

JOYSTICK JOTTINGS

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Welcome to Joystick Jottings November 2021

Hello all,

RQAC opens another page and moves into its new home, the old Shell building at Archerfield Airport which also has a new leaf of life.

I am currently in Bendigo Victoria helping with five grandchildren as our son-in-law recovers from an operation. Trying to find flights has been difficult as there are few, none link Brisbane to Bendigo anymore and surprisingly the east coast flights are irregular and hard to find, especially direct flights. I had to get a flight via Newcastle with a three hour layover. I also had to apply for a Victorian border pass however no-one checked me at all. Going home I will need to home quarantine for two weeks if I go home after November 19. You would think you were in a different country as each state has its own restrictions and rules! Then two weeks quarantine when we go home.

Again, we have some excellent and interesting stories in this newsletter including a great profile from Member Chris Spencer-Scarr, Archerfield's long serving air traffic controller George Lane, Mark Crompton on his flight to Lord Howe Island, innovative and funny low cost carrier South Africa's Kulula airline and C130 Aerial Delivery Firefighting and more by my wonderful husband Bill Mattes.

Thank you all so much to our contributors, it's so good of you to send in contributions, feedback and ideas. Have a wonderful and merry Christmas and festivities. See you in the new year without my mask I hope!! 😊

Enjoy the flight and safe landings all.

Heather Mattes



RQAC Presidents Update

The November 2021 issue of Joystick Jottings will be the last for this year with the February 2022 edition featuring a President's Update by the new RQAC President who will be elected from the members of the Board when they meet in November 2021 following the recent AGM.

At the AGM we were able to report a surplus for the year, which was pleasing given the tough year clubs have had in general. At the AGM Board member Hugo Struss was re-elected and we welcome Jenny Williams as a new Board Member. Both are on the younger end of the age spectrum and are current well qualified pilots.

The "new" club premise in Building 16 adjacent to the LifeFlight Maintenance Hangar on Grenier Drive is progressing with its internal fit out after some supplier delays. A combined Opening/XMAS Function is planned for early December. A special thanks to Life Member John Shuttlewood who donated the carpet for the building.

Recent club events have featured fly in breakfasts to destination within about 30 minutes flying time of Archerfield such as Kooralbyn and Dunwich airports and have been well attended.

As you will be aware our current Patron, His Excellency The Honourable Paul de Jersey AC CVO retired on 1 November 2021 and the new Governor Dr Jeanette Young PSM has been sworn in. As is the custom, patronage does not automatically transfer to the new Governor and RQAC like countless

other organisations was required to issue an invitation to the incoming Governor for their consideration to be appointed as Patron. We expect a decision early in the term.

With the festive season approaching the Board wishes you and your families the compliments of the season and we hope COVID does not cast a pall on the times.

JJ Editor Heather Mattes is always looking for copy for the next edition so please contact Heather with a story of your aviation travels that will be of interest to our membership as it makes the great job she does that much easier.

All the best for 2022.

Glenn Cuffe
President

New members – please welcome.....

Miss Jennifer Williams

CHRISTMAS FUNCTION

6pm/1800 Friday December 3, 2021 BBQ dinner and drink tickets to be sold on the night please bring cash for Clubhouse Opening/Christmas get together at Building 16 (former Shell fuel station) Archerfield. Spitfire startup and run by Brad Bishop.

RQAC – 2021 Annual General Meeting

The one hundred and second Annual General Meeting of the Royal Queensland Aero Club was held on Sunday the 31st of October 2021 in the Club's new premises in the heritage listed building 16 often referred to as the old Shell building.

A reasonable number of members attended the AGM, although the numbers were slightly down on last year probably due to the meeting falling on a long weekend. The meeting was duly opened by the President Mr Glenn Cuffe who presided over his last annual general meeting as President. Glenn who has held the role of President for the last three years elected not to renominate for a position on the board due to personal reasons. There were two nominations received and those members Mr Hugo Struss and Ms Jenny Williams were duly appointed to the board.

The writer would like to acknowledge the decades of service that Glenn Cuffe has given to Royal Queensland Aero Club and for his leadership over the past three years during which have been some trying conditions as we would all be aware. As a life member, Glenn will continue his connection with the Club and we look forward to his continue involvement as a member.

As per the Club's constitution, the next President will be elected by the RQAC Board at the next board meeting in November.

The members that attended the AGM were impressed with the work done so far inside building 16 including the new bar made from the stabiliser off a Partenavia P68 thanks to John McDonald and Hugo Struss. The remaining work that needs to be done within the building to complete the transition is expected to be completed prior to the end of November. The customary drinks and social conversation continued after the conclusion of the AGM.

ARCHERFIELD FOD WALK - AIRPORT SAFETY WEEK



Members Profile – Chris Spencer-Scarr

Over the years I have been extremely fortunate to have attended presentations and met pilots with some serious qualifications and enviable experiences. I have listened in awe to Brian Shul telling tales of his exploits in his SR71, and with complete absorption at Captain Laurie Kay's explanation as to how they got a South African Airways 747 to 300' overhead Ellis Park Rugby Stadium for the globally televised Rugby World Cup final, only 3 seconds early! I have met Rob Holland and danced with Svetlana Kapanina, and read everything there is to know about Bob Hoover and Chuck Yeager.

I was asked for a bit of background on my aviation career for this newsletter. None of what follows is remotely comparable to any of these aviation greats, nor, to be honest, to the exploits of many current and past pilots. It is with the foregoing in mind that I humbly submit a small insight into the love affair that I have had with aviation for almost 40 years.

According to americanaddictioncentres.org, "Heroin is a highly addictive illegal drug that activates opioid receptors in the brain, serving to block feelings of pain, increase relaxation, and produce a kind of 'out-of-body' sensation. It also induces euphoria by creating a backlog of dopamine in the brain."

The same is true of aviation - except that in most cases, it is not illegal. And it probably costs more than Heroin.

My first flight in a light aircraft was with my Dad in 1984 in a Cherokee 160 from a little town north west of Johannesburg, South Africa; and I have spent the rest of my life chasing my next 'fix'. I washed aircraft and made first aid kits to pay for my flying lessons whilst at school, and went solo in a Piper Tri-Pacer on my 17th birthday. This was the only school day that I was ever allowed off without a letter from the doctor certifying me legally dead.

Rustenburg Airfield, where it all began



I was very fortunate in that our little airfield in our rural town had 3 very special qualities – it was unmanned (and nowhere near controlled airspace), our instructor (aptly nicknamed 'Murdock' after the A-Team pilot) was an aviation nut, and we had the best pub in town. This great combination produced a large group of exceptionally passionate, mostly capable aviators who spent all day in the air, and then all night in the pub, recounting colourful tales of adventure in their little aeroplanes.

This is how we learned. This was hangar talk at its best, and it was where I lived. I sometimes went home to sleep.

Our instructor believed in the development of skill through competition, and would have a club competition at very least once a month. This was usually a combination of spot landing, flour bombing, timed circuits and navigation exercises. I say 'at least' once a month because post competition discussion in the pub would inevitably lead to the gauntlet being thrown down and a rematch the next morning. I would never admit to racing a Tri-Pacer against a 172 and a Jodel D11 around a chimney with my Dad because...it was pre internet and no-one has proof! Nor does anyone know anything of a Saratoga racing an RV7. Nor a C210 vs a Bonanza.

