

JOYSTICK JOTTINGS

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Royal Queensland Aero Club (RQAC),

Archerfield Airport, Queensland

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***RQAC Patron, Her Excellency the Honourable Dr Jeannette Young PSM,
Governor of Queensland***

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From the Editor

Again, we have some great stories and pictures in this newsletter and thank you all so much to our contributors, feedback and ideas. Special thanks to Glenn Cuffe, George Lane and Bill Mattes again for their contributions. Your feedback one way or the other also means a lot and helps me 😊

We have been away on a three week trip to Darwin, Kimberleys and Perth. Saw some wonderful sights and had great adventures and caught up with friends except the trip was on a very rutted road with long bus hours, our bus had a crash, our hire car was stolen and we were stuck at the closed Perth Airport due to storms all day. But we got home safely, I survived with my repaired collarbone and that's the main thing!

Enjoy the flight and safe landings all. Heather Mattes

RQAC - Our Volunteer Board

President: Kaine Sherwood

Vice President: John McDonald

Secretary: Ian Tait

Treasurer: Lisa Tait

Director: Hugo Struss

Director: Jenny Williams

Director: Mark Crompton

Club Captain: Chris Spencer-Scarr

New members – please welcome.....

Ms Ilze Strijdom



RQAC New HQ at Archerfield Airport



Figure 1: Northern elevation of the Shell Kiosk (AHS 2021).



Figure 2: Eastern elevation of the Shell Kiosk (AHS 2021).

RQAC Presidents Update

What we have been up to: It has been another challenging few months for us aviators with the lifting of most of the COVID restrictions we were hoping to have more social events, unfortunately though, QLD and NSW were inundated with floods, followed by a large number of days and weeks with large amounts of rain.



Ballina for the flood victims. The group flew a Piper Seneca VH-SEN, Piper Arrow VH-RMW, Baron VH-YJZ as well as a Bell 429 VH-SUV.

After the devastating floods that impacted SEQ/NNSW, Lismore and surrounds were in dire need for urgent relief. With thanks to Angel Flight, they organised flood relief donations over the weekend 5/6 March, a combined effort of over 1000kg of goods was donated. As part of the Angel Flight mission on Tuesday 8th March, 4 aircraft (3 planes and 1 helicopter) piloted by myself, Nigel, Steve and Mike, we flew these supplies down to



The Old Station Fly In & Heritage Air Show was back on for 2022. We had a number of members and friends fly up to the event and they braved the weather and camped out! Unfortunately, I had to work late on Friday so was sadly unable to fly in early. However, the weather forecast for Saturday looked like it was going to be an amazing for flying back at night so I grabbed a few friends and I flew us all up Saturday morning. We departed Archerfield at 10am landing 93mins later at Old Station. With very little to no mobile coverage on the ground, I had to fire the radio back up and ask Brisbane Centre to cancel my SARTIME.

The Air Show started at 2pm and finished close to 4:30pm. An outstanding display by Paul Bennett, his team along with Matt Hall and was enjoyed by all.

With the weather forecast still good for a VFR flight back to Archerfield, there was some scattered clouds from 3500-8000. Sunset at 5pm and last light was 5:30pm and there are no runway lights at Old Station, so there was a number of keen pilots waiting for the airfield to open back up so they could depart. As soon as they let us into the aircraft parking a number of pilots started to fire up their aircraft. I logged my flight plan, (was able to get signal), did my preflight, loaded my passengers and was on our way just on 5pm. With a planned flight back at 9500', the Turbo Seneca III made the climb out very easy.

On climb, I requested flight following to make my transition into NVFR easier. By having Centre watch you and move you on to the next area frequency it is a great safety feature and enables the pilot to reduce workload, especially as the light disappears. Highly recommend this.

After a short time at 9500', it looked that the clouds were a bit higher tops, in order to be well clear I contacted Centre and climbed to FL115. This also gave us an extra 20 knots of ground speed and saved a bit of fuel as well. With the extra height and the clouds below made the sunset simply amazing. After about 30mins at FL115 and a lot of photos, I had been observing that the cloud was gone, so I started a decent back to 9500'. As it was now dark, I turned the weather scope on to watch

out for any clouds. As I got closer into Brisbane, I was now in controlled airspace and was descended to 5000', shortly after Departures asked me to reduce speed by 20knots to allow for sequencing into Archerfield. With some minor vectoring around, we arrived back on the ground 94mins after departure.

Attending Old Station fly in it's made me even more excited for the upcoming Brisbane Airshow in July where I will be camping along with a number of other RQAC members and friends. I would recommend, if you have a plane or can get a plane, look into "underwing" camping.

Club events

Since we have the club house we want to run more social events. We ran a members and friends BBQ on Sunday 10th April however we had a low response and turn out for the BBQ. After this, an email was sent out on 16th April to all members asking for response for the "Battle of the Coral Sea - Dawn Patrol", unfortunately we only had 2 members respond for participation with another member attend the breakfast. Due to this the event was cancelled and communicated.



