

JOYSTICK JOTTINGS

ISSUE NO. 7 / NOVEMBER 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:

RQAC Presidents Update

Archerfield Airport Upgrade Update

The First Secret Solo Flight Across the Tasman

Airspace Matters

RAAF C130 A Proud History and Great Servant of the Air (and evacuation from Darwin after Cyclone Tracey)

White Knuckle Departures (Richard Green)

Flying PNG - the late Graham Syphers

First female pilot circumnavigates Australia Sept 1932 Maude 'Lores' Bonney

Redcliffe Airport history

2021 Air Safari

Uncertain Times

Hawker Hunter F.3 WB188 – Neville Duke: 7 September 1953 (kindly provided by Dick Sanders) (Monograph)



Merry Christmas and a Happy New Year

Thank you so much to our contributors, its very good of you to send in the contributions and ideas. This is the last newsletter for 2020 and I would like to wish you all a Merry Christmas and Happy New Year for 2021. Kind regards and safe landings Heather Mattes Editor RQAC





RQAC Presidents Update

Activity since the August 2020 edition of Joystick Jottings has again been impacted by the restrictions imposed by the Government and resulted in the postponement of the Dawn Patrol and the Aviation Trivia Quiz until such times as it is feasible to stage the events with reasonable prospects of a good turn out in a setting that can comply with the required spacing regulations.

The Annual General Meeting of RQAC was held on Sunday 25th October 2020 at the Clubrooms at Archerfield and despite the area being struck with widespread severe thunderstorms it had the biggest attendance in many years. There were some changes to the Board. David Tait elected not to continue as a Director and John McDonald elected to nominate for another term. The position vacated by David Tait was filled following a nomination from Kaine Sherwood. On behalf of the Board and Members I would like to express our appreciation to David for his efforts over the past three years and extend a welcome to Kaine to the Board. The Attendees at the AGM were able to enjoy drinks and talk aviation following the conclusion of the formal meeting.

As many of you may have been aware, we have had members of the RAAF Amberley Flying Club as short term club members. The RAFC had restrictions placed on their ability to operate from RAAF Base Amberley during the heights of the pandemic and RQAC was able to provide a place for them during this period as a service to fellow aviators. In recognition of the assistance afforded to them the RAFC have invited RQAC for a tour of RAAF Amberley on Saturday 21st November 2020. Please also note in your calendar that the Annual Christmas Drinks are set down for December and a separate notice will be sent out advising the date and details closer to the event.

As the COVID capers continues to have severe impacts on the aviation industry worldwide it is worth recalling that Qantas will celebrate its 100th Birthday on Friday 20th November 2020. 100 years ago to that date the company started in Winton before moving to Longreach. As you know there has been a connection between RQAC and Qantas particularly in the early years and I would like to offer the Club's congratulations to Qantas on achieving their 100th milestone in what has been arguably the toughest year the company has probably ever experience. A limited celebration is being held at the Qantas Founders Museum in Longreach in November while events that were scheduled in other locations had to be cancelled.

In closing for the year of 2020 I would like on behalf of the Board to wish all members and their families all the best for the upcoming festive season. It looks like it may well be different to what we have all experienced in the past. As we close the chapter on 2020 we can only hope that 2021 will be the year in which we can return to some semblance of normality and that personal and business activity will start to look like it did before 2020 and we will be able to go flying wherever we choose in Australia.

In concluding, on behalf of the Board I would like to express our gratitude to you as members for renewing your membership for another year. The club cannot function without your support and it is very much appreciated.

Glenn Cuffe
President



Archerfield Airport Upgrade Update

From the September 2020 AAC newsletter, the Project AIM detailed design has now been completed for upcoming works associated with the lengthening and strengthening of Archerfield Airport's main runway and associated lighting. AAC is awaiting approvals from the Airport Building Controller (ABC) and CASA, and reviewing submissions from tenderers for construction of the works. A relocatable building north-east of the Fuel Farm is the new "Airport Lighting Equipment Room" (ALER), established to prepare for relocation of the PALC (Pilot Activated Lighting Control – currently in the Terminal Building) and installation of equipment associated with the runway lighting upgrade. This is the exciting first stage of Project AIM. Whilst approvals are being sought for works on the main runway, several associated works are expected to be completed over the coming couple of months. These include bulk earthworks to the south of 10L/28R to improve drainage, and installation of pits and conduits for the new lighting system.

Following these works, lengthening and strengthening of the main runway will begin. The start date will depend on funding, approvals and the selected contractor. At this stage, work is expected to start before the end of this year, for completion early 2021. Measures will be taken where possible to minimise disruptions.

Archerfield Control Tower advice: The lowering of controlled airspace around Brisbane and Archerfield has seen an increase of aircraft climbing into CTA without a clearance. The base of controlled airspace was lowered to facilitate the descent of jet traffic on approach to Brisbane. With the planned major works at Archerfield for runway 28R/10L, it is a timely reminder to review the procedures for Runways 04/22 and single runway operations on 28L/10R. With single runway operations, circuit training will be limited; and start approvals are required for this. There are different restrictions placed on the 04/22 runways. Helicopter Area Charlie will see more use and there will be more aircraft crossing the duty runways. When using Runway 22R for departure, all aircraft are required to taxi via D2. For helicopters, the northern pad is a dependent operation with Runway 04R/22L, and a change to the Central pad may be required due to traffic on the runway. Safe flying! Brendan Peut, Archerfield Control Tower

THE FIRST SECRET SOLO FLIGHT ACROSS THE TASMAN



In the early hours of the morning on the 7 January 1931, a small biplane took off from Mascot NSW airfield in eastern Sydney for a flight most thought was headed to Perth, Western Australia. In reality, the pilot Guy Lambton Menzies had been planning the first solo crossing of the Tasman Sea to land in Blenheim on the north-east coast of New Zealand's south island.

Australian Civilian Aviation authorities of the time were thought unlikely to approve such a hazardous adventure so fearing he would be denied permission, Menzies kept his plans a secret from the authorities and his family. Only a Sydney weather forecaster had an inkling of where he was headed.

Setting out at 1.00 am during the night when the flying conditions were predicted to be more favourable and a daytime landing possible at the other end, Menzies flew by dead reckoning for a monotonous 11 hours and then in the last hour of the flight, he entered a region of unforecast poor weather conditions in New Zealand.

Menzies aircraft was a single engine Avro Sports Avian, the "Southern Cross Junior", previously owned by Sir Charles Kingsford-Smith, and had been used by Smithy in his 1930 England to Australia record flight. It had a fuel capacity for a seventeen hundred mile journey and the trip from Mascot to New Zealand was about 1200 miles.

The former motorcycle speedway rider turned pilot found on approaching New Zealand that strong winds had driven him well south of his intended destination of Blenheim on the north-east coast and so he then chose to head for the west coast town of Greymouth. South of Greymouth, Menzies

decided to attempt a forced landing on the most suitable spot and he ended up crash-landing upside-down in the La Fontaine Swamp near Harihari on the west coast.



Managing to extract himself from the cockpit he was amazed to see a farmer approaching him on horseback to see if he was okay and carrying a thermos flask of much welcomed tea for the hapless flyer. The New Zealand authorities sent a congratulatory telegram but made it clear that they did not want to see a repeat of his exploits in their country. Back in Australia, the press lauded him a hero in articles headlined “The pilot who flew the wrong way”. Such was the power of the press the Australian aviation authorities did not prosecute him.

