that might be needed on a long trip and to note them all on a knee pad would be to copy out the bulk of the VFG! About the most that can be done is to have a "disaster plan" in the event of failing to find the destination or finding it "clamped" under a great thunderstorm. Danger develops when, for some reason or other, flight planning or perhaps pilot experience, does not provide for the situation that develops.

Everyone understands that, when a con rod suddenly becomes visible poking through the engine cowling and all beneath is forest and hills, a Mayday call is only sporting to the people whose job it will be to find the wreckage! I am sure however, that pilots generally do not realise that certain assistance is available in other situations if only they will declare an emergency. I certainly did not appreciate this until I read the article in Digest No. 57 about the unfortunate incident at Moorabbin. This put emergency declarations into perspective for me and developed my resolve that if or when the time comes, I will make no bones about the need for assistance or special procedures.

May I suggest that you stress very strongly in the Digest the advantage of declaring an emergency when life in the air suddenly becomes too exciting for comfort.

Comment

We are grateful to our contributor for pointing out afresh, something that the Digest has been attempting to convey to pilots for a long time. Exhortations to act when necessary on the advice contained in the Emergency Procedures printed in the front pages of the Visual Flight Guide, have appeared in the Digest on a number of occasions in recent years, as well as in the widely circulated pamphlet "Hints on Flight Planning and Navigation in Remote Areas". If results are any indication however, this advice seems to have been received with little enthusiasm. But now that it has come anew and unsolicited from a conscientious fellow pilot who has experienced the problems of outback flying for himself, perhaps more of our readers will be ready to heed it! A study of the accidents and incident reported on pages 1, 10 and 21 should also assist in reaching this conclusion, and the discussion in the article on page 18 offers further food for thought on the subject.

Brisbane Airport's New Runway

The major construction work of Brisbane Airport's new runway reached practical completion on 30 April 2020 and the actual opening and first commercial flights scheduled to land and take-off on 12 July 12. This project has been many years in the making and Brisbane Airport Corporation's CEO Gert-Jan de Graaf has rightly described the $1.1 billion runway is an "infrastructure masterpiece" with eight years of construction and many years of prior planning to reach this achievement.

The new parallel runways will slowly double passengers numbers from 23.4 million for 2018/2019 to more than 50 million by 2040. "In many respects this runway is symbolic of the very firm belief we have that aircraft will, in the not too distant future, return to the skies and our terminals will once again be full of happy people looking forward to visiting their families, their holidays or to travel to do business," he said (brisbanedevelopment.com.au). https://brisbanedevelopment.com/brisbanes-new-runway-reaches-practical-completion/

Throughout the life of the project, more than 3,740 people worked on the construction, with over 320 different subcontractors engaged during the project, putting in over 3 million man hours. The 3.3km runway is expected to create 7,800 jobs by 2035 and add $5 billion in annual economic benefit to the region. It has 12km of taxiways as well as navigation aids including an instrument landing system, high intensity approach lighting and airfield ground lighting. The runway will have the first 100 per cent LED Cat 1 lighting system in the southern hemisphere and will allow Brisbane Airport Corporation to save energy by illuminating only those lights needed for a particular operation. It will also help minimise delays due to fog. https://airportprofessional.asn.au/featured/final-checks-underway-as-new-runway-nears-completion/

The construction has involved about 5 million cubic metres of earthworks, 11 million cubic metres of dredged sand and 1.2 million tonnes of quarry products with one of the biggest project challenges locating such a large volume of sand within Moreton Bay without adversely impacting the environment.. With major construction finished, the commissioning now requires ground checks, testing, ILS checks, fire and rescue trials, emergency drills training, documentation and manuals finalisation and flight testing. 6780 litres of paint will be placed on the runway and taxiways, for a total of 120 kilometres in markings.

Runway project director Paul Coughlan says the new runway's first assessment by the Civil Aviation Safety Authority went "very well" and Airservices Australia has finished the installation of the navigation systems. He said BAC needed to demonstrate, particularly to its airline partners, that it was able to deliver a billion-dollar project well in terms of both the program and cost.