The RQAC Board and Social Committee are challenged (like most clubs) to schedule and plan activities that will attract member participation. We are very keen to know from our members what sort of events you would like us to run. Our events are run by dedicated volunteers and takes a lot of effort therefore we really want to make sure events we run are well attended.

Therefore, I invite members to provide input on the sort of activities that would attract you to participate. You may contact me at: president@rqac.com.au or Chris Spencer-Scarr (Club Captain) at captain@rqac.com.au with your suggestions.

I look forward to hearing from you.



**Kaine Sherwood
President**

MEMBERS PROFILE – JOHN MCDONALD



John is proprietor and property manager of mcd Property Group, he is also a director of several other companies with operations in road transport and property development. He completed an engineering apprenticeship and is a pilot.



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 RQAC members:

- Discounted Flight Reviews;
 - Facilities for 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 – we will provide the staff to do the admin / cooking so that all the members can participate in the flying competition if you 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.

RQAC Website – New Look www.rqac.com.au

The new website is live! This update has been a long time in the making, and we now have a new web page to go with the new club house. Through the website, you can join or renew your membership, contact us, access Archerfield based resources, read our latest news and see what events are coming up. Details about our current board and the club’s history are also available to read on the new website. You’ll see some new social media links at the top. We would love for you to follow us on Instagram, Facebook or Twitter to support the club.



Welcome to Australia’s Original Aero Club.

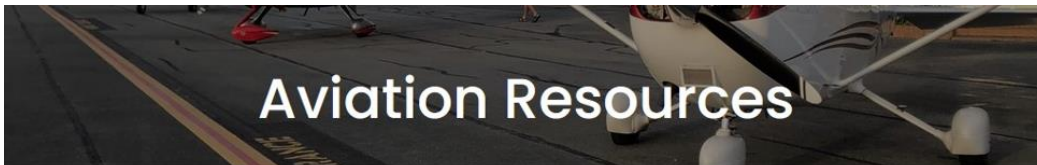
Founded in 1910, RQAC is the oldest aero club in the Southern Hemisphere. Today, we support private and commercial pilots’ journeys through social events, flying competitions and partnerships with local businesses. Anyone with a passion for aviation is welcome to join!

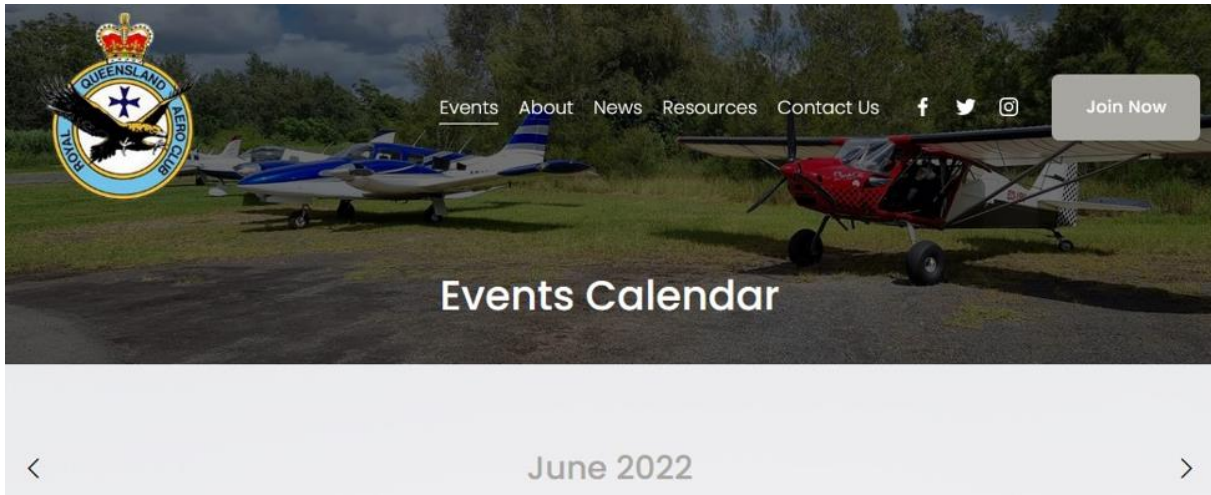
We have also been approved as a non for profit sporting body and can now accept donations through the Australian Sports Foundation. All donations above \$2 are tax deductible and will help the RQAC make furniture and equipment purchases to fit out the new club house and support the club after the Covid-19 closures. A link to donate is now on the home page of the website. If you would prefer to make a cash donation, please

contact the Board and we will arrange a donation opportunity at the next event.

This website will continue to grow with news and events in the coming months, so stay tuned!