Quite sensibly, South African licensing required a conversion to type onto every different aircraft type. Over the years and with the support of many trusting friends, I gradually added ratings and endorsements. I have flown most of the 'Wichita Iron' (Cessna and Beechcraft), a fair number of Pipers (both rag and tin), Rockwell Commanders, Partenavias, Slings, Jabirus, Pioneers, a Trinidad, and Ibis, some Cirrus and most of the Van's Aircraft range. I have a South African aerobatic rating, a Test-Pilot rating and In 2006 my Dad and I did our PPL (H) together. We flew Robinson 22s and 44s as well as the prettiest and most deadly Rotorway Exec 162F. I may also have around 200 hours in a weight shift microlight but don't often admit that in public!

I have two very special aviation blessings in my life. The first is my mentor and Dad, Robin. We probably have around 1,000 hrs in the cockpit together, and a few hundred more in formation on our way to or from an escapade. We have travelled sub-saharan Africa together to work, to fish, or just to fly. We have had flights where we have both been pinned up against the glareshield looking for a glimpse of a runway, and flights that have been so calm we both wanted to sit in the back. And then, there was that one time when he told me to 'get out' after I told him that I didn't like his flying... we were at 7,500ft! He meant it!

Start of Presidents Trophy Air Race. Four Barons ready to pounce on a Lancair Legacy



We raced the Race of Champions Air Race and President's Trophy Air Race a few times together, and a few times against each other. In 2003, we were awarded our National Colours and represented South Africa in the World Rally Flying Championships.



My second aviation blessing is my daughter Nicole. Nicole's first flight was at 10 days old and she has grown up around aeroplanes. She flew on Daddy's lap, and later as a passenger more often than she will remember. She always showed an interest in aviation but never stupidly so. In fact, it was not until her TIF on her 16th birthday that the defective aviation gene was activated! She now has her RPL and is on her way to CPL with an even stronger passion than her father, her grandfather or her great-grandfather (who flew

Mitchell bombers in the war). One of my most cherished aviation moments was on Christmas Eve last year when my Dad, my daughter and I flew a loose 3 ship formation over Brisbane. It is an honour to share the airspace with these people and I hope to be able to do it for a very long time.

1000 feet over Botswana enroute to Zambia to catch Tiger fish



For this article, I was asked to tell you about me, my family, and my career. I have never flown professionally – aviation has been my love, not my career. As I reflect back I remember of all the joy, happiness, excitement, adventure and experiences that I have had, I have feelings that cannot be explained nor appreciated by earth-bound mortals.

I am probably not the guy to ask for investment advice (I believe that you can sleep in an aeroplane – you can't fly a house!). I know very little about ball sports and don't really care much for politics – but if you want to talk aeroplanes – I'll give it a go!

Come to our next drinks night – we want to hear your tales. Come to our next breakfast fly away – you'll see that flying is fun again. You will do it more often and become a safer pilot. Come to our next competition. You will develop skills you never knew you needed.

Keep the airspeed up and the sharp side pointing forward.

Chris

Qantas Airbus A380 returns to service

The first Qantas A380 returns to Australia from storage and finally touches down in Sydney after nearly 19 hours in the air, ahead of its planned return to service in 2022.



The first Qantas Airbus A380 to return to service in nearly two years is currently on its way from a maintenance facility in Dresden, Germany to Sydney.

VH-OQB, named Hudson Fysh, departed Dresden after a short delay at 10:21 am local time on Monday, embarking on its nearly 19-hour journey back to home soil.

The four-engined jet is expected to touch down at Sydney Kingsford Smith International Airport at around 1:40pm on Tuesday, however after an hour-long delay to take-off, the superjumbo's arrival could similarly be delayed.

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 they so wish;
- Help facilitate other flying competitions such as navigation exercises, flour bombing, spot landings using our staff and aircraft if required;
 - Flight Standards will promote the Club amongst their clientele outlining some of the advantages in membership;
 - A discounted rate for the hire of their aircraft to be used in Club sponsored events. The principals of Flight Standards and their Archerfield based instructors have all applied for membership of the Club which was duly considered and granted following due process by the board.

Adventure Across the Ocean - Lord Howe Island

By Mark Crompton

On a cold and clear early morning on Saturday the 12th of June 2021 and after completing a very thorough pre-flight on our trusty C172, Whiskey Papa Lima (WPL), I climbed into the left side seat to set off on an adventure that had been months in the planning - destination, Lord Howe Island. It is fair to say that at that moment when I called out 'clear prop' that my excitement was high and a small amount of anxiety kicked in, but what I learnt later was that I had no idea about how this experience would exceed all my expectations.

Let's start at the beginning.....In approximately August of 2020, my co-PIC and travel buddy on most x-country flying adventures (Greg), shared a fascinating story of how in 1964, Dick Smith attempted the first known or documented climb of Ball's Pyramid. 'Where the hell is that', was my first thought. He shared a link to a story with me of this mystical place and instantly I was hooked on the idea of venturing to see this volcanic spire in the middle of the Pacific Ocean.....one day.



Ball's Pyramid is a remnant of a volcano lying 23 kms southeast of Lord Howe Island. It is 562 metres high, 1100 metres in length and 300 metres across, making it the tallest volcanic stack in the world. Ball's Pyramid is part of the Lord Howe Island Marine Park and is over 643 kms northeast of Sydney.



In 1964, a Sydney team, which included adventurer Dick Smith and other members of the Scouting movement, attempted to climb to the summit of the pyramid; however, they were forced to turn back on the fifth day as they ran short of food and water. Subsequently members of the Sydney Rock Climbing Club successfully climbed to the summit in 1965. Several other smaller teams followed and in 1979, Smith

returned again with members of the Sydney Rock Climbing Club and successfully reached the summit, where they unfurled a flag of New South Wales. Climbing was banned in 1982 and in 1986 all access to the island was banned. In 1990, the policy was relaxed to allow some climbing under strict conditions.



I then started to read about the nearby and main access point to Balls Pyramid, Lord Howe Island. All of a sudden the 'one day' thought turned into, 'let's do it now!' All the pictures I viewed online displayed this island as a truly wonderful, strange, enchanting and breathtakingly beautiful piece of this blue planet.

A little bit of info about the island - Lord Howe Island is an irregularly crescent-shaped volcanic remnant in the Tasman Sea. It lies 600 kms directly east of Port Macquarie. It is about 10 kms long and between 0.3 and 2.0 km wide with an area of 14.55 km², though just 3.98 km² of that comprise the low-lying developed part of the island. The Lord Howe Island Group comprises 28 islands, islets, and rocks. To the north lies a cluster of seven small uninhabited islands called the Admiralty Group.



The Lord Howe Island Group is listed as a World Heritage Site of global natural significance. Most of the island is virtually untouched forest, with many of the plants and animals found nowhere else in the world. Other natural attractions include the diversity of the landscapes, the variety of upper mantle and oceanic basalts, the world's southernmost barrier coral reef and nesting seabirds.