He is also immensely proud of its safety record, a requirement that had been important to BAC.

Another source of pride is the lack of disruption to the public and other stakeholders during the eight years of construction.

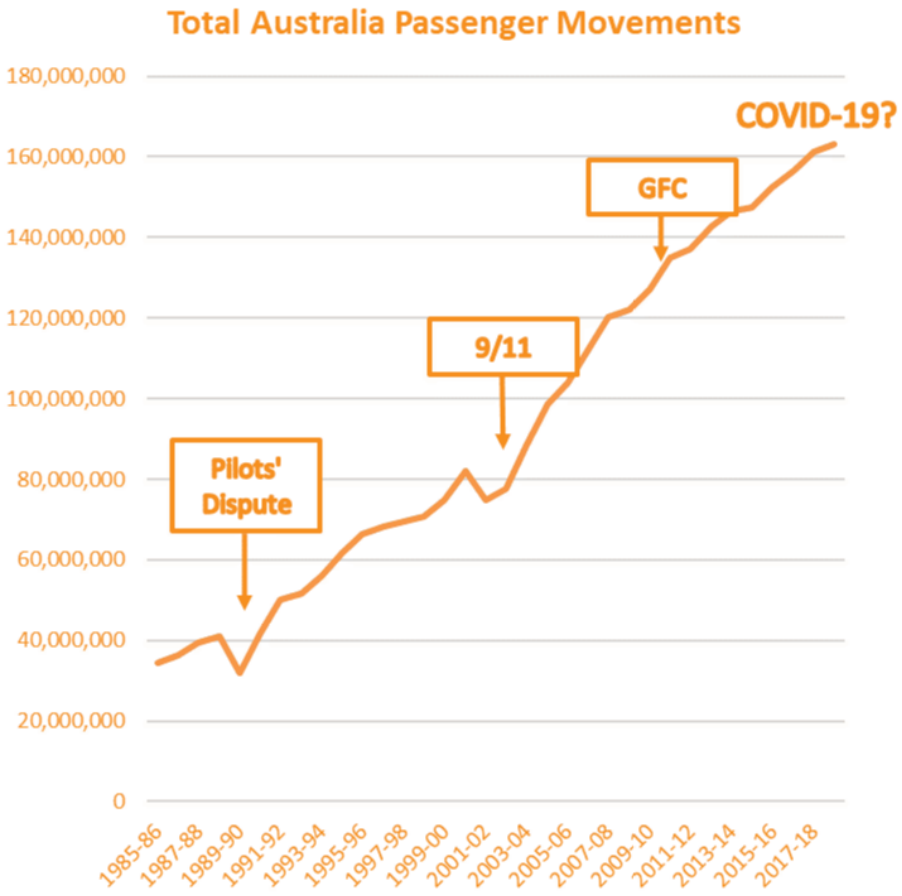
He says it was heartening to see people from board level down to senior management "cognizant of what success looks like and then holding my team accountable and saying if that is going to cost … the money will be allocated". He adds: "But then the return is you have to deliver on that and we've achieved that." (Brisbane Times).

The project is the first new runway at a capital city airport since Sydney's third runway. There have also been many questions on the project's successful community and stakeholder engagement.

PASSENGER DEMAND WILL RETURN STRONGER THAN EVER

Aviation Projects, Managing Director Keith Tonkin provides some perspective on the current coronavirus-induced impacts on the aviation industry by exploring the rise and fall of passenger demand following significant events over the past few decades.

The chart shows total passenger movements in Australia for the financial years between 1985-86 and 2018/19 (source BITRE Airport Traffic Data).



The 1989 pilots' dispute was undoubtedly a very impactful event for the industry in Australia. Passenger movements dipped for a couple of years but recovered and continued to increase. In 2001 the events of 9/11 and the collapse of Ansett saw passenger demand fall significantly then recover and continued to increase.

Then in late 2008 and early 2009 the GFC impacted the global economy. The effect on passenger demand was a minor blip when compared with the pilots' dispute and 9/11. The mining boom followed closely after that and caused its own problems with airspace and infrastructure capacity constraints at affected airports becoming the norm.