Looking forward to seeing you at our next events,
Jennifer Williams, RQAC Board Member





SUPPORT ROYAL QUEENSLAND AERO CLUB LTD

Your donation is supporting **ROAC Development Fund**

[Visit website](#)

ABOUT THE PROJECT

In 2021, the Royal Queensland Aero Club (RQAC) moved to their new club house at Archerfield Airport. RQAC has established this Development Fund to assist in making furniture and equipment purchases to fit out the new club house, and to support the club after Covid-19 closures.

Angel Flight Australia



Angel Flight Australia is a charity which coordinates non-emergency flights assisting country people to access specialist medical treatment otherwise unavailable to them because of vast distances and high travel costs. All flights are free of charge and assist passengers travelling to or from medical facilities almost anywhere in Australia. Angel Flight can also provide compassionate flights for family members, and transport medical supplies.



Angel Flight Australia was officially launched in 2003. Since then, over 50,000 Angel Flight missions have been completed, helping those in need of non-emergency medical treatment for a wide range of conditions.



For further information contact: **Angel Flight Australia**
 Toll free: 1300 726 567
 Phone: 07 3620 8300
 Fax: 07 3832 6646
 Postal: PO Box 421, Fortitude Valley Qld 4006
 Email: mail@angelflight.org.au

About Angel Flight Australia

Angel Flight is a charity that coordinates non-emergency flights to help country people trying to deal with the triple trouble of bad health, poor finances and daunting distance. All flights are free and may involve patients travelling to medical facilities anywhere in Australia. Angel Flight pilots do not carry aeromedical staff so do not act as an alternative to the Royal Flying Doctor Service or Air Ambulance. Angel Flight regularly coordinates up to twenty flights per day.

Who is transported?

- Family flight for compassionate reasons
- Blood and blood products, Medical Equipment, Person Protective Equipment supplies (PPE)
- Medical drugs
- Other compassionate transfers- just ask us

To meet our guidelines, passengers must be medically stable, ambulatory and physically able to enter and exit a small aircraft (involving large steps, twists, bends) without assistance from the pilot and sit up in the aircraft with a seatbelt on for an extended period of time, and if necessary communicate with the pilot, although carers may be able to assist with these functions. Children must always be accompanied by an adult, who can assist with entry, exit and other needs of the child. Angel Flight encourages a friend or relative to travel with the patient. We have conducted over 49,000 flights transporting approximately 100,000 patients, carers and family members.

How is the service accessed?

Health Professionals (eg, medical practitioner, nurse, social worker) who have a good knowledge of the patient's medical condition are the only people from whom Angel Flight can receive and accept 'mission requests'. Health Professional registrations are over 4,200.

Who does the flying?

Flights are conducted by volunteer pilots in their own aircraft. Angel Flight operates Australia-wide with a growing network of pilots and aircraft. Volunteer pilots come from all walks of life and donate their time, their skills and most of their aircraft costs* for each flight. Our volunteer pilot flight credentials meet or exceed the requirements of the Civil Aviation Safety Authority (CASA) for the carriage of passengers, and the aircraft meet specified CASA and insurance minimums. Pilot registrations exceed 3,300.



John New home to Emerald following treatment in Rockhampton. Given his complicated medical condition an Angel Flight made things a little easier than a long road trip which had been proving disruptive to his dialysis schedule.



After fracturing her pelvis Gemma and her family were able to use Angel Flight for the journey from Darwin to treatment in Brisbane as opposed to a 34 hour trip by car each way.

Our ground volunteers

Angel Flight's ground volunteers provide car transportation between the city airports and medical facilities (or nearby accommodation). Most drives occur in the capital cities or major towns (such as Newcastle or Rockhampton)

It can be a great support to the passenger to have a friendly face waiting to meet them at the airport, saving the passenger the hassle of trying to navigate public transport in a strange city. These wonderful volunteers help as drivers, and also as speakers and fund raisers. Volunteer driver registrations are over 4,600.

How is Angel Flight Australia funded?

Angel Flight is funded by private donations from individuals, clubs and service clubs, companies large and small and deceased estates. We have a policy to never follow up donors asking for more money. Angel Flight has no budget for fundraising and does not engage commercial fundraising or marketing agencies to fundraise on our behalf.

Donations are used to pay for:

- Fuel used in the conduct of Angel Flight missions
- Discounted commercial flights when poor weather prevents light aircraft from flying
- The Angel Flight Support Centre which runs on a very small infrastructure, with four mission coordinators and two administrators as full time paid staff.

Angel Flight is an exceptional charity in that it does not have a fundraising department and only spends about 15% of revenue on administrative overheads like rent and telephone charges. Approximately 85% of revenue is spent on the actual coordination and delivery of its service.

Who is behind Angel Flight Australia?

Established in April 2003, Angel Flight Australia is the initiative of Bill Bristow AM, an experienced businessman and pilot, and proud winner of the Australian of the Year Award - Queensland 2005. In 2009, Bill was awarded a Member of the Order of Australia for service to rural and remote communities through the establishment of Angel Flight Australia and as a supporter of charitable organisations.