Menzies had broken the 1928 Smith and Ulm Trans -Tasman flight in the Southern Cross by two and a half hours. Menzies continued to fly and joined the Royal Air Force in World War Two and achieved the rank of Squadron Leader. He and his crew were killed on 1 November 1940 when their Sunderland flying boat was shot down by Italian fighter aircraft over the Mediterranean Sea while enroute from Malta to Sicily. No remains of the crew or aircraft were ever found. He was 31 years of age at the time of his demise. On 7th January 2006, celebrations were held in Harihari to commemorate the 75th anniversary of Menzies Trans-Tasman flight and were marked by a re-enactment flight by adventurer Dick Smith.

Note: Guy Lambton Menzies (20 August 1909 – 1 November 1940) was an Australian aviator who flew the first solo trans-Tasman flight, from Sydney, Australia to the West Coast of New Zealand, on 7 January 1931. The first crossing of the Tasman by air had been achieved on 10–11 September 1928 by Charles Kingsford Smith and Charles Ulm in the Southern Cross.

regards
Glenn Cuffe

Airspace Matters

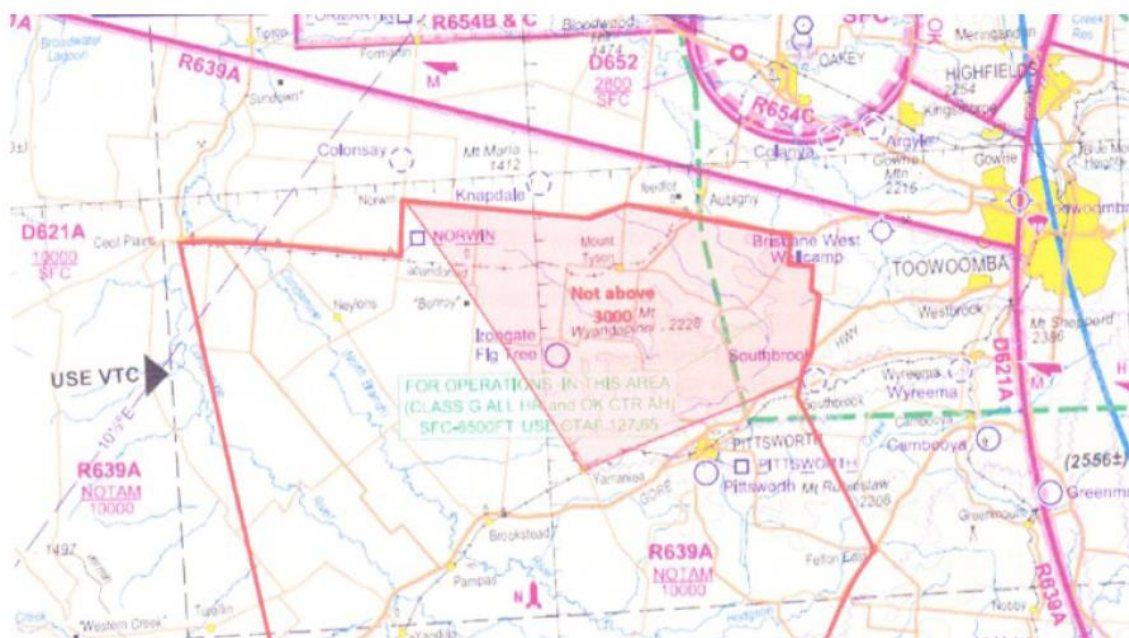
This section of your newsletter is intended to highlight airspace issues that might affect members. Please remember that it is out of date the moment it is sent to the RQAC Editor for inclusion in the newsletter so you should always plan your flight with reference to up-to-date information.

A bit of background first – CASA is altering the way airspace changes are opened for consultation and the issues are now more accessible. Previously there was a committee called the Regional Airspace Planning and Consultation process, better known as RAPAC. This is being wound down in favour of what will now be called Aviation State Engagement Forum, or AVsef. For the time being the RAPAC Convener, Trevor Bange, from the Darling Downs Sports Aircraft Association, will remain the AVsef convener and I will continue to represent RQAC.

Instead of proposed airspace changes being presented to industry representatives at a RAPAC, they are now made available to all on the Avsef web site:

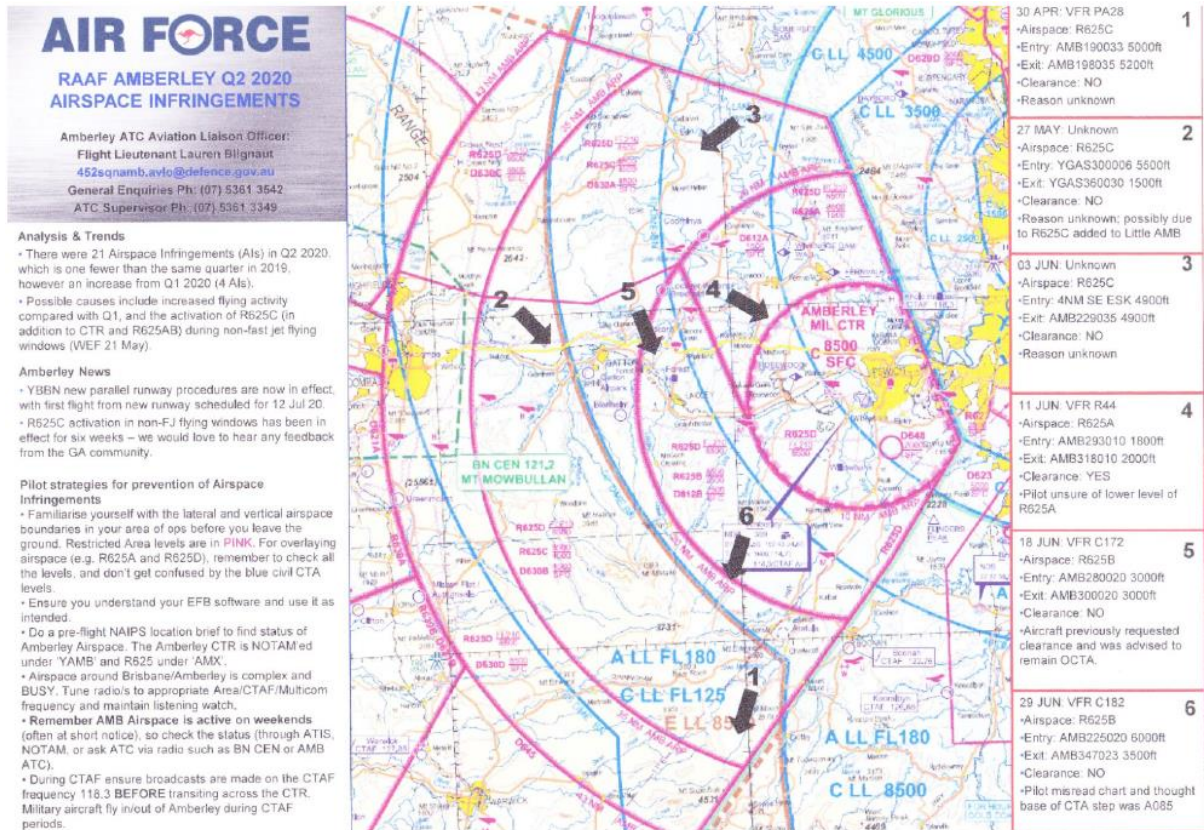
<<https://www.avsef.gov.au/queensland>>. There you will find the reference documents and, depending on your region, a list of all the current proposals as well as those that have now closed. You can also elect to receive notification if anything new is put on the site. Should you wish to comment your response goes directly to the proponent of the change who is responsible for collation, and providing feedback to industry.

Currently proposals that might affect RQAC members are to do with Brisbane West Airport or Wellcamp. Flying training at this aerodrome is currently increasing and a training Danger Area has been proposed as shown in the picture below:



The flying school is also training at Pittsworth (YPWH) and the aerodrome operator has proposed a change from left to right circuits. This is “quoted to minimise the risk from inbound / outbound traffic to Wellcamp and Toowoomba, introduce a fly neighbourly procedure, and reduce noise impacts to the town”. The Wellcamp airport web site also advertises flights with Qantas, Air North and Rex plus heavy jet freighters from Cathay-Pacific and Singapore Airlines.