In the last couple of years all we have been hearing about is the pilot shortage as airlines attempt to meet demand, particularly in the Asia Pacific region.

And so to the current events. Undoubtedly we have never experienced such a dramatic and sudden disruption to global demand. Airlines have been forced to respond in ways most probably hadn't considered, and airports, suppliers and support services (including consultants!) are suffering from a significant loss of revenue.

But history tells us that passenger demand will return stronger than ever, and airlines will be worrying about the pilot shortage again soon enough. With a long-term view, it's clear that the aviation industry has a bright future. (courtesy Aviation Projects)

Connie Jordan – aviation pioneer RACQ member

Connie Jordan didn't care about the "glass ceiling", she cared about values, knowledge and her love of aviation. However, she certainly helped pave the way for greater recognition of women in the workplace.

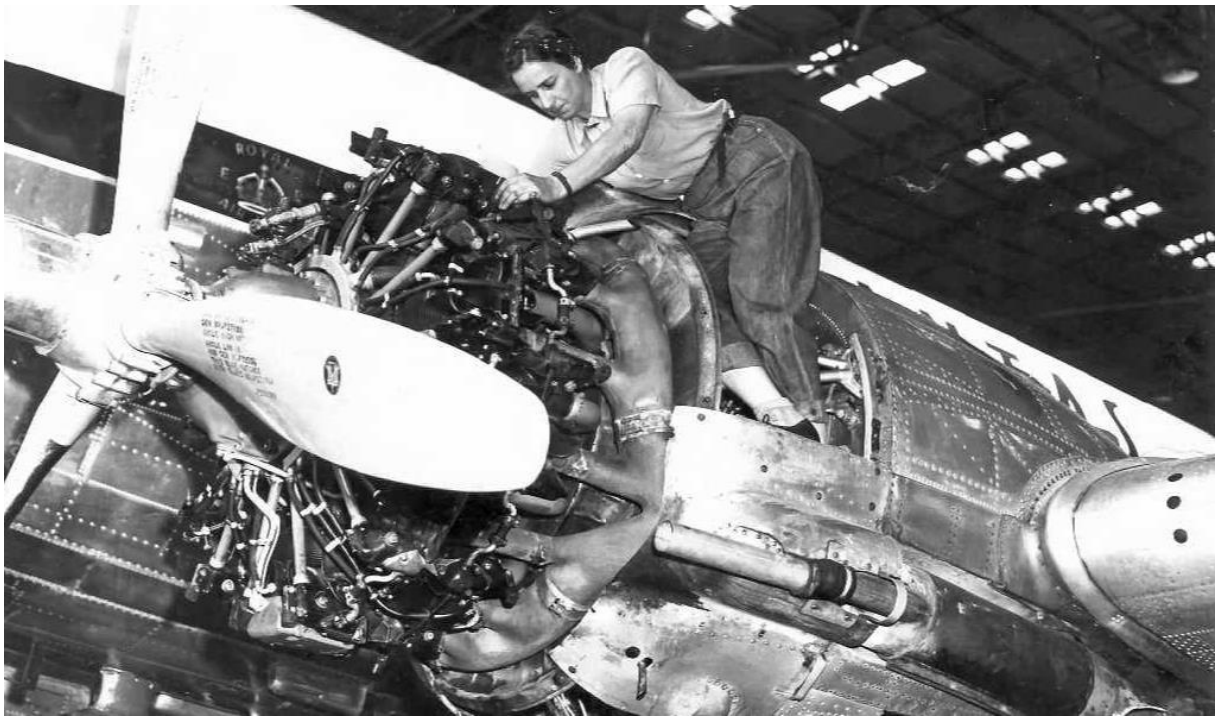
Constance Francis Caroline Jordan was born in Brisbane in 1908, and became a music and dance teacher in Brisbane in the late 1920's. Connie is a pioneering woman in aviation history and one of the early members of the Royal Queensland Aero Club (RQAC) becoming a pilot and going on to be Qantas' first licensed female ground engineer.