CASA Update

Comment on new maintenance rules for GA

[Public consultation](#) is now open on proposed Part 43 legislation - Maintenance of aircraft in private and aerial work operations. We want your feedback to ensure the final policy (consulted earlier) has been accurately reflected in the regulation, Manual of Standards (MOS), and associated advisory materials. Comment by 19 June 2022.

To support you, we've assembled a team of experts to answer your questions. Register for a Q&A session now:

- Wednesday 8 June - [information session Cairns](#)
- Wednesday 15 June - [information session Parafield](#)
- Thursday 16 June - [online webinar](#).

Reminder to help shape aviation medical policy

- We're reviewing the aviation medical rules to simplify and modernise our overall approach to medical certification. Consultation closes soon. [Have your say](#) by 12 June 2022.

Next steps on stall speed limits for lightweight aeroplanes

- We have published the [Summary of consultation](#) and feedback on the proposed amendments to CAO 95.55 - Removal of the 45 knot stall speed limit for certain sport and recreation aeroplanes.

We will amend CAO 95.55 to remove the stall speed limit for lightweight aeroplanes that can be administered by an Approved Self-Administering Aviation Organisations (ASAO) by 30 June 2022. This initiative aims to increase sport and recreational opportunities as part of our [general aviation workplan](#).

Rules and regulations

The following were posted during May:

Frequency changes for Ballina, Lismore, Casino and Evans Head

To ease congestion and improve safety, the following CTAF will apply from 16 June 2022:

- Ballina - 124.2 MHz (no change)
- Lismore and Casino - 132.45 MHz

- Evans Head - 126.7 MHz.

For more information read the [AIP supplement](#) published by Airservices Australia.

Changes to airspace in Tasmania and Queensland

Pilots are reminded that changes to airspace around Launceston, Hobart, Rockhampton and Mackay will be implemented from 16 June 2022. Further information:

- AIP SUP H37/22 for [Approach Service at Launceston \(YMLT\) and Hobart \(YBHB\)](#)
- AIP SUP H36/22 for [Approach Service at Rockhampton \(YBRK\) and Mackay and YBMK](#).
- Visit the [Airservices website](#).

Advisory Circulars

The following [Advisory Circulars](#) were published during May:

- AC 91-17 v1.3 - Electronic flight bags
- AC 91-07 v1.0 - Cabin electronic flight bags
- AC 1-03 v3.2 - Transitioning to the flight operations regulations
- AC 1-02 v3.1 - Guide to the preparation of Expositions and Operations Manuals

Events

To find out what we are doing in a location near you, visit our [events page](#) on the CASA website.

Technical Working Groups

Technical working groups (TWGs) support the [Aviation Safety Advisory Panel's](#) (ASAP) work in providing advice to CASA on specific work areas. In these groups, industry members and technical experts review the issue and provide advice to the ASAP. To find out information about active working groups, visit our [Technical Working Groups page](#) on the CASA website.

This month the following TWG has met:

- [Part 66 TWG](#)

Additionally, we have held an information session for Part 149 organisations.

Important step for sport organisations transitioning to Part 149

An important step has been made in transitioning sport aviation bodies (SABs) to Part 149, with the recent granting of an unconditional Part 149 certificate to Recreational Aviation Australia (RAAus) and one being finalised for the Australian Parachute Federation (APF).

Learn more about Part 149 on [our website](#).

Coming soon - changes to aircraft registration marks

Aircraft registration marks in Australia are changing to include a new alphanumeric system. We use the VH Australian Nationality Mark followed by 3 alpha characters. Soon we will be introducing a 3-character alphanumeric combination, for example VH-2AB, VH-A9B, VH-A22.

Introducing a 3-character alphanumeric system will mean the availability of more than 20,000 additional marks. This supply maintains the current look of the registration mark and allows for sequential reservations and selective individual marks.

Life in the Tower by George Lane



Brisbane Tower above

A career of being an air traffic controller has given me the privilege of working with a lot of great people and getting to know many airline and general aviation operators and their pilots plus lots of great airport staff and aircraft engineers. Aviation is critical to this country and it has been an honour to be part of the network.

I was asked recently what unusual situations have you observed over the years. Well, there have been a lot. Here are just a few.

I was in Archerfield tower once when a single engine Cessna called a Mayday at the TV Towers inbound with a rough running engine. He was given priority to land straight in Runway 10 Left and the emergency services were called as a priority. I then received a call on downwind from an aircraft with a rough running engine. Just for a moment, I thought that the original aircraft had accidentally transmitted a routine downwind call from all the stress. Then I realised there were now two aircraft with similar emergencies. The circuit was busy, so other circuit traffic were reorganised so as to accommodate the second emergency aircraft for a priority landing. Fortunately, both pilots landed safely. The tension of the moment was broken by an pilot asking on frequency "That was amazing, has the Bermuda Triangle shifted to Archerfield?"