The proximity of military restricted areas, north and south also creates a “funnelling” effect for light aircraft trying to access Toowoomba and the east coast. This clearly creates an area of heightened risk. In AIP/ERSA the aerodrome is found under “Brisbane West Wellcamp” not in the “W”s, and has a CTAF of 127.65 assigned. An infringement issue was raised by the RAAF which included a chart where six penetrations of the R Areas took place. They include some advice to pilots which I will leave you to read.



That's it for this issue, if there are any airspace issues you would like to explore, RQAC can put you in touch with me, or email via the club.

Safe flying

Geoff Fairless, RQAC Member 104

RAAF C130 - A Proud History and Great Servant of the Air (and evacuation from Darwin after Cyclone Tracey)

In September 2018, the RAAF Hercules C130s, through four generations (A, E, H and J Models) achieved 800,000 hour accident free hours over 60 years of service. Although some airlines world-wide may boast greater accident free flying I doubt whether they have been achieved in a greater diversity of tasks in high risk and varying environments. From Vietnam, Cambodia, the colds of Antarctica, the mountains of Papua New Guinea and East Timor to flood relief, livestock hay dropping, tactical air dropping and special forces operations, fire-fighting in Australia's Ash Wednesday and latterly operations in Afghanistan and Iraq there have certainly been many near misses and scrapes but no accidents.





In 1958, Australia was the first country outside the USA to operate the C130, I believe this accident free record has been essentially based on a special culture that was developed at a very early stage of its introduction. A culture that was evident when I was first posted to No 36 Squadron on the C130A in 1972. Crew Resource Management (CRM) was not in the aviation vernacular at the time, however, the crew dynamics that existed at 36 Squadron reflected a level of professionalism that has obviously served it and its sister No 37 Squadron well over the years. Brand new pilot or navigators were mentored by the highly experienced and professional flight engineers, loadmasters and senior pilots and navigators. Commands were only achieved after a substantial apprenticeship, mentoring and continual performance assessment.

With this impressive record it is probably worth reflecting on an operation that is approaching its 46th Anniversary, the evacuation of Darwin following Cyclone Tracy on Christmas Eve 1974. Living in a flat at the RAAF Richmond Air Base on Christmas morning, my family was enjoying a quiet get-together with a Squadron colleague who was also the Duty Officer and his family when the call came through for assistance. The Cyclone had been broadcast; however, the extent of the destruction was unknown due to the lack of communications. Both 36 and 37 Squadrons launched aircraft that day along with commercial aircraft from the major airlines of the time. The culture of the RAAF C130 crews across both squadrons was reflected in the raft of phone calls from crews and maintenance personnel volunteering to cancel leave to assist in the evacuation. The garnering of a substantial fleet of C130s in such a short time remains a proud moment in the history of the both RAAF C130 transport squadrons.



My turn came on Boxing Day and for the next week each of my three sorties to evacuate the people of Darwin provided an experience that has had distinct and lasting memories. While today, fatigue limits in aviation are strictly monitored, during Tracy a forty hour day was the norm. Flights to Darwin experienced extended delays at intermediate stops at the one or more of the major East Coast cities to load vital sustenance cargo such as generators, rescue equipment, medication and food supplies.

Following a stop-over at Brisbane to pick up cargo our seven hour trip to Darwin was reasonably uneventful although as Captain, I recall having to approach Darwin from Wyndham due to the substantial rain depression that had formed following the Cyclone. Our first load of 90 evacuees bound for Brisbane appeared still traumatised by the cyclonic event.

On departing Darwin and reaching overhead Katherine, Terry our flight engineer reported a very slow decay in our propeller RPM. Unlike a pure jet, airliner the Allison turbine engines driving the C130 propellers operate at 100% RPM at all times. This ensures instant power response and acceleration unlike the gradual spooling associated with a pure jet. A decay in RPM generally indicates an



oil leak from the propeller's hub and an engine shut down is mandated by the flight manual when 98% RPM is reached. The A model C130 was the first generation and the only one equipped with three bladed Aeroproducts propellers. No 37 Squadron was equipped with a newer C130E generation aircraft with four bladed Hamilton Standard propellers from a different manufacturer. Consequently, 36 and 37 Squadrons were affectionately known as "Brand Y" and "Brand X" respectively.

An advantage of the older propeller was that the oil could be topped up at any stop whereas the more complex newer props generally required a propeller change. We estimated that the rate of RPM decay may just let us arrive at Brisbane prior to any shut-down requirement. However it was decided that if a shut-down was required, the already traumatised passengers would be further disturbed.

Consequently, it was decided to land at Mount Isa replenish the propeller oil before continuing to Brisbane. With only about an hour's notice through air traffic control when we landed at the Isa we were met by almost the whole township that escorted all the evacuees into the terminal and gently took care of them. As I recall the terminal was full of clothes, kids, nappies, food etc. It was something I recall very fondly about the Aussie spirit and our people's resilience. Following 24 hours rest it was off again with the same crew to Darwin and the most interesting of events.

On approach into Darwin the number three engine nacelle overheat light illuminated indicating that 600degree C hot air was discharging into the nacelle. My co-pilot affectionately known as "Trackless" for reasons that will remain private completed the landing with the engine shut down on the landing roll. Inspection by our flight engineer Terry revealed a snapped bleed air pipe which regrettably required a new engine be sent from our home, the RAAF Richmond Air Base. Space on the tarmac at Darwin was at a premium, however, a large tarmac area normally reserved for the RAAF bombers (Bomber Readiness Area (BRA)) was cleared of debris and the aircraft moved to reduce congestion on the main tarmac.

While the FE and Loadmaster, Shorty, were closing up the aircraft to await a rescue, I accompanied the remaining crew on a tour of Darwin and observed first-hand the carnage that had been wrought. The damage was indiscriminate with one house here and there standing proud amongst the remaining flattened houses. On the RAAF Base a military DC3 was blown into the front yard of the Base Commander Group Captain David Hitchens. The Group Captain had been the Commanding Officer of our Squadron in the late Sixties and was a much revered and larger than life character. Another light twin aircraft was sitting almost vertical in an airport maintenance hangar. On returning to the aircraft I was informed the Group Captain had visited and told us to "get that aircraft off my airfield". Not thinking this was a serious order as aircraft captain and responsible for the safety of the crew I initially ignored the instruction until it was repeated in a message from a RAAF air traffic controller. I contacted our Operational Command at Glenbrook in the Blue Mountains and was told to do as the Group Captain had ordered.

After discussions with the crew we acceded to the order notwithstanding we had been awake over 24 hours. I defer to Trackless, my co-pilot's recollection of the ensuing events:

"Bill did the take-off from the RHS and I had the s---s so much I declared a Pan (emergency call) on taxi." Well we had the biggest "put" (overtemperature) on rotation on Number two engine ever, the aircraft yawed with the thrust, the engine gauges went berserk, Bill and I looked at each other, said a "common expletive" a few times and decided not to shut down our only remaining AC electric powering engine. AC is needed to feather the prop amongst other things! We went to Katherine and stopped the night and waited for a boroscope (Turbine inspection) to be done on the engine which I recall failed with a flourish a few days later-- - stuffed!