Connie Jordan came on the scene long before the world had ever heard of "glass ceilings". One of the most remarkable employees ever to grace a Qantas workshop, not only was she the first woman in Australia to hold a ground engineer's licence but she was a qualified pilot, had four musical degrees from London's Trinity College and taught ballet and ballroom dancing.

In 1932 Connie unsuccessfully applied for a scholarship to obtain a private pilot's licence. Connie joined RQAC and in 1936 finally qualified as a private pilot. In 1940 she completed a four-month free trial as an aircraft engineer at the RQAC. At the end of the trial, she was taken on by RQAC at the male rate of pay. But in 1942 the RQAC lost a contract with the RAAF and its engineering section was closed.

As a result, Connie joined Qantas Empire Airways at Archerfield Airport. That year, Connie became Qantas' first female licensed ground engineer enabling her to certify her own and other unlicensed engineers' work and certify the airworthiness of aircraft. Connie was posted to Cloncurry and then Charleville where she was the solitary female engineer for the Flying Doctor and Qantas services between Brisbane and Darwin. Connie was also a test pilot for Qantas.

She returned to Archerfield Airport where she was in charge of testing overhauled engines. But it was when she arrived at Archerfield in 1944 as the only engineer qualified to sign out the company's Lockheed Lodestars that the trouble started. Connie's rise at Qantas would be the catalyst for a workers' confrontation at Archerfield that would threaten the smooth working reputation of the base.



Most of the work on the Lodestars was being done at night so the aircraft could operate to Port Moresby during the day, but when the men learned a woman would be placed in charge they promptly walked off the job. The men had gone on strike because they didn't want a woman as their boss.

By the time the union representative arrived on the scene, a large group of unhappy workers had gathered outside the hangar and the union man, standing on a ladder, launched into a fiery address to the assembled throng. "I've never seen such a dastardly act done by anybody," he opined, "to put a team of able-bodied men under the charge of a woman is unbelievable. I reckon it's probably the worst thing I have ever heard."

By now Aldis and Harry Williams, who was responsible for the hangar team, could see days of workshop productivity flying out the window as the union man continued his harangue. But when he asked for any man who had a licence on the Lodestar to put up his hand, not only was there a dead silence but not a hand was raised.

He continued to stare at the throng for a few more moments then, pointing to a Lodestar, continued: "If not one of you men have enough brains to get a licence on this aircraft, you'd better go back to work for a woman and when one of you does get a licence, I'll make sure that man gets the job."

They were reportedly told that until "you lazy buggers get off your backside" and complete the study Connie had done, she would be the boss. With that everyone went back to work.

As work in Qantas' Brisbane workshops began to diminish, Connie moved to the Rose Bay flying boat base in Sydney in 1952. In 1953 she was supposed to be part of an all-female crew to enter the London to Christchurch air race, but they were unable to find a sponsor.

Connie married Paavo Karhula on the last day of 1953 and resigned from Qantas in 1954, returning to Southport where Paavo had a surveying business. She died in 1978.

(Courage in the Skies *by Jim Eames and Sydney Morning Herald December 14, 2017)*

BLAST FROM THE PAST - Training Manual Royal Flying Corps 1914

Blast from the Past

LONDON:
PRINTED UNDER THE AUTHORITY OF HIS MAJESTY'S STATIONERY OFFICE
BY HARRISON AND SONS, 45-47, ST. MARTIN'S LANE, W.C.,
PRINTERS IN ORDINARY TO HIS MAJESTY.

To be purchased, either directly or through any Bookseller, from
WYMAN AND SONS, LIMITED, 29, BREAMS BUILDINGS, FETTER LANE, E.C., and
54, ST. MARY STREET, CARDIFF; or
H.M. STATIONERY OFFICE (SCOTTISH BRANCH), 23, FORTH STREET, EDINBURGH; or
E. PONSONBY, LIMITED, 116, GRAFTON STREET, DUBLIN;
or from the Agencies in the British Colonies and Dependencies,
the United States of America and other Foreign Countries of
T. FISHER UNWIN, LIMITED, LONDON, W.C.

Price One Shilling.