So now the seed was sown and now we just had to make a plan, pick a date, apply for leave from the 'boss' and make it happen.

The Plan.....

With our adventure appetite now craving to get there, the plan began to come together. Initially we had a departure date of late April, however the normal logistics, life and a bit of weather uncertainty got in the way, so we postponed it to June.

Our flight plan overview was simple. Depart Archerfield, fly to Coffs Harbour and refuel to the caps, then fly East over the open ocean until we hit Lord Howe Island (LHI). The details however were a little more complicated than that of course. Flying a single engine aircraft over water has its clear requirements in the regs, and we followed them meticulously in our planning. Landing approvals for Lord Howe, fees, fuel, power settings, life raft, life vests, weather, radio, oximeter, flight following, rehearsing ditching, organising the cabin for safety and easy exit, music playlist, snacks, go-pros on every angle... the lot. We had a detailed check list and risk plan. This was not just to comply with the regs and ensure we had all angles covered, but so that we had peace of mind and therefore the brain cycles to spare during the flight so that we could take in the wonderful views and enjoy the whole experience. Off we go!



The Flight To Lord Howe

Clear Prop! We are finally on our way on the morning of the 12th of June. Everything was lining up and WPL was performing flawlessly. The flight to Coffs was uneventful and very smooth. Top the tanks right up, a small radio mistake in calling Brisbane Centre first for clearance instead of Coffs Tower, and then off direct to LHI over the ocean.

Being my first over water flight of significant distance, I was admittedly a little anxious when looking out the rear window of WPL and watching the mainland disappear, but that soon dissipated as I became very focused on power settings, economy,

weather updates for LHI and that gloriously beautiful view out the windows - why? - because the alternate for LHI is to turn around and head back to the mainland. We had the benefit of a strong tail wind over the left shoulder, combined with a power setting of 55-60% at 9500' meant that we burned only 84 litres and averaged a good 147+ knots ground speed on the trip over. Winning!

Which brings me to one of the key planning points for a flight to LHI. The strength and direction of winds at the strip is key to planning and making a good safe landing in a light aircraft. As little as 12 knots from a wide included planning angle can cause trouble due to the topographical nature of the terrain. This is all well covered in the ERSA and other publications so I won't go into details here. Add to that an airstrip that can have wind directions at both ends of the strip that are almost 180 degrees opposite, and then you have a recipe for one very focused PIC on final. On a good day, with the right winds, it is a piece of cake being a RPT strip that is long, flat and so very picturesque on approach. That view coming into land is one that will live long in my memory. It will take a lot to top that one.

Whilst the PCA does show a fading VHF signal at the edges of reception and a gap in the middle of our flight path, the radio coverage was consistent and strong all the way, 5/5. We did request flight following with 15 minute 'ops normal' checkins which were a bit of overkill now looking back on it, but it was a nice sense of security at the time. We did have new experience with Brisbane Centre when they asked us to switch to a frequency with 3 decimal places, which found me staring at the radio panel for a few seconds and wondering how we could dial it in with our 2 decimal place radio unit. No problem though as the 3rd decimal of the frequency sits in between the frequencies available in our standard VHF unit and is received/transmitted OK as expected (eg 124.955 requested is 124.95 on the radio).



We are getting closer to our destination and the excitement is building...this is where the first most significant memory of Lord Howe comes to mind, and if I close my eyes now I can relive it in full colour. As we approached Lord Howe Island, we were looking for something small, but there was a moment when I adjusted my vision back out and through the haze, there it appeared. Very large and very imposing. It was like that first scene in the Jurassic Park movie as they flew to the Island. Green, lush, imposing, prehistoric looking and very mountainous. LHI has two peaks at one end at one end with Mount Gower being the tallest at around 800 metres, and 200-300 metre high oceanfront cliffs running the border of the other end. It was a truly awe inspiring sight and left me speechless for a moment. We flew around the cliffs and islands at the northern end of the island, carrying on like a pair of over excited 16 year olds, then down the eastern side of the island to make our base and final approach for runway 28.



I had my plan running in my head that if a go around was needed due to the wind, then I would make my next approach low and faster with less flap to cut through the turbulence and nail the landing. It was not needed though. Yes, the winds did cause some flicking of the yoke and rudder together on final, but it really was a pretty uneventful and smooth landing. The biggest issue was that I was so

excited about what we were seeing in front of us and taking in the view that I did not manage the energy well (too much) and had to put in a slip to get the approach back on the money. The airfield lies in the middle of the island at its most narrow point and there are a few wind socks around to give you good info when approaching either 28 or 10.



Taking in Lord Howe Island

This part of the trip really was the icing on the cake and was unexpected. We had 2 days on the ground, before heading home on Monday. I can only describe it as two days of wonder, discovery, unexpected surprises, beautiful scenery, exotic wild life, mysterious walking tracks, beautiful beaches, pristine clear water and the most comfortable warm days and cool nights.

The only things we had pre-booked was the accommodation and a half day boat tour of LHI and Balls Pyramid, including snorkeling. Lord Howe Island has about 360 or so permanent residents and allows 400 'tourists' at any one time. Our first encounter with a local was in the air, the operator of one of the main restaurant and accommodation centres is a guy called 'Friendly'. Never did get his real name. Friendly was flying his Cessna 410 out of Newcastle on his regular ferry run every week and kindly offered some advice and accommodation through our in-flight chat on CTAF. That kind of set the tone of our encounter with the locals. Everyone there has a distinct (and sometimes very unusual) personality and typically a nickname to go with it.



Our second encounter with a local was the customs officer and his cute, contraband sniffing Beagle. A quick chat and pat of the Beagle and we headed across the lush green airfield, in the towering shadow of Mount Gower, over to the terminal building to meet with our hostess who owned the accommodation we had booked. She was very helpful and informative as we drove along the foreshore of the western and most inhabited part of the island, pointing out where to eat, rent bicycles (that is the main transport on the island, or on foot), the bowls club, the golf course, the general store, etc... About 1/3rd of it was closed for business as the locals tend to take their annual 2 month

holiday in the winter. This did not make much, if any, difference to our trip and experience.