I was shocked to learn of Group Captain Hitchin's comments when he learned of our arrival in Katherine, he was apparently heard to say "I thought they should have gone to our home base at Richmond NSW". It would have been fairly difficult on 7000 lbs of fuel we had on arrival at Darwin when our reserve was 4900 lbs and 8 hours at 4000 lbs per hour. But David Hitchens was one of a kind and one of the greatest operational managers in the history of the RAAF

Following an engine change and inspection of the over-temped engine, we had to return to Darwin for fuel on our way to Adelaide. Before we left Katherine, we were requested to return as there were about 70 passengers who had escaped Darwin that needed to go to Adelaide. In Darwin we said we could only take 50 more passengers as numbers had been restricted to 120 following my Squadron colleague, John's (Pixie) escapade in his C130 where they got lost after losing their radar and were without any ground navigation tracking aids which had been wiped out in the Cyclone. He had I think about 188 POB who after several hours being tossed around violently by the weather were in a sorry state when they eventually returned to Darwin. One Passenger suffered a heart attack and their oxygen was almost all used up.

When we finally left Darwin they had squeezed about 80 on board and when we returned to Katherine the numbers had grown, so we left for Adelaide with about 186 persons on board. I think we had about 17 on the flight deck with a tie down strap to hang on to. Down the back we had a hippy colony, an orphanage, a rabbit and a dog amongst the passengers sitting on the ramp and anywhere else they could find. Apparently, the hippies had been very helpful in keeping the facilities at Katherine clean. Following another 24 hours rest, we departed on our third and final evacuation flight. Being aware of the fatigue associated with the long hours, crews would take it in turns trying to grab a catnap. Apparently one crew all fell asleep and were awoken by the stall warning as the aircraft was just about to fall out of the sky. I recall on our last leg between Sydney and Richmond the runway kept moving around on finals due to the fatigue.



This was my last flight before taking up a ground posting in Canberra for two years after which I returned to 36 Sqn. As a footnote, my posting to Canberra was delayed by several weeks due to the Chicken Pox I contracted presumably courtesy of one of our passengers.

The carnage I observed in Darwin was only challenged in an operation in a C130H, which replaced the C130A in 1978, during fire-bombing operations on Ash Wednesday 1983 on Mount Macedon, Victoria where houses were exploding into flames before our very eyes.

Wing Commander (Ret) Bill Mattes

White-knuckle departures

In a lifetime of scary landings Richard Green (Sunday Mail, 2015) recalls the shortest airport runway in the world.

“There are many contenders for the world’s scariest airport runway, and everyone has at least one horror landing burned into their minds. But there is a difference between a white-knuckled landing brought on by unusual circumstances and a consistently hazardous runway. Topping my list is the insane landing strip on the cone-shaped volcanic outcrop of Saba, in the Caribbean’s Dutch Antilles – the shortest commercial runway in the world. Foolishly, I booked a flight from St Martin to see if it was as bad as photographs suggested, showing a ridiculously short runway with 60m drops on three sides.

As the island came into view, I asked the pilot of the small 19-seater plane why there was a house sized X painted at each end of the tarmac, hoping he might sooth my nerves. “It means the airport is closed to commercial traffic, fella”, he shouted. “The runway is way too short. Nothing to sorry about” he added, “we get exemption permits to fly in after special training”. He worked for Winnair, an airline based on Sint Maarten and the only airline on the world allowed to fly into Saba.



The fundamental problem is the volcano: its sides are so steep that the only place to carve out a runway is a limb of rock delineated by cliff edges dropping away to the seas. Big cuty airports are equipped with runways measuring 1,000m and more. The best the engineers could do on Saba was 400m and Winnair’s propellor jobs struggle to reach a maximum speed of

170mph (275kph). Landing on Saba felt like a fairground ride gone wrong. But the take-off was worse.

Aircraft need about three times the distance to take-off as they do to land. The pilot perched the plane at one end of the runway so that the wheels were a few feet from the cliff edge, intending to make every inch of tarmac count. He then simultaneously applied full brake and full power to create pent-up acceleration, before lifting the handbrake – like a poor man’s catapult. The local chap sitting next to me crossed himself as the plan rolled over the first X. It rolled over the second X, too. The there were no more Xs and no more ground – just a cliff and a sheer drop to jagged rocks. Yet somehow we flew.

There’s never been a major incident at Saba and, surprisingly, the experience boosted my confidence in flying. Almost as scary for me is the runway at the British Overseas Territory of Gibraltar, which accommodates larger 200-seater jets several times a day. It’s bookended by sea and alongside is the sheer face of the eponymous 426-m high rock. Land here on a bad day and the swirling currents cause any fuselage to imitate a Wurlitzer.

I used to work for GB Airways and flew in on a regular basis. I recall one night when, after a second landing attempt, there was much screaming. We got down onto the tarmac but I needed a drink, the pilot needed a medal and three American tourists needed train tickets back to London they told the airline they would never fly again.

Funchal Airport in Madeira worth a mention here, too. Its runway s wedged between mountains and the Atlantic Ocean, and on landing, the captain must aim for a banana warehouse before making a steep right turn to pass a cleft in topography that often delivers a heart stopping careen. Other notable runways include Barra Airport in Scotland with the only beach runway in the world and, Courcheval in the French Alps which has a runway among the skiers – and a slope of 18.5 per cent. A runway with snow and a slope? That’s not a combination I fancy.

FLYING IN PNG – the late Graham Syphers



Foreword

This montage and commentary was put together by former Royal Queensland Aero Club member the late Graham Syphers. Graham learned to fly in Narromine 40 km west of Dubbo in NSW in the early 1960s and joined Pay’s Air Service and shortly after a sense of adventure had him working as a pilot in PNG with Macair and Talair. After his time in PNG Graham or “Sypho” as he was better known returned to Australia and flew with Norfolk Island Airlines on the Beechcraft King Air 200. He later flew with National Jet Systems (now Cobham Aviation Services) as a Captain on

the Dash 8 and BAE 146 before retiring in south-east Queensland. Graham had many witticisms but one that sticks to mind was his description of asymmetric airwork exercises as “Juggling with Jesus”.

His encapsulation of flying in PNG gives a good impression of what it is like, including the difficulties and dangers of the terrain and weather and some of the aviation characters who flew a “balus” in PNG. Australian military author Peter Brune has written a book about the area called “A Bastard of a Place” covering the Australian Military Forces campaign fighting the Japanese in Papua during



WW2. The title could well apply to flying operations on any day in PNG and many pilots and passengers like the war time soldiers and airmen have paid the ultimate price.

Enjoy Graham's vignette. **Glenn Cuffe**

FLYING IN PNG

Papua New Guinea was a very different place prior to its being granted independence on the 16th September 1975. A fascinating place filled with unbelievable characters and real achievers. It had a unique history from the days when the British ran Papua and the Germans ran New Guinea. The Gold Rush era of the 20s and 30s and the Japanese invasions in WW2.

Earthquakes and torrential rain, birds that were totally unique to PNG, over 700 different languages and groups of natives, who had lived there for thousands of years, beautiful islands and coral reefs, volcanoes and 15,000 foot mountain ranges – it was different all right. A most interesting and dangerous place to fly aircraft in. Many airstrips (steep, rough and slippery) were over 5000 above sea level – one was at 8000 feet above sea level. Enjoy this taste if you haven't been there. Those of you have lived and worked in Papua New Guinea, take a short trip back in time and reminisce with me. For those not in the loop, Sypho, GCS and Syphers is the one bloke



The famous Wau airstrip. 1966. This airfield was built by gold mining pioneer Cecil Levien in 1927. The first landing was by "Pard" Mustar in a de Havilland 37 belonging to Guinea Gold Airways, Lae. Shortly thereafter many aircraft types, including the giant Junkers G-31 tri-motors were landing huge loads at Wau in support of the mining operation here and up at Edie Creek (centre above the cloud base). At 3475 feet above sea level and with almost a 10% slope, it was an ideal New Guinea airfield. During January 1942, Japanese forces from Salamaua and via the Black Cat Gap attacked Wau and were defeated by the Australian Kanga Force. The Japanese Army got to the bottom boundary of the drome and Australian soldiers, landing in DC-3s with artillery, pushed them back.