A student pilot on his first navigation exercise got airborne from Archerfield and transmitted that he may have left his sunglasses on the wing of the aircraft before departure. A runway inspection was quickly organised, other aircraft were sent around, and the sunglasses were found near the threshold

undamaged. As the car continued along the runway, the safety officer found a wallet then a bit further on a clipboard with a flight plan and a weight and balance sheet still attached followed by a fuel sampling probe. The student's CFI was listening out in another aircraft on frequency and contacted the tower to suggest that 10 mins in the air was probably as much as this student should experience without a bit more retraining in risk mitigation. He was instructed to return to the airfield for a full stop landing.

One day, I was working in the old Brisbane airport control tower on a rainy day with low cloud. Many RQAC pilots will remember the wartime airfield that was Brisbane International before transferring to the much larger Brisbane Airport in 1988. The main runway 04/22 was quite short and there was only one precision approach, an ILS, to runway 22. On this particular day, a Boeing 747 had to land into wind on the duty runway 04 as it was wet and there was a north easterly wind. However, the captain of this massive aircraft had to fly the 22 ILS to get visual below the cloud base then break off at the circling minima and conduct a low circuit to land on the opposite runway 04. It was legal but high workload procedure and looked visually spectacular to residents just below the flightpath. The pilot did a great job and greased the Boeing onto Runway 04. I actually knew the captain and later that day after my shift, I called in at his house. I was looking at some apartments to rent in Ascot with one of his family members. I asked him if he wanted to come along. He said, "No thanks, I've already had a close look at that real estate today!".

The sometimes stressful times in a tower shift can occasionally be broken up with a bit of humorous relief. The control tower at the old Brisbane Airport had been built in World War Two. It wasn't very high, about the same height as the cockpit of a Boeing 747 and was close to the parallel taxiway for runway 04/22. One day the captain of a taxiing Boeing 747 (it wasn't Qantas!) asked to stop on the taxiway abeam the control tower. He said, "I have a surprise for you guys". The crew then popped open the emergency escape hatch behind the cockpit on the top of the 747 and a flight attendant appeared halfway out with her hair blowing in the wind and waved at us. She then popped back in, the hatch was secured and the aircraft was lined up and cleared for takeoff for Singapore. Of course, we waved back and nothing more was said. It helped to lighten our day but would not be allowed in the stricter more regulated environment of our current era.

Archerfield Airport has also changed from when I started flying with the RQAC in the late 1960s. What hasn't changed though, is the camaraderie between people involved in the aviation community. There is a special bond between people in all types of the industry. I wish all the members of the Royal Queensland Aero Club happy and safe flying.

Archerfield Operations-Administration Building & Control Tower - 1957



<https://www.airwaysmuseum.com/AF%20Ops-Admin-TWR%20c57%20outside.htm>

use this link to access more information:

The Brisbane/Archerfield Operations-Administration building, photographed in October 1957. Note the control Tower cab on the roof. This Tower was replaced by a free-standing Control Tower in 1974. Eagle Farm had taken over from Archerfield as Brisbane's primary airport in 1949 and Archerfield became the secondary General Aviation airport.

The aircraft is Piper PA-22 Tri-Pacer 150 VH-RQA (c/n 22-3593) of the Royal Queensland Aero Club. This aircraft was registered new to RQAC in March 1956. In November 1958 it was sold to the Darling Downs Aero Club, Toowoomba, and re-registered VH-DDR. Interestingly, the RQAC immediately transferred the registration VH-RQA to a new Tripacer 160.

Note the [Fire Service](#) vehicles on standby at the base of the Tower.

Click here to see some [later black and white photos of this Tower](#)

Click here to see photos of the comparable [Parafield Ops-Admin building in the 1960s](#)

Click here to read about the history of this building in [Control Towers Part 1](#)

(Photos: Richard Hitchins collection)



The image above, with a closer view below, shows the same building a few years later, on 5 July 1976. The view is from the movement area of the aerodrome.



<https://www.airwaysmuseum.com/AF%20Ops-Admin-TWR%20c70%20outside.HTM>

Archerfield Control Tower - 1974



This series of photographs was taken of the Brisbane/Archerfield Control Tower cab in September 1974, shortly before this Tower closed and operations moved to a new, free-standing Control Tower. This Tower cab was built on to the roof of the Operations-Administration building, originally constructed in 1940. Click here to see [a photo of this building](#).



Retired Controller Don Muir provides the following information about the photo above and his time in this Tower:

"The one looking over from behind the console is Graeme Pitts. Graeme was far too bright to be an ATC and only stayed a few years. Whilst the rest of us were toeing the line and wearing collars and ties to work in the [AACC](#), Graeme was wearing khaki army gear, sporting a Fidel Castro beard and sunglasses, and smoking big Cuban cigars. Graeme revelled in being totally outrageous and loud all of the time and whatever you said to him, he was able to immediately repeat to you – backwards! A rare skill indeed. He was totally funny with a great sense of humour and enjoyed bucking authority. I think they sent him to Archerfield because Management found him hard to cope with..... and Archerfield had a much more relaxed dress code.