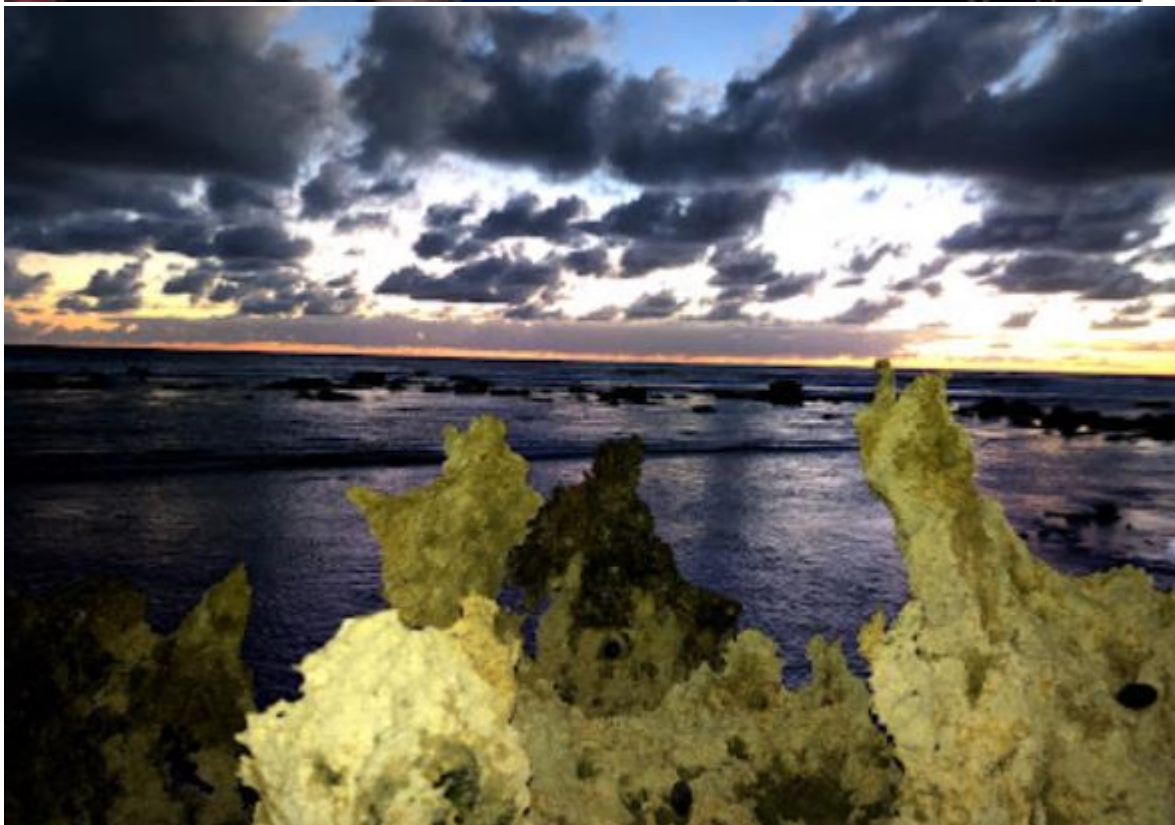


The next few days saw us walking tracks around the island, being almost speechless sometimes as you make a turn on a track and a visually stunning new vista greets you, enjoying the beaches, sitting in the local watering hole talking with locals and visitors alike, taking beers from the fridge at our accommodation and ensuring you put a mark against your name in the 'honour system' book, some bird watching (a lot of ground nesting sea birds on the island), learning the history of the island, photography and listening to some very tall tales. All very entertaining and refreshing for the soul. This place really got its hooks into me.



The highlight of our stay was the half day boat trip around the island and trip out to Balls Pyramid. The seas were a little rough however the knowledge and humour by our boat driver made the seas fade in our consciousness. The place has some truly unique flora and fauna. The whole area is the eroded remains of a string of volcanoes that erupted for about 500,000 years and is relatively young in geological terms, 7 million years old as opposed to the typical 10's or 100's on the mainland. Both

Lord Howe and Balls Pyramid are predicted to be totally gone within 90,000 years... so we got there just in time to see it all.



I can only say that you have to be up close and personal with Balls Pyramid to really appreciate it. As we motored around the Pyramid my thoughts turned to the story of Dick Smith and a bunch of brave scouts that set sail across the ocean, anchored along side and then spent several days trying to climb it. Just to land on the island is a challenge. The volcanic rock is jagged and sharp, with the ocean swells rising and falling several metres and no beach or clear landing area. Only small cliffs on the shore line that you have time the swell to (I can only imagine) then launch yourself off of the front of a

small boat to hopefully land successfully. The cliffs are sheer and almost straight up and the only points to climb are knife edge ridges that snake their way to the top. No thank you.



On the way home we took in more of LHI from the water, hearing tales of lost treasure, ship wrecks, whaling and trade. The Kentia Palm (now one of the most common indoor plants around the world) is native to the island and started off a large industry of harvesting the seeds back in the 1880's. We stopped at the north end of the island for a break from the weather and found a quiet spot to do some snorkeling. The underwater environment was very much like any part of the southern Great Barrier Reef. The water was clear and very comfortable to swim in, all this in the middle of winter!



The boat had a professional photographer on board who was both the deck hand and eye behind the camera. Of course there was the usual upsell at the end to buy the photo package and it was some of the best money spent on the trip. The stills and video he caught are as good as you would hope, but more importantly captured the trip in all its beauty. Many of these photos make up our album in

memory of the trip and I have included some with this story. I also do not miss a chance to play the video on the home theatre to any visitor to our home who has even the slightest interest and they are all impressed by the vision captured of this ruggedly beautiful piece of paradise.

Our last night was spent processing in our minds the immense experience we had the past few days and all washed down with some quiet drinks sharing tales with some of the locals at a neat little bar in the main centre with a sign on the door that reads - "Open at 3 (ish)". That's how things roll on LHI.



The Flight Home

The flight home was easy in that we did not have the 'heading into the unknown' feeling that came with the trip out to LHI. It was a sad feeling to leave and we made a personal promise to come back and do the things we had not been able to do on this trip - like the 8 hours trek up Mt Gower. I cannot wait to take friends and family there and show them the beauty and enchantment that LHI holds.

The only things that made that flight on the way home a challenge was both wind conditions and airspace. The healthy tailwind we had on the trip to LHI had not waned as much as the forecast

predicted, so we had a 25-30 knot head wind for most of the trip back to the mainland and it did not vary much between the levels we tried between 4500 and 8500'. There was also some military airspace that became active as we approached the mainland which sent us much further south than we would have liked, so between the two it had us checking and double checking our fuel plan. 150 litres on the way back to Coffs, compared to the 84 litres we burnt in the other direction a few days beforehand.



However, what did make the flight incredibly spectacular was on departure we flew the 23 kms out to Balls Pyramid, a few circuits around the rock and then a short scenic circuit of LHI, flying close to Mount Gower. In both cases, WOW, what a view. The flight around Balls Pyramid really completed the story in my mind - reading the original story of Dick Smith's expedition, researching it, exploring it up close via boat and now seeing it from a perspective that very few will ever get to experience, from the air.



Our arrival back at Archerfield saw us pull up to the hangar about 15 minutes before last light on Monday. The forecast, head winds and airspace all contributed to us getting in a little later than planned, but there was a good lesson in flight planning in that experience and it was well taken on board. Unpacking WPL, I still had a silly smile across my face even though inside I was wishing I was still on LHI.



So if you are thinking of ever doing a trip to Lord Howe Island, then I only have two words for you. DO IT! Life is for living folks. Wishing you green gauges and safe, fun filled flying.

Mark Crompton

Memories of a Retired Archerfield ATC – GEORGE LANE

Aviation has been good to me. It has a habit of instilling life long memories. I remember driving with Dad along Beatty Road when I was about ten and looking at the aircraft parked at Archerfield. I still have in my mind the image of a gleaming Cessna 185 parked near where Gil Layt operated from. Seeing Don Busch turn up in his polished aluminium P-51 Mustang with his family crest on the side was another memory during an Archerfield visit. From a very early age, I always wanted to be a pilot, and in the late 60s, my first flying lesson for my 15th birthday present was an hours instruction in an RQAC Victa Airtourer. My instructor was Pat Feeny, who also flew for Ansett. Once old enough, I then continued lessons to get my licence with a variety of instructors including John Genge, Ian Fisher and the famous Wes Hawker. Jim Cronin was the CFI.