Sypho (that's Syphers) in Talair Cessna 185 VH-GKC near Omkalai. 1966. That's the Wahgi River down below. Photo by Garry Honour.



The Asaloka Gap- near Goroka- 1966. A minimum altitude of 7600 feet was advisable to comfortably get through, using correct New Guinea bush flying technique. Always use the oblique approach when crossing a gap.

With a downdraught, engine failure or misjudgement you can more easily turn away, a shallow turn rather than a full 180 degree turn. Such gaps, when almost clouded in (imagine only the sharp V being open here) could be very tempting to try to fly through.

Many fatal crashes happened because pilots took the chance. There are some big mountains around here, nearby Mt Wilhelm is 14,793 feet high.



New Guinea style travel in a side saddle DC3. 1966. Noisy and quite cold above 10,000 feet. Freight was tied down in the middle, also providing seating. No WH and S regulations like contemporary times.



Rough country. Cessna 185 landing at Marawaka. Like Wonenara, it is the land of the Kukukukus. The most feared of tribes in New Guinea.



Wonenara airstrip. North of Marawaka and north of the Kratke Range. Poison arrow country.



Wonenara. 1966. Canadian pilot Charlie Weir touching the flap. Very tight after take-off, if heavily loaded.



Goroka Show. 1966. Bikpela Sing Sing. The Australian Governor General, Lord Casey, showed up in a three piece swallow tailed suit, complete with top hat. He wore many rows of campaign ribbons, gongs and medals.

The locals looked at him and said "Emi i-wanem samting?" (What is this?) Casey's speech went along the lines of "you Australians are taking great risks being here, especially to your health".

He must have been referring to the Aussie Expat's beer drinking habits. When the Kukukukus displayed, a great hush fell over the showground.



The WW2 Japanese wreck, Tanyo Maru. Off Lae's runway end. Airliners with radar (DC-4s and Lockheed Electras) used it to get to the threshold of Runway 32 in minimum visibility and very heavy rain



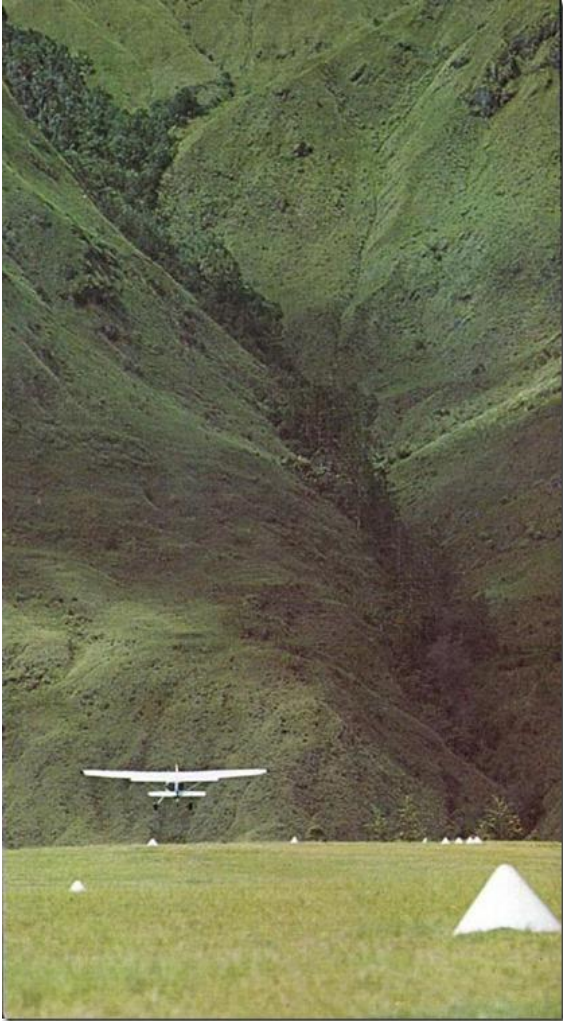
Flying down the Wahgi River often with cloud around the next bend. 1967



Cliffs never far away. The Cessna 185 is cruising at 10,000 feet above sea level. 1966



Frank Fudge, OIC, Goroka Tower 1967. A Brit with a quiet sense of humour. Very proficient at his job. He was also quite flexible regarding VFR and bad weather. This depended on the experience level of the pilot. Some of the older DC-3 Captains had open slather. Do what you like in the morning fog. Steep turns, close to the deck and other spectacular flying.



Macair Cessna 185 on take-off Obura. 1968. A turn, soon after take-off was the logical SOP



Lae aerodrome. 1969.



GCS and a Cessna 185 called Dim Sim at Derim, Morobe Province 1970. I conducted the first landing here when the aerodrome opened in January 1970. About five minutes flying from Kabwum. Or five days walking.



Ross Shepherd and the Macair Pilatus Porter. Lae 1970. A great bush pilot and an old friend. When Ross was 15, he was taken to the front gate of a Brisbane orphanage, handed a ten shilling note and told "you are on your own now, Ross" (they at least shook hands).

Very astute, hard-working and a great judge of character, he prospered. He has owned fishing trawlers in the Gulf and a large fleet of bulldozers. He owned aircraft, trucks, earth scrapers and motels – but you would never know it, when talking to this Winton bushie. He was watching you, and was miles ahead of your thinking.



Dim Sim at Kabwum, ca. 1970. GCS in khaki shirt, brown shorts. Ian Rolls is barefooted, with back to camera, (he always flew in bare feet). Kiap on the RH side is John Absolem. Their good wives behind.

Ian died in a bad weather C/185 crash near Siwea and John disappeared at sea (in a tinnie) trying to attend a government meeting in Alotau, Milne Bay. He departed Esa' Ala on Normanby Island. He had several cans of petrol aboard and he was a chain smoker.

I flew 13 hours in one day – on low level search for John – in a Twin Otter, with no joy. Ian and John were very close friends of mine – weddings, get-togethers at Kabwum, Lae or Wasu on the coast, fishing and even serious beer drinking.

The Ben Hur type crowd in the background was then completely normal, at any aerodrome in Papua New Guinea. Under the fast changing circumstances – I could totally appreciate their curiosity. Twenty years earlier, western progress and ways had not burdened them - whatsoever.



Morobe District Commissioner Bill Seale's send off. At Menyamyama. Kukukukus (very dangerous fellows). This final tour was a four day extravaganza. Each night we would fly back to Lae with a serious load of valuable artefacts. I even took a back panel out to allow long spears into the rear fuselage (properly secured). Next day, we hit a different area – and the Kiaps were organised. At Wantoat the local Kiap had excelled and exceeded all expectations. He had organised thousands of locals to dress up and be ready for a

Sing Sing – when the Bikpela Man went past. DC Seale, his wife and I were bundled onto the back of a Land-Rover, which even had pipe hand bars to grip. As the Kiap drove the Land Rover up and down the lanes of assembled natives – resplendent in their feathery ancient costumes – I was amazed at the crowd, the cheering and the waving of hands. We all waved back. I felt like Royalty on a Coronation Tour. All totally undeserved.

Perhaps it was my immaculate Macair uniform that struck them – the black epaulettes and gold bars were really good. Old Bill looked somewhat ordinary – or so I thought.