The other person (with the long hair) is me at the grand old age of 23. At this stage, following graduation from a long term course, I had spent approx 13 months as Flight Data (OFD, TFD & AFD) then a total of approx 4 months on Brisbane Sector 2 (including 6 weeks being trained and rated, then as a training officer after one day of consolidation) before being transferred to Archerfield. They needed someone quickly to fill a vacancy at Archerfield and I happened to be in the right place at the right time – a career changing move.

Normally one would sit on sectors for about two years and then be sent to either Archerfield, or one of the regional procedural Area positions (Townsville, Rockhampton or Mt Isa). If you were sent to Archerfield, it was seen as a precursor to a future move in about 2 years time to one of the procedural towers (Cairns, Mackay, Rockhampton, Mt Isa, Coolangatta). A lot of Controllers had young families or a preference for staying in Brisbane, so it was not popular – and if sent to Archerfield there was always the probability that after 2 years there would be another move – possibly to somewhere you would not like (e.g. Mt Isa). Anyway it suited me and was a great learning ground.

Archerfield Operations-Administration Building & Control Tower - 1947

The image at right shows the Brisbane/Archerfield Operations/Administration building, which at that time was also the airport's passenger terminal, in April 1947. Note that the building's wartime camouflage has not yet been removed. Archerfield was at that time still Brisbane's main civil airport.

On top of the building can be seen the Control Tower cab. Along with similar buildings at Sydney/Mascot and [Adelaide/Parafield](#), this was Australia's first purpose-designed Control Tower and was constructed in 1940.

In 1947 VHF radio had only just made an appearance in Australian Control Towers. Control was still frequently exercised using [visual signals](#), the the mast for hoisting signal balls can be seen on the Tower cab's roof. At the rear of the Tower cab is the aerodrome's [rotating light beacon](#).



A wider view, below, shows Vickers Type 636 Viking Ib G-AJJA (cn 289) on the apron in front of the Ops/Admin building following its arrival from Darwin. The aircraft was on a manufacturer's demonstration and sales tour, and had departed Hurn, UK, on 13 April 1947 under the command of Squadron leader P. Robarts. The aircraft covered some 40,000 miles, ranging as far as New Zealand, and returned to the UK on 15 June.

Unfortunately for Vickers, no sales eventuated in Australia or New Zealand. The Viking was an unpressurised development of the wartime Wellington bomber and could not compete at one end of the scale against the ready availability of cheap, war-surplus DC-3s and at the other end against the pressurised Convair 240, an order for five of which Trans Australia Airlines (TAA) placed the following year.

G-AJJN was sold to B.O.A.C. in 1950 and named *Vulcan*. From 1955 to 1963 it passed through the hands of a number of second-level UK operators before being retired at Southend and later scrapped.



(Photo: CAHS collection)

Very old (cracked) photo of two RQAC aircraft parked in front of the YBAF Control Tower, Briefing Office and Passenger Terminal. Great days when things were very busy.



Open Day at Jandakot Airport in WA



"Creepy after dark" Archerfield Airport.

Courtesy Glenn Cuffe and from Peter Shire

Hope some of this may be of interest to you.
Just putting it out there

When I first experienced some 'weird and creepy happenings' at Archerfield, I didn't even know of it's haunted history. Any night flying was a spine-tingling time, especially if you were the only Instructor rostered that evening.

If I had to walk back to the Aero Club / Flying School after sending a student solo, I always walked across the paddock rather than along the taxiway near any buildings. One day I happened to mention something 'weird' that had occurred the previous night and was immediately met with all the male instructors becoming very animated and recounting their similar experiences. A couple said they refuse to do any night flying because of their experiences. Their reactions made me feel less like a 'wimp'!

Things I've seen Lights inside and outside buildings being turned on and off. Doors creaking open and slamming shut when there wasn't a breath of wind nor any people in the buildings.

Hangar doors being 'rattled' again, no wind on that night. Weird shadows fading in and out around the buildings.

When I mentioned these to the group, they all agreed and were able to add other 'happenings'. Archerfield airport is certainly a place to avoid at night.

I know of another friend's wife, who had never been to Archerfield prior to this particular visit. It actually happened during the daytime. As her husband drove into the airport, she was overcome with fear and started yelling for him to drive out of the airport. He immediately did as requested and when they were well away from the area, she told him she felt it was haunted. Like me, she did not know about the haunted reputation, so the 'feeling' was not something she was expecting or had anticipated.