In those days, Archerfield operated much differently to its present day configuration. Air Traffic Control was operated from the tower on top of the terminal building. All inbound aircraft overflew the field and were instructed to join the circuit. The runways were just very wide grass fields and aircraft would land beside each other. There was also a very short 13/31 runway which has since been removed but is still visible in aerial photos. The communication in the cockpit in those days was quite challenging. There were no head sets and all pilot transmissions were made with a carbon hand microphone. This had a habit of falling onto the floor just when you needed to urgently respond to the tower. Also, the Victa was not noted for its quiet cabin. There was a lot of wind noise and often the only way to hear the tower give a runway change instruction was to reduce speed so that the controller could be heard through

the small overhead speaker. Of course, the many thousands of hours flown by some of the instructors in those noisy cockpits with no hearing protection resulted in hearing loss in their later years. The problem only became evident later.

I have memories of going on fly aways with the members of the RQAC. Keith Carmody, John Shuttlewood and Ozzie Diamond were inspirational and all offered me rides and good advice in their own aircraft.

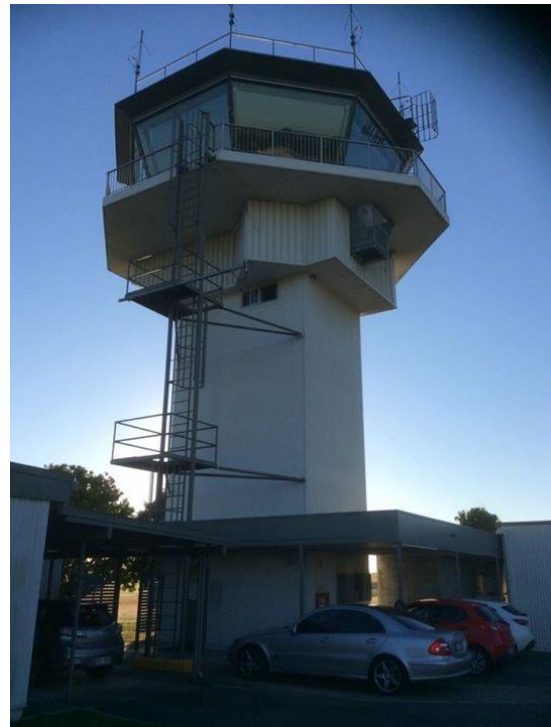
I was fortunate to join the ranks of Air Traffic Control after receiving my Commercial pilots licence. I worked in Brisbane radar and tower duties before a two year posting at Rockhampton. By the time I got to Archerfield, the procedures had changed and GAAP had been introduced with parallel runways and contra rotating circuits. ATC was conducted from a new tower on the southern side of the airfield. There was a joke that it was constructed on one of the lower sections of the airfield. However, the view of the airfield was quite good. The hardest runway to work was 22 as the holding point is over 1.5 kilometres from the tower. Small aircraft can be difficult to see. Of course, after a while, you got used to it.



Two tours of duty at Archerfield and eventually 25 years as the tower supervisor gave me an opportunity to indulge my passion as a pilot in my own aircraft based on the airfield as well as being involved with controlling traffic and devising procedures. I was often impressed with the knowledge and ability of many of the pilots and instructors based on the airfield. Of course, there were some cowboys too. Many of them eventually came unstuck. I remember one day, stopping an aircraft from taxiing because he was dragging his tie down ropes behind the aircraft. Attached to the tail tie down rope was a block of concrete which was also being dragged. It would have been an interesting take off. If the pilot had taken the time to conduct a thorough walk around prior to starting the aircraft it would have avoided a lot of embarrassment.

Controllers have to closely monitor the weather. For instance, an afternoon sea breeze can be predicted from notification from our colleagues in Brisbane Tower. It takes about 30 minutes for a seabreeze to arrive at Archerfield after registering at Brisbane airport. This advance warning can assist controllers to smoothly change runways in advance, so it is not such a scramble as when a wind change occurs on short notice. We also assisted Brisbane tower by advising when a southerly change happens so they can set up their flow control for Runway 19 before the southerly wind hits their

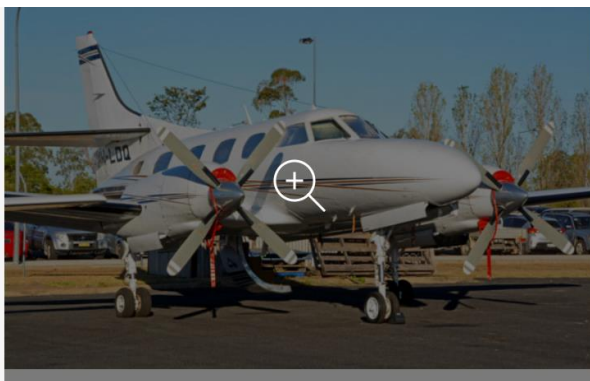
airport. Weather monitoring is an important part of the controller's toolbox as any deterioration in conditions can make it very challenging for arriving student pilots. Student pilots should know that controllers are there to assist them if they have any issues with weather or operating the aircraft. If the pilot is confused as to their location, we can quickly use our radar feed called TSAD to identify and assist the pilot to get their bearings. Pilots encountering undercarriage extension issues can get assistance from the tower to ascertain the position of their undercarriage legs . Local engineers or instructors can also be called on to give additional help on frequency if required. Often emergency services are called in advance in the unusual event of a gear up landing, ambulance, fire tenders and police are already on hand.



I spent a lot of time debunking the concept that Air Traffic Controllers are the police of the air. I was able to do this through presentations when invited by flying facilities. Also tower visits by students and their instructors were always encouraged by tower staff until covid came along. Learning to fly is probably one of the more challenging experiences that someone will embark on. However, it can be done safely and cost effectively by knowing your aircraft systems and operational procedures. I have seen over a million landings and take offs in my career. Most of those are conducted without any issues. Aviation, when professionally conducted in a well maintained aircraft is very safe. A professional approach towards flying by both students and rated pilots can endorse the saying that "the most dangerous part of flying is the drive to the airport."

George Lane

ATSB highlights NOTAMS in Merlin Accident Report



ATSB highlights NOTAMS in Merlin Accident Report

27 October 2021

0 Comments



The Australian Transport Safety Bureau (ATSB) has highlighted the importance of checking NOTAMs after a Fairchild Merlin was damaged attempting to take off from a closed runway.

SA226-T Merlin VH-LDQ was damaged at Gunnedah in August last year when the main undercarriage hit runway works in the take-off roll. The left gear leg collapsed and the aircraft veered off the runway. The pilot, the only person on board, was uninjured.

According to the ATSB report released yesterday, the airport had been closed for runway works, but the pilot failed to check the NOTAMs before attempting to depart for the Gold Coast.

The ATSB also found the airport operators had not adequately marked the airport as closed because they didn't have the current Manual of Standards.