On final approach. Kabwum aerodrome. Mount Sarawaket is in the background. 13,520 feet. This aerial viewpoint is between a narrow area, bounded by two vertical cliffs, higher than the aircraft is here. Lots of scares, embarrassing arrivals (one mission pilot overshot this field and demolished his new Cessna 206 alongside of a native's bush hut), many more serious prangs and several fatal accidents – around here. One aircraft totally

disappeared on a ten minute flight. Not found to this day. Vale Cec. Most of the scares were about going into cloud at an inopportune moment – way below the surrounding terrain.



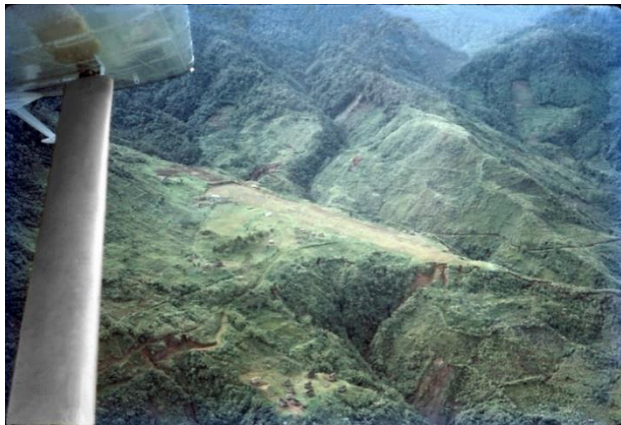
Macair Beech Barons. Bob Dot-feet Dorling, left, and Robin Hunting-dog, RH, at Aseki. 1969. The Australian Army was also here this day in a Turbo Porter. The Army pilots were intrepid aviators. They issued us a standing invitation to visit the Officers Mess at Murray Barracks in Moresby for drinks when they were in PNG. Aseki could get very slippery and foggy.

One spectacular attempt at a go-round here – in a Cessna 206 – didn't quite make it. Wings torn off, fuselage broken off just behind the rear seats, the cabin completely bent out of shape, they were very lucky to all get out alive. I recall

he had about 8 persons on board. The very experienced pilot went IFR, turning inside the steep ridge (centre, top). Not a good place to find yourself in the soup.



Porgera. The Old strip. Western Highlands. This aerodrome was 7200 feet amsl, slope 10%. Some swift turns and valley running was the SOP after take-off.



New Guinea style. Kasanombe airstrip from Macair Pilatus Porter. Morobe Province, ca. 1970. An inexperienced pilot in Cessna 206 was on final approach here, when got an HF radio call. "No strip report for Kasanombe aerodrome received yet".

He immediately attempted to go around and turn left. Why? Surely, simply land and argue about it later. After crashing into the mountain above the strip, the aircraft rolled downhill and rolled itself into a ball. The shaken neophyte walked away unhurt.

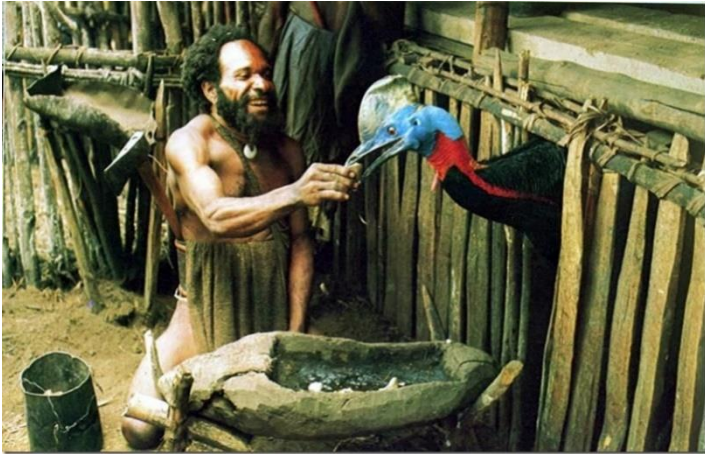


The Chaps, Mount Hagen Show 1968. The Australian flag proudly flying.



Salamaua. Isthmus and airstrip. A thriving township and port before Lae came into being. Quite a famous place that serviced the Wau Goldfields via the Francisco River and Black Cat Gap, initially on foot in the 1920s. Errol Flynn was here (spent some time in the local calaboose). He had no money and was even then known as a serious spiv and con-man. Not to mention womaniser.

The airfield was used from the late 20s, through the 30s and was captured by the Japanese March 1942. Heavily bombed by the USAAC and RAAF and attacked by infantry, the original town was obliterated. It was my privilege to be involved in the survey and reconstruction of the aerodrome. Along with DCA's Jack Adame. I did the initial landing on the newly built airstrip in August 1970.



Southern Highlands. A Mendi man and his Muruk, or Cassowary.



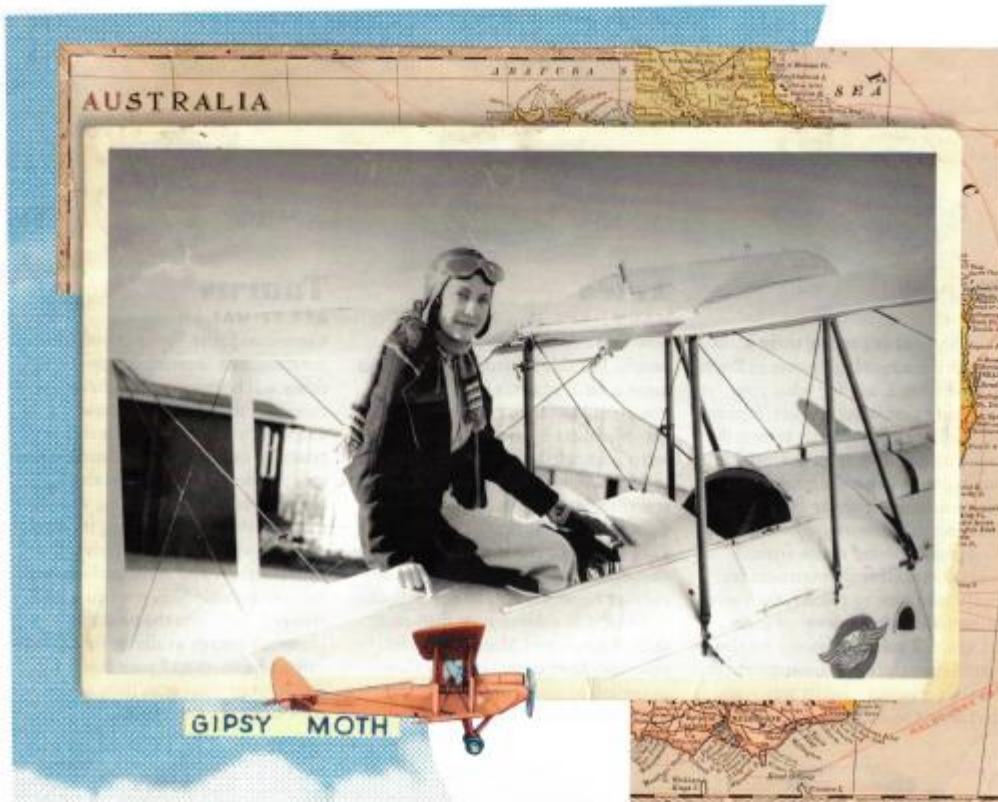
Madang. A beautiful and historic spot. In 1884, the German New Guinea Company founded Friedrich-Wilhelmshafen here. The Mosquitos really got to them and they moved out and resettled in Rabaul. This place saw much action in WW2. This photo, from a Beech Baron, was taken in 1969.

Kambarumba, Sepik Area. 1970. This village is just off the main Sepik River, near Ambunti.