This Manual is issued by command of the Lords Commissioners of the Admiralty and by command of the Army Council for the guidance of all concerned.

WAR OFFICE,
15th May, 1914.

Secretary, Admiralty.

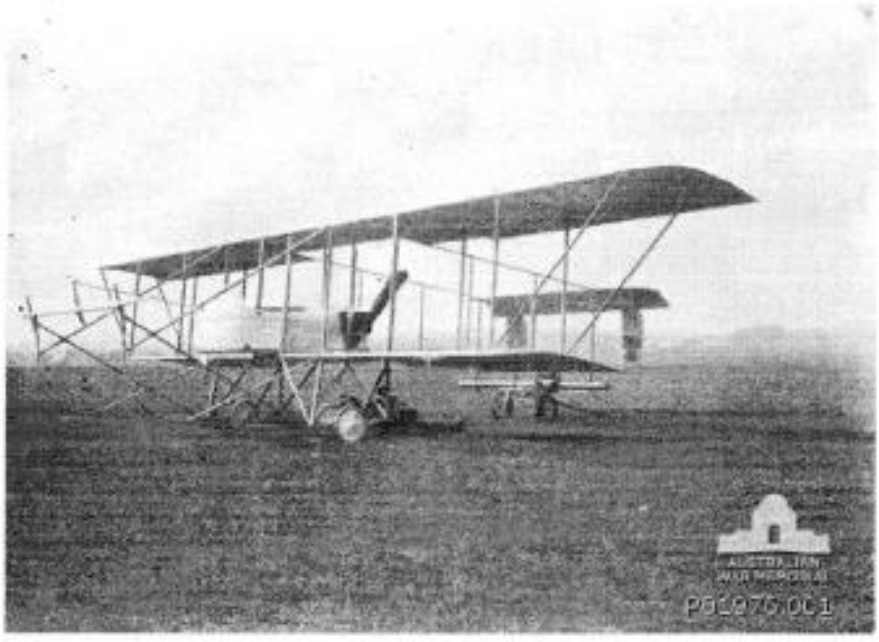
Secretary, War Office.

CHAPTER VIII.—INSTRUCTION IN FLYING.

The precise methods to be adopted in instructing, and the time devoted to each detail, will vary with the circumstances of each case, depending on the type of aeroplane in use and the aptitude displayed by the pupil. Whatever the aeroplane, or whoever the pupil, the general principles of instruction, will, however, remain the same.

The preliminary instruction takes place inside the shed: The pupil is placed in the pilot's seat, and the methods of controlling the aeroplane and engine are explained to him. A rough idea as to why the various movements produce certain results is also given. The pupil then spends some time practising the movements, more especially trying to use his feet, hands and head at the same time. This part of the instruction should be discontinued when the pupil is quite familiarized with his surroundings and has a good grasp of what he will have to do in the air. If this instruction is unduly prolonged, bad habits may be formed, such as holding the control lever to one side.

Maurice Farman MF 7



Instruction in the air is now commenced. This should only take place in calm weather, as the pupil would become confused if a sudden gust or remous necessitated an abnormal use of the controls. Assuming the aeroplane to be fitted with dual controls, two or three flights, amounting in the total to about three-quarters of an hour, at a height of about 150 or 200 ft., should be sufficient to enable the pupil to control the machine in calm weather clear of the ground.

The next stage of the instruction is the most difficult portion, *i.e.*, teaching the landing. During the first few landings the pupil merely looks on and follows the motions of the instructor. After this he should be allowed to place his hands and feet on the controls. The instructor gradually allows him to control the machine more and more, until finally, possibly without being himself aware of the fact, the pupil carries out the whole operation unaided. This practice is carried on for some time, until the pupil makes the landing with complete confidence. The practice landings should be made at rather greater speed than the minimum flying speed of the machine, so that, when the pupil tries to reproduce this speed when alone, a slight error on either side will not be of much importance. It is, however, perhaps of value to occasionally do a slow speed landing (warning the pupil of the fact beforehand), so that, should he find himself in such a position that a slow speed landing is essential, he will have some idea of the extent to which the angle of incidence must be increased with a view to obtaining the right speed.