"The ATSB investigation found that during pre-flight planning, the pilot had not checked for relevant NOTAMs, including one stating that Gunnedah Airport was closed due to works in progress," ATSB Director Transport Safety Dr Stuart Godley explained.

"An essential component of pre-flight planning is to check all NOTAMs relevant to the planned flight."

The investigation also found that while the work crew was away on their lunch break there was no works safety officer on site. Also, although a white cross had been placed at the main windsock to alert aircraft arriving overhead, there were no unserviceability markings on the runway that could be seen from the ground.

Both measures are required by the Civil Aviation Safety Regulations Part 139 Manual of Standards (MOS) for Aerodromes.

"Aerodrome works staff were not aware of updated MOS requirements that had come into effect seven days earlier, and had interpreted the superseded MOS to not require unserviceability markings if the whole aerodrome was closed," Dr Godley said.

The full report is on the ATSB website.

C130 Aerial Delivery, Firefighting and more

A visit to the US

In May 1981, a contingent of 42 army and RAAF personnel departed for the USA in a C130H Hercules. which turned out to be one of the most memorable four weeks of my time at No 36 Squadron.

The Australian Government had made an agreement with the Victorian Government to trial a modular airborne firefighting modular system (MAFFS) operated by the Californian Air National Guard (CANG) during their annual fire season. As the RAAF's tactical airlift squadron, 36 Sqn was tasked to trial the system during the Victorian summer of 1982. Training on the MAFFS was to be conducted at the US Forestry Service Interagency Fire Centre in Boise during the US pre-fire season training.

Additional to the MAFFS training the Squadron was invited to attend the USAF's Military Airlift Command (MAC) air mobility exercise, Volant Rodeo, from 7 to 13 June at Pope Airforce Base, North Carolina. As a lead up to the competition we were invited to visit our "sister" USAF 36 Squadron for work up exercises at McCord Airforce Base, Tacoma, Washington State.

Departing on the 19 May 1981 we tracked via Kwajalein in the Marshall Islands to Wickham Airforce Base in Honolulu and onto McCord Airforce Base. Kwajalein is a coral atoll and is used by the US for Intercontinental ballistic missile testing. Apparently, the locals bring out the deck chairs during testing to observe the splash down of the missiles in the bay.



Kwajalein atoll

The departure from Hickham, Honolulu was delayed due to a leaking wing tank fuel valve resulting in a late night departure and early morning arrival at McCord where we were met by the CO and other aircrew from the USAF 36 Squadron. Following the re-occurrence of the fuel leak the CO arranged hanging of the aircraft for repairs.

Our "Sister Squadron"

The hospitality afforded our crews was amazing although somewhat deleterious to one's health. Social events and Seattle local visits were interspersed with joint tactical sorties including flights over Mt St Helens which had erupted one year prior killing 57 people with the lateral shock wave routing all vegetation up to 19 miles.



Mt St Helens volcano eruption

On the 26 May the two flight crews departed McCord for Van Nuys leaving the remaining Volant Rodeo crew at McCord. Van Nuys is the home of the Californian Air National Guard (CANG) C130 Squadron responsible for operating the MAFFS during the Californian fire season.



MAFFS Unit being loaded on to a C130

MAFFS training Boise

At Van Nuys a MAFFS unit was loaded onto our C130H for positioning at Boise, Idaho for crew training at the US Forestry Service Interagency Fire Centre. Training consisted of comprehensive ground training on fire management and the MAFFS system and flying operations.

The MAFFS 11,000 lb (5,000) unit consisted of five pressurised retardant tanks connected to pressurised tubes (also filled with retardant) on either side of the tanks and connected to longitudinal tubes with folding nozzles that extend out the rear cargo door for fire retardant release. The total load of retardant was 11,000 litres making the total system weight about 40,000 lbs. The system can be programmed for one to three releases. A pressure tank feeds compressed air at 1200psi into the tanks and tube. A control console at the rear of the tanks allows the loadmaster to operate the system. The concentration of the drop can be adjusted by the loadmaster changing the systems pressure depending on the forest canopy density. At full pressure one drop can dispense a 400 metre long 18-metre-wide fire break in five seconds.

The flying training was conducted over two days with CANG instructors over Idaho's National parks. Water was used in training instead of fire retardant. The operations were conducted in conjunction with other Air National Guard aircraft from across the US. Aircraft were stacked up to 10,000 feet at

2,000 feet separation. This allowed for good concentration of effort on to a fire front allowing for a continual attack on the fire. Aircraft stepped down in sequence until a lead aircraft (normally a light twin aircraft) directed the C130 onto the fire. Retardant is directed in front of the fire with the intent of reducing a fire's intensity to enable ground troops to access the fire front.

The flying was particularly intense aiming to deliver the simulated retardant on sides of valleys and ravines. Flaps over-speeds were a constant threat as the retardant release would increase airspeed by over five knots. Our CANG flying instructor's major instruction was to "***just strap the aircraft onto your back and point it where it needs to go***".

Turn arounds and reloads at Boise were generally completed in eight minutes. To reduce turn-around times when retardant and compressed air loading was completed combat starts were instituted where the two inboard engines were started with the outboards started during taxiing.



Volant Rodeo tarmac, Pope Airforce Base

Volant Rodeo Pope Airforce Base, North Carolina

On surviving and completion of the training the MAFFS unit was returned to Van Nuys before returning to McCord to continue our sister squadron liaison prior to departing for Pope Airforce Base Fayetteville North Carolina which collocated with Fort Bragg home of the 82nd Airborne Division.

The Military Airlift Command (MAC) first conducted Volant Rodeo an air mobility competition in 1979 with all major USAFMAC squadrons, Air Force Reserve Command and the Air National Guard to participate. In 1980, four international teams from Australia, Canada, the Federal Republic of Germany, and the United Kingdom were invited to compete. Over 40 aircraft including C7 Caribou, C141 Starlifter and C130 Hercules. The Germans competed in a Transall 160. I was detachment commander and aircraft captain. In 1981, I was also Team Captain; however, the second MAFFS crew were selected to compete in the competition.

Events included airdrops of both equipment and personnel, engine running onload/offload, assault take-offs and landings, maintenance inspections, aerial delivery inspections, as well as Combat Control exercise (forward air controllers inserted by parachute) and Security Police marksmanship including a tactical exercise guarding a C-130 against a group of simulated terrorists.

Our crews for all the events were accommodated with the Canadian crew in a hotel in downtown Fayetteville. In conjunction with the Canadians on the second day of competition, we announced that we would be having drinks at our hotel that evening. The Canadians supplied the spirits we supplied the Aussie beer. Assuming we would get a few dozen attendees we were amazed to find 500 turned up including a four star and several two star generals. It turned into a great night and diplomatic success.

Unfortunately, as for the previous year we did not win a prize but made some great friends. The competition ran for many more years up until 2012 with 36 Squadron winning the best foreign crew a couple of years later and winning the overall competition in 1989. Later competition crews were selected with greater consideration of the purpose specific roles of different events within the rodeo.