LORES BONNEY – remember the time

from Women's Weekly Sept 2020

Memory lane



Remember the time

SEPTEMBER 1932 *First female pilot circumnavigates Australia*

On a cold and stormy day in 1932, Maude "Lores" Bonney gripped the throttle of her Gipsy Moth biplane and held her breath as the wind buffeted her aircraft on her approach to Perth, 11 days after she'd departed Brisbane. Her open cockpit offered no protection against the frigid air, and as she later recalled in her diary, "a strong, squally wind was blowing all the time". But there was no question of turning back. Born in South Africa but raised in Melbourne, the socialite-turned-aviatrix harboured a secret desire to become the first woman to pilot a plane from Australia to England, and circumnavigating Australia was an important step in her preparation to achieve that goal. She was a woman of deep faith, and often said that God was her co-pilot. But it wasn't until she touched down in Perth that she learnt how close she had come to death. A wing spar had split during a rough landing at some point during her crossing, and it was a miracle the whole wing hadn't collapsed in the tough flying conditions. Repairs were hastily made and soon the pioneering pilot was back in the air, flying home towards Brisbane, where she arrived on September 27 to the cheers of a waiting crowd. That "first taste of air was the answer to my dreams," Maude wrote of the moment she was introduced to flying on a joyride with her husband's cousin, Bert Hinkler. Bert had just flown from Australia to England in record time, when he offered to take Maude flying, and from the moment they launched towards the sky, she knew she would one day do the same.

Now that she had circumnavigated Australia, Maude was one step closer to achieving her ultimate goal.

The following year, she became the first woman to fly solo from Australia to the UK. **AWW**

REDCLIFFE AIRPORT from humble beginnings

Courtesy MBRC 2020

Redcliffe Airport

Have a look at the humble beginnings of the Redcliffe Aerodrome. It was surrounded by bush ca. 1976 (photo below), compared to what the aerodrome looks like today (below bottom). For more historic photos, you can visit the Moreton Bay Libraries <https://www.moretonbay.qld.gov.au/libraries/Home> and searching the History and Heritage

Archives. The local history collection captures the history of the Moreton Bay Region, showing how communities and suburbs have grown and changed over time. Very interesting!



UNCERTAIN TIMES

With courtesy and published in Australian Flying Sept 2020

Uncertain Times

We sent **Angela at Avalon** out into the industry to examine the impacts of the COVID-19 pandemic on general aviation. She found people dealing with troubled times.

The inherent fragility of the general aviation industry is no news to those who exist within it. It operates tenuously at the best of times, and, heading into what is being touted as the worst recession in 90 years, it is nigh-on impossible to construct a linear story of the ripples of impact on industry due to COVID-19.

Each corner of this symbiotic industry feels the impact on each other corner. COVID-19, most dangerous to the elderly or those with pre-existing medical conditions, has caused what some

believe is structural damage to the aviation industry's already immune-compromised system.

Without aircraft, airports and humans, the aviation industry as we know it would really not exist. The student pilot seems like a good place to start in attempting to unravel the extent of infection and symptomatic uncertainty coursing through the industry in those first few months.

Ella – student pilot

It is late March 2020 and Ella is a student pilot who has been

directed by the government not to leave her home unless absolutely necessary. Here, the story instantly gets muddy. If Ella is training to become a commercial pilot, according to the (at best) vague advice of CASA and health authorities in her state, she may be able to continue her training, at the very least, with increased hygiene measures. If Ella is training for recreational purposes however, can she continue? The Department of Health and Human Services uses the word "study" in defining essential activities. Is recreational flying training "study"? If so, are life-drawing classes similarly "study"?

After a number of emails and phone calls to relevant departments with no definitive answer, and, under threat of financial penalty for leaving her house, Ella decides to stay home. Regardless of age or vulnerability, if enough Ellas stay home, aircraft lay idle and instructors aren't needed.

Max – flying instructor

Whether for a commercial or recreational reason, Ella's decision to keep training or stay at home may be a moot point if Ella's

instructor, Max, is unwilling to continue practical lessons because he doesn't want to get sick, or his partner is in a vulnerable group. Should Max, or Ella for that matter, ultimately fall ill, this may mean messy legal issues for the relevant flight school.

Max is not only concerned about the now, but the future. With far fewer commercial sector jobs available in at least the near future, his carefully built-up 4000 hours may take him nowhere fast. But also, as an instructor, will this mean fewer CPL students or multi-engine endorsements undertaken? Is there a looming gap in students rolling through the system? If so, does this mean that the flight school would rather keep a Grade 2 instructor, on lower wages?



ANDREW SWATH

ABOVE: Some schools have opted to continue with dual training, albeit with extra measures in place.

AUSTRALIAN FLYING September – October 2020



SHIRLEY YANG



Warnervale Air's Andrew Smith says they have an unambiguous duty of care to their staff.

There is a glimmer of hope, however, for those instructing foreign students, particularly from India or China where domestic markets are likely to return more quickly than international, meaning the market for Australian-trained pilots may remain intact. Adrienne Fleming of flight training school Tristar Aviation, states that India's "ability to train pilots in India is limited" and foresees those student numbers returning as long as appropriate quarantine measures are developed.

Unfortunately for Max, his student base is primarily local. Max's ambition both for himself and his students is very uncertain right now. And, no less uncertain for Brian, the flight school owner, who also doesn't want to lose well-qualified instructors for when things do pick up again.

Brian – flying school owner

For the moment however, Brian, the flight school owner, must decide whether to continue dual-training, so he considers increased hygiene measures: more thorough aircraft cleaning, hand sanitisation, requiring supply of own headsets and the use of masks. Given the paucity of advice from health authorities as to whether these measures reduce the risk enough, it is hardly an easy decision.

Andrew Smith runs one such flight school, Warnervale Air, operated by the Central Coast Aero Club. The school's decision was made at the outset to cease dual training – Andrew says the school's interpretation of the rules

concluded the risk was too great to both parties, and that "under work-place legislation we have an unambiguous duty of care to our staff". However, reaction amongst other schools has been varied, from continuing to operate as usual during the lockdown but with increased hygiene measures, to temporary or even permanent closures.

Brian determines he has students and instructors willing to take the risk, and he believes the measures he has implemented mitigates those risks, so he keeps operating.

Chris – MRO business owner

Chris operates a maintenance facility and relies primarily on the business of two flight schools, an air tour and corporate charter

company, and private aircraft owners that hangar both on-site and off-site. One flight school, the air tour company, and most private aircraft owners have effectively grounded their aircraft. Chris' income plummets.

Jordan Poretti of Istria Corp Aircraft Engineering, whose GA and RA maintenance business was in a growth phase leading up to the pandemic, noticed, after an initial lag on work already booked and a few weeks of business-as-usual, a significant downturn in GA work. The bulk of maintenance operation, according to Jordan, is driven by flight schools, and it was this, high-turnover-hours aircraft maintenance, that simply dropped off. However, a combination of restructuring of their accounting payments system and private aircraft work have allowed

September – October 2020 AUSTRALIAN FLYING



GRAEME GIBBONS

LEFT: Tristar's Adrienne Fleming OAM believes international students will return sooner rather than later.

ABOVE: Wendy Mann of Geraldton Air Charter: the pandemic has been disastrous for her tour business.

the drastically-reduced passengers numbers that led to Peter's grounded fleet means an immediate reduction in landing fees for the airport.

Jean – airport manager

Jean manages the small regional airport that most of the industry participants above usually hang out at. Jean is also under the pump; landing fees are next to non-existent, maintenance facilities and other ancillary services are asking for rent reductions, and the fuel bowser is eerily still.

Council-owned Dubbo and Wagga Wagga Airports have seen up to a 90% reduction in aircraft traffic, subsequently waiving landing and parking fees for the RPT sector; of no help to GA. However, Griffith Airport has waived landing fees for all users.

Jean scrambles to keep the airport viable, cutting costs, revisiting planned expenditure and waiving landing fees; after all, her council job is at stake. For Peter's air-tour business, however, the proffered elimination of landing fees means little because he's not doing a lot of flying.