Anyway believe it or not, but Archerfield has a justified reputation. No-one will convince me otherwise. Cheers to all, Peter

Archerfield



(Murray van der Veer)

The ghost of a World War II Royal Australian Air Force airman (dressed in uniform, goggles and cap, and carrying a deployed parachute under his arm) is said to haunt Archerfield Airport in Queensland, Australia. The *Southern Star* reported in 2009 that the ghost “is that of a man who was on board a Royal Australian Air Force transport plane, which took off from Archerfield just after 5 a.m. on March 27, 1943, on a mission to Sydney to pick up radar equipment. Less than a minute later, the C-47 Dakota rolled on to its left side and plummeted to the ground, smashing into trees and exploding in swampland.... All 23 Australian and US military servicemen and women on board died.”

The crash did actually happen, and there is a memorial plaque at the airport dedicated to the 36 Transport Squadron.



Another possible reason for the ghost story, says Archerfield Airport General Manager Corrie Metz, “may have something to do with the fact that the airport was first acquired from a pioneer who started a family burial plot that turned into a small cemetery called ‘God’s Acre.’ The cemetery (in the bottom right corner of the photo) is on airport land, and is still being maintained by the airport. It was originally for the Grenier family, who buried their 16-year-old son, Volney, after he died in a horse riding accident in 1859. The plot was then used for the family and later for other pioneers of the area. The last Sunday in June of each year is still used by direct descendants to commemorate the site.”



Crash of a C-17B Staggerwing at Archerfield Airfield on 21 May 1941

Courtesy webpage ozatwar.com

At about 8.30pm on 21 May 1941, C-17B Staggerwing, owned by grazier John William Fitzclarence Collins of "Nindoonbah" property near Beaudesert in southern Queensland, crashed while taking off from Archerfield Airfield. It caught fire when it hit a tree about 580 yards outside the southwest corner of Archerfield Airfield. Flight Lieutenant John Collins (35 years) and his passenger, Squadron Leader Roy Cecil Phillips MC DFC (45 years old married with 4 children) of 2 Elementary Training School (2EFTS) were both tragically killed in the crash. It is believed that Phillips mistook the throttle for his undercarriage lever.

John Collins had more than 1,600 hours of solo flying up his sleeve by the beginning of the war, including winning the Brisbane to Adelaide air race in his Vega Gull in 1936.

By the outbreak of the war, Collins had achieved 1,645 solo flying hours. His attempts to join the Royal Australian Air Force were at first frustrated by deficiencies in his eyesight, but on 26 March 1940 he was commissioned as a Flight-Lieutenant and attached as an instructor to 2EFTS which was which was equipped with Tiger Moths and Gypsy Moths at RAAF Archerfield, to defend the city of Brisbane, and Lockheed Hudsons for training and reconnaissance. Archerfield had become the principal base in Queensland and EFTS shared the airfield with 23 Squadron (City of Brisbane).

In June 1940, a Station HQ was established and Collins was serving with that unit at the time of his death.

Collins is buried at Mundoolun Private Cemetery Queensland Australia. He was the last surviving male member of his family. A street in Beaudesert s named after him.

The Ups and Downs of an Airforce Career and After

By RAAF Wing Commander Bill Mattes (Rtd)

Introduction

In the early to late 1970s, several aircraft accidents caught the attention of aviation psychologists. The DC8 which ran out of fuel and crashed near Portland, still the worst airline disaster when two B747 collided at Tenerife and the crash of a Tristar L1011 into the Florida Everglades. The age of catastrophic aircraft component failures gave way to the reliable jet age to considerably replace mechanical failures with human intervention or lack of intervention failures.

This change in dynamics created what is now called Non-Technical Skills (NTS) training. The first generation of training was annotated Cockpit Resource Management (CRM) then the more inclusive Crew Resource Management to Threat and Error Management (TEM).

During my RAAF pilot training in the 1960s, it was instilled with my course mates the importance of honesty when operating an aircraft. A heavy landing or overstress during flying aerobatics for example did not mean a reset of the "G" meter rather than an unserviceable write up in the maintenance log. It was instilled in us that one of our colleagues might be flying the aircraft next sortie and might suffer a catastrophic airframe failure.

In the early 1990s I became Operations Manager for the then major Australian aviation insurance organisation made up of a number of major insurers onto an insurance underwriting "Pool". This was subsequently taken over by QBE.

What concerned me working in this environment was the number of insurance claims for aircraft structural damage long after the damage had occurred, and which had not been reported. Consequently, my interest in aviation safety was triggered and remained a passion to my retirement. But, it also made me reflect on my own flying career and its somewhat inauspicious beginnings and the human factors which contributed to it.



CAC Winjeel

The Flight Training Years

I arrived in Pearce WA joining my No 64 Course for the advanced training phase (Advanced Flying Training School) in the DE Havilland Vampire T35 dual seat trainer. After graduating from basic flying training school at Point Cook (BFTS) in CAC Winjeels, although my graduation was not without drama failing two final handling tests and passing a third unprecedented test (my only fails during the entire course). Later, reflecting on my failures during my studies into human factors, I believe several personal stressors combined to contributed to my failures.

DE Havilland Vampire T35 dual seat trainer



Divided into two Flights I was allocated the RAN exchange officer. His imposing stature accompanied by a booming voice ensured all my flying ineptitudes were heard throughout the briefing and debriefing booths in the first phase of my Vampire training.