Airlift Rodeo 1989 (Renamed)

Following a formation flypast with the Canadian and New Zealand C130, on the return to McClellan on the way back to Australia, we flew through the Grand Canyon and only found out after the flight the minimum altitude was 1000 feet above the canyon (OOPS!) but the non-flying crew strapped themselves to the open ramp to enjoy the experience.



Grand Canyon

MAFFS Trials and Operations in Australia

The MAFFS unit arrived at Richmond Airforce Base in September 1981 and a further two crews were trained in the MAFFS operations by the original crews to ready for the Victorian fire season beginning January 1982. Our training was conducted in the Blue Mountains operating out of Richmond.

Training For MAAFS

Potential bases were identified in Victoria. A limiting factor in suitable airports was the operating weight of the C130. To maintain the maximum 3G stress limit on the aircraft additional fuel was required

in the outboard wing tanks to maintain a weight differential between the outboard and inboard fuel tanks. This required the aircraft to carry excess fuel and a fully retardant loaded aircraft to operate close to the 155,000 maximum all up weight. To provide greater aircraft manoeuvrability the external tanks were removed. Red dayglow strips were painted on the wings and tailplane. Three bases were identified in Victoria at Mangalore (central), Hamilton (west) and East Sale (east).

As previously stated, flap overspeed was an ever-present threat, consequently where a steep descent was required the aircraft was often slowed below power off stall speed for the weight using full power to prevent an overspeed. Repeating our instructor, **“just strap the aircraft onto your back and point it where it needs to go”**.



Training crews in the Blue Mountains

MAFFS Operations 1982

The rostered crew and MAFFS aircraft were kept at Richmond with an agreement with the Victorian Government that when high risk days were forecast the aircraft would be positioned at Mangalore or one of the other two bases. The Victorian Forestry fire fighting team had set up portable swimming pools at each base to mix the retardant.

Refresher training was carried out at Mangalore for all crews in early January. Actual operational sorties were limited to small fires north of Mangalore which enabled us to use triangulation of the fire with three drops on the one sortie. Several other fires were attended north of Mangalore and to the east out of East Sale at Cann River. A training sortie from Hamilton required the aircraft to be backed into the underrun to provide sufficient length on a very hot day which left tyre ruts in the runway.

However, an important lesson was learned about the communication links between the aircraft, the ground and the lead aircraft which was a hired twin from a local Victorian charter operator.

The communications from the aircraft to the ground FM radio was solved by one of our innovative flight engineers who connected a co-axial cable from our portable FM radio to our HF aerial - much to our Squadron engineering manager's chagrin.

It was also determined that a specialist Forestry Fire Officer would operate from the MAFFS aircraft.

MAFFS Recalled for 1983

A growing belief the 1983 fire season would be extreme risk, the Federal and Victorian Governments agreed to continue the trial. This belief became prophetic as the fire season in 1983 proved to be one of the worst in Australia's history. The MAFFS unit returned in January 1983 with recurrency training and training of additional crews conducted in January and early February.

On the 16 February, Ash Wednesday, fires broke out in the Dandenong Mountains and Mt Macedon and tragically took the lives of 47 people including a number of fire fighters. In South Australia 28 people died in similar tragic fires fanned by strong winds.

The MAFFS aircraft operating out of Mangalore dropped retardant on fires in the Dandenongs and Mt Macedon. On one run on Macedon following release of a load behind a line of threatened houses, we narrowly missed colliding with a police helicopter. Flying 100 feet above the trees in often turbulent, low visual conditions and avoiding flying embers added significant risk to the operations.



Fire Retardant drop on Mt Macedon

Further serious fires occurred in March in the Cann River region in eastern Victoria. In all the MAFFS operations conducted 93 sorties during February and March.

The Wash Up

The operations suffered from several issues. The pumps to replenish the system with retardant from the portable mixing pools were not strong enough, significantly increasing the turnaround times. The transit times from the airfields to the fires meant the concentration of effort was not sustained with one aircraft unlike the training in Boise where stacks of five or more aircraft provided saturation coverage and allowed for transit to and from base and refuelling.

Although the aircraft were washed each day, severe corrosion in the tail was found later during a major servicing.

The Operational Risks

The flying was extremely challenging and intense. A decision was made early on restricting crew duty to 7 hours resulting in two crews being required each day. Sadly, the risks associated with these operations were manifest in the tragic loss of a leased C130 aircraft fire tanker and four aircrew near Cooma in January 2020.

By retired RAAF Wing Commander and Squadron Leader Bill Mattes



Cessna approves Unleaded Fuel for Piston Models

26 October 2021

0 Comments



Textron Aviation today announced it has approved the use of unleaded avgas in their range of Lycoming piston-engined aeroplanes.

Cessna's Skyhawk 172 and Skylane 182 have been approved to burn 91 octane unleaded (91UL) and 94UL or 100 very low lead (100VLL) and the Turbo Stationair 206 has been approved for 100 VLL.

"Textron Aviation is committed to sustainability, and this announcement is an excellent opportunity for aviation enthusiasts to minimise their carbon footprint while continuing to enjoy the journey of flight," said Chris Crow, vice president, Piston & Utility Sales.

"We have produced more than 75,000 of these three piston aircraft models, and this gives owners and operators around the world a chance to take action in reducing emissions."

Textron-owned Lycoming recently approved the use of unleaded and lower-leaded fuels after completing a series of tests. The fuel is compatible for both new production and legacy Cessna piston aircraft.

Unleaded aviation fuels have been developed to be more environmentally-friendly than the 100-octane 100LL generally available for most piston aircraft engines.

Operators can start using the alternative fuels once their aircraft is compliant with Service Bulletin SEB-28-04 or MEB-28-01.

From Australian Flying Oct 2021

Feature Article

FLYPAST

Submitted and collated by
Cathy Hobson

This article was taken from the Australian Women Pilots' Association Newsletter, No. 40, March 1961. Editor - Mrs R.A. Blackburn, SA

Editorial:

Maud Gardner supplies the 'Former Pilot' column. Maud has held many positions in the Association, among them Federal Secretary and NSW State President and her stories date back to the days when flying was for the adventurous few.

FLYPAST No. 4 - MAUD GARDNER

Mar. 1961 - page 12

No flying career sounds most uninteresting compared with today but I somehow think that we had lots more fun because we knew everything in flying.

I commenced training with the Victorian Aero Club in 1929 when an instructor was sent to my home town of Bendigo, 100 miles north of Melbourne, with a Cirrus Moth machine. The weather was perfect so I managed to go solo after only six hours dual - which is a record - thanks to an excellent instructor whom I later married.

The machine was crashed so I finished my training at Essendon and was the third woman in Victoria to gain a license. There were six other women pilots at that time, namely Kit Bloomfield, Nancy Lyle, Gwen Johnston, Mrs C. N. McKay and the Governor's wife, Lady Somers, who practised formation flying madly under very critical eyes in order to escort Amy Johnson on her arrival.

By this time we were flying Gipsy Moths and were extremely proud of them. Freda Thompson came along that year and we

competed for the Gaunt Trophy which I won, with Freda second. The Geoffrey Syme Trophy for all pilots was won by Tommy Petherbridge, L.M. Johnson second and I came third. My first long cross country was to Sydney for the opening of Warwick Farm and what a trip that was! Mascot appeared to me as a marsh covered with tyres to mark where to land; how times have changed things and never did we dream that it could be the terminal that it is today! In 1931 my husband was appointed to the Royal Queensland Aero Club but my flying was curtailed for family.