If there is no engine dual control, the pupil must next roll the machine on the ground for a few hundred yards, in order to get used to being alone in the machine and also to practise controlling the engine. Excessive rolling practice is not good. The pupil becomes accustomed to driving

the machine while it is in an attitude which would probably be dangerous in the air. He may also lose his respect for the control levers, coarse movements of which produce little effect on the ground, but mean bad flying, and possible disaster in the air.

After the "rolling," the pupil proceeds to carry out straight flights exactly as he did with the instructor. Two or three such straights should suffice. He is then allowed to make two or three circuits, including both right and left hand turns. After this the instructor should take the pupil again and show him how to land without his engine from small heights.

All the flying instruction up to this point should have been carried out at a distance from the sheds or other obstructions; but now the pupil may be allowed to start from and return to the sheds in the ordinary way.

During the instruction, the journeys to and from the sheds may be utilized to demonstrate the *vol plané*, and perhaps one or two fairly sharp turns may be done. A sharp turn is seldom necessary, but the pupil should be shown what it is like, in case he ever finds himself in such a position that it is necessary. There is the additional advantage that, when he comes to fly in something of a wind, he will have much more confidence in bringing the machine back from smaller angles than he has on previous occasions seen it brought back successfully.

It will be found that the mere taking of the Royal Aero Club certificate will instil great confidence in the pupil. At this stage any tendencies towards over-confidence should be at once checked.

After some further practice on the machine on which he has learnt, the pupil may be taught to fly a different type. One type or the other should now be selected, and the pupil

should use no other until he has thoroughly mastered this one. Constant practice in flying is necessary, for in aviation, as in seamanship, good results can only be obtained after long experience.

The pupil must be warned that, under no ordinary circumstances, should any machine be brought down steeply with the engine "full out," for not only is the machine subjected to excessive stresses, but the controls may get so stiff that difficulty may be found in actuating them. Conversely, if the controls feel "sloppy," it is a sign that the speed is too slow, in which case the machine should be dipped for a few seconds with the engine running.

Notes on various types of machines. Maurice Farman.—This machine is peculiar in being almost the only modern machine to retain the front elevator (in types up to 1914).

The Maurice Farman has a very good gliding angle, but not quite so good as is commonly supposed, for the reason that normally it carries its tail rather low, so that, during the glide, the machine may in reality be descending comparatively steeply, although the tail does not seem to be very high.

Many aeroplanes behave best in gusty weather, when a high speed is maintained; the Maurice Farman, however, is found to be most controllable at a speed of something less than its normal flying speed. Should bad gusts be met with at a certain altitude, and it is desired to come lower, the engine should be well throttled down on dipping.

Henry Farman.—The Henry Farman bears little resemblance to the Maurice Farman, except in details of construction and that the engine is behind the pilot.

In the air it is very quick in its movements. Whereas the Maurice Farman may be said to wallow when in a wind, the

Henry Farman jumps about lightly. It is possessed of a considerable amount of natural stability, and, at the same time, the controls are powerful. It has more head resistance than most monoplanes or tractor biplanes, and so loses its speed quicker when the engine is cut off to land; also, the lifting tail plane has a slight tendency to drop when the slip stream from the propeller is removed. The elevator, however, is powerful, and this tendency is easily overcome. A good pilot can land it at a very slow speed, though not quite so slow as the Maurice Farman.

The passenger seat is a little in front of the centre of gravity, and a slight difference is noticed when a passenger is carried—the machine is better balanced.

A beginner should be warned not to make a sharp turn on this machine until he has had some practice, because the main planes are behind him and the bank may become excessive before he notices it.

The pilot and passenger obtain a better view of the country than in any other type.

The Avro.—The Avro is a pleasant machine to fly. Only the outer part of the wing is warped, and thus the machine can be kept in good balance by adjusting the inner cells. The landing chassis is a very good design, and, while capable of standing very heavy shocks, does not bounce the machine up in the air if a slight pancake be made. The fore and aft control is sensitive, and the gliding angle very good. The rudder is also powerful, and banks the machine to a proper angle for turning, and, on this account, is useful also to help the lateral controls.