And flight doesn't happen without aircraft; the other critical element of the industry.

Milton the manufacturer

It is from this part of the system that Milton the manufacturer makes a living. There's not a lot of Miltons in Australia and they were already under enormous pressure from all manner of

them to operate through the crisis.

Chris restructures the operation's workdays and workforce, ensuring all hands are on deck at the same time, thereby reducing the number of days the operation is open. The emergency work from the corporate charter company now needs to wait rather than being done on-the-spot; in turn impacting their ability to respond to their customer's immediate needs.

Chris also worries about the parts supply chain. His supplier sources from a variety of different global distribution points and so far, so good. But with Rotax closing its operation in the US briefly, will Chris continue to be able to get parts for those operators and private owners holding up his business?

Martin – private aircraft owner

Martin is a proud owner of a sport aircraft. He has been told not to leave his home unless completely necessary. His beautiful RV lies idle in the hangar. Martin lives two suburbs away and is nervous about receiving a fine from an officer that doesn't understand aircraft engines should not lie still. Martin stays at home, hoping the lockdown doesn't go on too long.

But it does stretch out, so Martin books his RV in for its soon-due 100-hourly; a huge relief for Chris the maintenance facility operator. However, there's only so many aircraft like Martin's on the airfield and Chris also relies on customers from other airfields without maintenance facilities. These customers are reticent to share a cockpit with someone not in their "bubble" to fly them home. The lockdown has underscored some pre-existing geographical challenges to business.

Peter – air tour operator

Peter's business makes its money from inbound international tourists. His air-tour operation leases four planes. The cessation of all inbound international leisure travel and subsequent inter and intrastate border closures, mean the cancellation of all bookings through to July. Peter puts his two long-term employees on Jobkeeper and slims down every aspect of his operation, including grounding three aircraft. Peter hopes to pick up some FIFO work with his remaining aircraft.

Wendy Mann of Geraldton Air Charter is in almost the same boat. Virtually all her charters were tourists from the lucrative Chinese international travel market wanting

an aerial taste of everything the beautiful West Coast of Australia has to offer. Air tourism from this geographic has been particularly hard hit with the Chinese government curtailing all travel to Australia a month earlier than Australia officially closed its borders. Wendy reports losing 100% of her mainland China air tour customer base, equating to around 90% of her business. Further, lobster-fishing operations have stopped shipping to China, therefore flights to and from fishing areas have all but ceased.

Peter's biggest worry, however, is the seemingly growing tensions between Australia and China – what does this mean for him? Will he need to look elsewhere for inbound international tourism? Or rely on domestic tourists with reduced spending capacity?

And in tentacle-like fashion,



Jabiru Aircraft's normally busy Bundaberg factory has not been its vibrant self since COVID-19 struck.





STEVE HITCHEN



ABOVE: Brumby Aircraft's Paul Goard.
LEFT: Jordan Poretti of Istria Aircraft Maintenance.

business perspectives. Operating in a highly-regulated and compact business environment with enormous technical and legal burdens, these aircraft manufacturers face a variety of pandemic-related economic conditions. Potentially fewer students at flight-schools and superannuants with suddenly smaller pockets portend leaner times.

In real life, although Sue Woods of Jabiru Aircraft sees an uptick in recreational flying due primarily to people wanting to fly for themselves rather than take commercial airlines, enquiries have been slow and orders for aircraft in this first few months have been thin on the ground.

Paul Goard of Brumby Aircraft, also states that business has been quiet the past few months, but is slowly picking up, noting an increase in farmers purchasing aircraft under the government's instant

write-off scheme. According to Paul, manufacturing of the Brumby LSA in China hasn't been affected as it is located in a province not subject to lockdown. Brumby will continue to focus on obtaining the type certificate required for the trainer market in China. And, with enough Brumby stock in Australia to supply orders for a few months, he is hopeful that impacted shipping will recover soon.

Which brings us back to Ella

One evening late June, Ella watches *Four Corners* and discovers that international air travel isn't likely to return to anything like pre-pandemic levels for some time. Ella's wondering whether pursuing her ambition to be an airline pilot is a smart move. Even if she does the study and the

training, she needs to find a job in a GA operation to build up hours, and instructing or charter work is usually how it's done.

A few years down the track Ella will want a commercial job, and will find herself up against all the highly trained, experienced, high-hour pilots still out of work. Yes, some have retired, but many will still be fighting for the jobs that do slowly come back, because getting paid to be a pilot is very cool.

But if there are no very cool jobs to go to, people like Ella might decide not to train as pilots – the critical human element of the ecosystem.

Assistance

So, has government or industry responded with a treatment, a medicine or a cure? Consensus among GA's key players is that

Jobkeeper has been a blessing, but that government financial assistance is basically non-existent. Fuel excise reductions and levy-removals are flight-related operating costs and provide little tangible relief to businesses not flying.

Regional airports are able to receive funding with the Federal Government pledging \$9 million to assist some 45 proposed projects. However, the cash is in part flagged for increased security measures, in reality adding long-term ongoing costs, the likes of which some aviation operators are objecting strenuously to.

So, to the question of "is GA receiving any treatment for COVID-19 yet?", unfortunately, the answer is No.

However, as with the human body, this may be the moment that the industry's system begins to develop its own antibodies, building resistance to future impacts. The passionate heart of general aviation is still well and truly beating. Uncertainty has fueled creativity. From moving theory courses online, to preparing for the uptake of electric aircraft, innovation is evident in many sectors of the industry.

Uncertainty may be GA's biggest challenge right now, but, when nothing is certain, everything is possible.



FLY the DREAM

★★★★★★★★★★★★★★★★
Whatever your training ambition, Recreational, GA through to Commercial, Multi Engine and Instrument Rating.... Let us pilot you in the right direction. Discover how to take flight right now at adelaidebiplanes.com.au, Facebook, Aldinga Airfield, or call on 08 8556 5404.
★★★★★★★★★★★★★★★★



RQAC Patches for sale



Doug McEwan very generously donated some patches to the club to sell to members which they can place on their flight jackets or flying suits. I have attached a photo of the patches for you to place in the next edition of joystick jottings. They are for sale at \$15 each as that is what it cost Doug to have them done.

SECOND 2021 AIR SAFARI - CAPE YORK IN AUGUST

With state borders starting to relax, there is no better time to explore Australia in a light aircraft. Sydney Social Flying through Kimberley Air Safaris has arranged a two week Air Safari to Cape York from August 7 to August 21, 2021.

Tropical coastlines, remote islands, Torres Strait Islander culture, crocodiles and a taste of the outback = plenty of things to do. You can find more details at the following link ..<https://socialflying.com.au/cape-york-safari>

With all accommodation arranged, along with many meals and a full program of activities at each destination, you can focus attention on the aviation aspects of what will be a memorable journey. If you would like to come or find out more, please get in touch with us. Chris and George

✉ info@socialflying.com.au

☎ 0412 129 162

Please like us on our facebook page <https://facebook.com/SydneySocialFlying>

Hawker Hunter F.3 WB188 World Record:
Neville Duke: 07 September 1953

Courtesy RJ "Dick" Sanders

(See separate monograph)



Neville Duke





Gain awareness.
Grow business.
Get leads.

At DesignbyLook, we can help your business achieve all three.

We produce modern websites that are responsive, simple to update, secure and focus in on key messages and calls to action. We help our clients' websites be more effective by driving customers through SEO, digital marketing and social media marketing strategies.

Call us today to see how we can improve your brand awareness, enquiries and sales conversions.

Call Brady today on 07 3394 8595 | designbylook.com.au



Mention this advert to receive a free audit of your website, SEO & digital marketing.