Another imposing figure was our Chief Flying Officer (CFI), a Canberra bomber pilot who our Course nicknamed GOD. This was due to his attendance at

morning briefings where the metrological officer would provide a time check. On occasions the CFI would disagree with the time and would change the time. Obviously changed only by a GOD.

I was "lucky" enough to be rostered with him for my critical 15 hour test (probably because of my test fails at BFTS). Following his debriefing where my inadequacies were again laid bare, I asked if I had any questions, and replying "No". As he left the room, I tentatively ask him if I had passed and without looking back he said **"YOU PASSED THIS TIME MR MATTES"**.

Several of my colleagues lived off base near the coast and carpooled back to base in the early morning when we were not scheduled for night flying. On one fateful morning on the way back to base the local radio reported a fatal crash of a Vampire during the previous night's flying. On arriving at base, we were informed it was one of our colleagues who had been killed. Taking off towards, Perth the investigation found the pilot became disorientated and the reflection of the city lights in the canopy probably caused the pilot to believe he was inverted. Sadly, our colleague was a much-loved course member and one of the best performed pilots on course (RIP BB).

Following the accident, the entire course was required to fly the next day and resulted in a reshuffle of instructors. I was allocated my deceased colleague's instructor who was obviously as devastated as all our course mates.

My first experience with a rogue instructor

My instructor was a larger-than-life character, an ex-RAF flying instructor on a short service RAAF commission who had been leader of the famous RAF "Red Arrows" aerobatic team. The time with my new instructor would shape the path of my career after graduation, and which would later in my time in aviation safety provide a better understanding of my career path.

As the former leader of the Red Arrows, my instructor was an exceptional pilot but also a rogue one. He was the flying schools display aerobatic pilot; however, he was regularly given extra base after hours duties (orderly officer) by the base management for extreme low flying during his aerobatic displays, often dropping below hangar height. In my aerobatic training with him the one thing he instilled in me was never break your minimum height during aerobatic maneuvers. In training this was normally 4000 feet. He admitted to me his minimum was 10 feet!

During normal training sessions in the assigned training areas after completing a particular sequence there was always about 15 minutes left to hunt out a fellow instructor and student. What followed was generally 10 minutes in an intense dog fight. In my time many instructors attempted to get on his tail, but no one ever succeeded.

Low level flying training was restricted to 250 feet above ground. Again, after practicing the sequence my instructor would take over and sit at his 10 feet minimum for a few miles over farmland skimming fences and squeezing between trees at 90 degrees.

Pilot's wings and first posting

As still an impressionable cadet this period was full of high adrenalin flying and when the school requested our posting preferences mine was to go onto Sabres and Mirages fighters. Of the 21 graduates (out of 45 who started) 11 were posted to helicopters, four to C130 Hercules and six to fighter operational conversion unit (OCU) - me being one of them.

The first phase of the Fighter Conversion Unit focused on formation and gunnery practice on dual seat Vampires prior to advancing to the single seat Sabre. Following several training flights, it became evident to me (and my instructor) my choice of fighter operations was not suited to my personality or flying acumen at the time.

A Second chance and satisfying career.

With mutual agreement I departed fighter OCU for a conversion on to the venerable C47 Dakota (DC3) and posting to the Aircraft Research and Development Unit (ARDU). Following my departure from the OCU, another course mate was reassigned to transport aircraft. Sadly, two other course mates lost their lives in Sabre and Mirage accidents respectively (RIP).



My reassignment to Dakotas led to an extremely satisfying career in RAAF transport operations, firstly with ARDU primarily conducting airways calibration of all RAAF navigation aids Australia wide. This was later contracted to the then Civil Aviation Authority.

In 1970 I was posted to the Dakota Transport Support Flight (TSF) Butterworth (Penang), Malaysia where our primary function was providing support for South East Asian Australian Embassies visits to remote

undeveloped and sometime war-torn locations in Thailand, Laos, Cambodia, Malaysia, Vietnam, Indonesia and the Philippines. These tasks provided challenging flying operations, airfield conditions and facilities. Innovative solutions to aircraft unserviceabilities in inhospitable locations were often required. It also served as a wonderful example of the value of crew cooperation and ingenuity to extricate ourselves from some remote and wild locations.

In 1972 I was posted to No 36 Squadron for conversion training onto C130A Hercules that began a 15 year association and love affair with the squadron and C130 aircraft. Proudly, the team culture developed within the C130 community, across four model types (A,E,H,J) has seen it reach 850,000 hours accident free flying since its arrival in 1958 - the first air force to operate it after the USAF. This time also provided many great memories and comradery which still exists to this day.

Finally of the 21 graduates of my pilots' course my up to 14 of my colleagues meet annually at an Aircrew Lunch. In Sydney (Covid lockdowns excluded).



C130 A



C130H



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