The B.E.—Is a tractor machine possessing a good range of speed, 70 to 40 m.p.h. It is capable of climbing, fully loaded, at a rate of 500 feet a minute.

The warping is controlled by lever, the steering by foot bar.

The wings are flexible throughout and the whole of each wing warps.

The fore and aft control is light, but the lateral control is inclined to be heavy and apt to tire the pilot during a long flight in bad weather.

The flying angle of the planes is 3°, but with the warp they have a maximum angle of 10°.

The greatest efficiency is obtained at 4° or 5°, but the machine is flown at the smaller angle of 3°, so that a large surface is available for getting a big range of speed and rapid climbing.

By reducing the angle of incidence towards the ends of the planes the self-warping effect is reduced and the pilot has to do more side control. The self-warping effect is most marked when the planes have the same angle of incidence throughout, but the machine is not so comfortable to fly.

Monoplanes.—Monoplanes generally are similar to handle to tractor biplanes. Though the maximum speed in both cases may be the same, the monoplane, having a smaller surface, cannot be landed so slowly, which is a great disadvantage. As a rule head resistance is cut down to a minimum, which is also a disadvantage when diving over obstacles to land in a confined space, since the speed becomes excessive.

A high-powered biplane can fly as fast as any practical monoplane, and has the enormous advantage of being able to go much slower. Of course a high-powered monoplane can be constructed to fly faster than a biplane, but it cannot be used except in very open country.

The monoplane is more pleasant to fly, principally because the controls are lighter to the touch, and because of the absence of the feeling of being shut in.

PIPER SUPER CUB FOR MEMBERS

Piper Super Cub VH-PYK is available only to members of RQAC and is based at Archerfield Airport. The aircraft is a tail wheel aircraft and the pilot must therefore be endorsed. The owner requires the member pilot to be check and obtain a signed competency statement. The designated check pilot is Jeremy Miller who can also conduct tail wheel endorsements. Once checked, the aircraft is available for members at $220 per hour (including GST). This really make flying very affordable. To arrange a check flight or endorsement email secretary@rqac.com.au

Emergency Response Planning

LIVE Learning Virtual Classroom – 2 Day Online Course

Disasters can impact aviation businesses anywhere, anytime, including crashes, natural disasters, technology/process/ infrastructure failures, industrial actions, workplace incidents and more. The COVID-19 crisis unfolding this year showed this more than ever.

Not preparing for events like these exponentially increases the impact it will have on your organisation. Being unprepared can result in significant financial losses, operational and reputational damage, and legal costs and fines.

This course will provide you with the knowledge, processes and tools you need to know what your risks are, how to assess them and how to design effective, achievable risk treatment measures. Next to that, it covers understanding your airport community and how to liaise with them in effectively managing risks. A common risk treatment measure is developing an Emergency Plan, but just having a plan is not enough. The plan must be well-practised and tested. Exercising your plan is crucial to confirming it's effective, to build staff competency and confidence in disaster situations, and to confirm all information is up-to-date. Conducting exercises also build relationships with stakeholders and increases their confidence in your organisation.

Southpac is a certified provider and this course contributes to the Diplomas of Quality Auditing, Leadership and Management and Aviation Management.
PUAEMR008 Contribute to an emergency risk management process
PUAEMR013 Design emergency management exercises

Your instructors are experienced emergency managers with an aviation background, who have dealt with aviation incidents as well as the response to COVID-19.

For information or bookings go to: www.southpac.biz
Email: admin@southpac.biz
Phone: +61 (7) 5533 9988
RTO Code: 32353

2019/2020 RQAC Board Members

President	Glenn Cuffe, president@rqac.com.au
Vice President	John McDonald
Secretary	Ian Tait, secretary@rqac.com.au
Treasurer	Lisa Tait
Committee	David Tait
	Graham Stokes
	Joanne Green

Club Captains Chris Spencer-Scarr
Dave Butler

Patron His Excellency the Honourable Paul de Jersey AC