At that time there were several women pilots at Archerfield including Pat Redman and Lorea Bonney. I flew out as a passenger with Lorea to escort Jean Batten in on her flight from England. We owned a Gipsy Moth and had several wonderful trips around Queensland and created interest, and some criticism, in 1932 when we flew from Brisbane to Bendigo with our six-month-old babe in a basket on the floor of the cockpit.

However, it did not affect him and eighteen years later he gained his licence too. Incidentally, we were the first couple to both hold a Pilots License.

M. Gardner



Photograph of Maud Gardner 1953.

Photograph from Australian Women Pilots' Association (AWPA) Scrapbook. National Library of Australia MS Acc10.058



RIGHT: Photograph of Maud Gardner as AWPA Federal Secretary 1962.

Photograph from Australian Women Pilots' Association (AWPA) Scrapbook. National Library of Australia MS Acc10.058

NOTES:

- Maud Gardner (often misspelt as Gardiner) (1906 - 1983) was:
- Born Maud Ferguson in Bendigo
- Married William Gardner 16 Jul 29
- Licence number #384 (18 Sep 29)
- Husband (SQNLDR Gardner) was a pilot in WW1 & WW2 - he taught some future AWPA members to fly (died 1951)
- Two sons
- Married Charles Evans 1964

REFERENCES:

- Ancestry.com.au
- National Archives of Australia (Canberra), 2018, William Edward Gardner Military Record, NAA: A9300, 250124

[Click here](#) to view this email in your web browser.



Australian Government
Civil Aviation Safety Authority

REG WRAP-UP

Regulatory wrap-up October 2021

Have you missed the following updates published on our website last month?

Announcements

Step-by-step guide to transition

We've developed a [step-by-step guide](#) to help you transition to the flight operations rules. As long as you follow the steps, your air operator certificate (AOC) will transition automatically on 2 December. This will allow you to continue to conduct the operations authorised under your current AOC. We'll be relying on routine audits and risk-based surveillance activity as part of a measured approach to support full transition after 2 December 2021.

Suggested text for manuals

An important step in our transition guide is to review the new suggested manual text in our [key operational changes guides](#). There's a guide to all 6 general flying rules and commercial operations - Civil Aviation Safety Regulations (CASR) Parts 91, 119, 121, 133, 135 and 138. The suggested manual text will be of particular use to smaller operators to prepare an interim manual and does not require specialised manual writing



expertise.

Seat break decided

We're providing an exemption to allow single pilot operations in aeroplanes with a maximum operational passenger seat configuration (MOPSC) of more than 9 and less than 14. This is the 'seat break' between Parts 135 and 121. The exemption is for 121 operators who will need to comply with 135 plus extra safety conditions. Details in our [information sheet](#).

Changes in the 2 December AIP

You'll see some changes in the 2 December 2021 Aeronautical Information Publication. These are to align regulatory references and terminology with the new flight operations rules. For instance, the term air transport will replace the terms regular public transport and charter. Given the number of changes, we recommend you visit the [online version](#) and familiarise yourself with what is different. Additional amendments may be necessary, and these changes will be made by AIP Supplement (AIP SUP).

Upcoming events

Register on the [events page](#) of the CASA website.

Flight operations rules information sessions

Join our live information sessions on how to transition to the upcoming flight operations rules. This is your chance to ask questions about what you need to do by 2 December. The 60-90-minute sessions will show you where to find the information you need and how to use it.

Get an update on the proposed GA maintenance rules

Come along to an Engineering AvSafety Seminar this November for an update on the proposed GA maintenance rules. There will be a special session after the AvSafety presentation (Human Factors - Error Management) where you can learn about what the

proposed rules mean for you and ask questions.

Transitioning to the new aerodrome rules for former registered aerodromes

We're hosting a webinar on 17 November to discuss a range of topics from grandfathering to preparing your aerodrome manual. There will be time for questions at the end of the session. This session is designed for formerly registered aerodromes who have a transition date of 13 May 2022.

Consultations

Updating pilot competencies for new flight operations rules

Consultation has opened on Schedule 3 of the Part 61 Manual of Standards to support implementation of the new flight operations rules. The proposed changes are expected to have minimal impact on examination requirements for flight crew licensing. [Consultation closes on 15 November](#).

Have your say on Part 66 MOS amendments

We're proposing to make miscellaneous amendments and add new aircraft types to the Part 66 Manual of Standards. Provide your [comments](#) by 17 November 2021.

Proposed discrete frequency for Ballina and new frequency for Lismore, Casino and Evans Head

The Office of Airspace Regulation has identified that frequency congestion around Ballina, Lismore, Casino and Evans Head aerodromes could be reduced through the allocation of a separate Common Traffic Advisory Frequency (CTAF) for Lismore and Casino and allocating Evans Head to the Multicom 126.7Mhz. Provide your feedback on this [consultation before 26 November](#).

Draft AC 21-32 v1.0 - Approval of equipment used for human external cargo operations

[Consultation closed](#) 20 October. Thanks for your feedback. We are now reviewing responses.

Projects

Proposal to include NVIS operations for fixed wing aircraft in Part 135 of CASR (Project OS 22/01)

Project approved and [details are available on our website](#).

Guidance material

Advisory circulars

The following [advisory circulars](#) were published in October:

- AC 1-03 v3.0 - Transitioning to the flight operations regulations
- AC 91-02 v1.0 - Guidelines for aeroplanes with MTOW not exceeding 5700 kg - suitable places to take off and land
- AC 91-05 v1.0 - Performance-based navigation
- AC 91-06 v1.1 - Performance-based communication and surveillance (PBCS)
- AC 91-10 v1.0 - Operations in the vicinity of non-controlled aerodromes
- AC 91-14 v1.0 - Pilots' responsibility for collision avoidance
- AC 91-17 v1.0 - Electronic flight bags
- AC 91-29 v1.0 - Guidelines for helicopters - suitable places to take-off and land
- AC 119-04 v1.0 - Flight data analysis programmes (FDAP) for air transport operations
- Multi-Part AC 119-07 and AC 138-03 v2.2 - Management of change for aviation organisations
 - Annex A to Multi-Part AC 119-07 and 138-03 v2.2
 - Annex B to Multi-Part AC 119-07 and 138-03 v2.2

Acceptable Means of Compliance and Guidance Material

The following [Acceptable Means of Compliance and Guidance Material](#) were published during October:

- AMC/GM Part 66 v7.1 - Continuing Airworthiness - Aircraft Engineer Licences and Ratings
- AMC/GM Part 91 v2.0 - General operating and flight rules
- AMC/GM Part 131 v1.0 - Balloons and hot air airships
- AMC/GM Part 133 v2.0 - Australian air transport operations - rotorcraft
- AMC/GM Part 138 v2.0 - Aerial work operations

Cabin Safety Bulletin

The following [Cabin Safety Bulletin](#) was published in October:

- Cabin safety bulletin 25 Emergency evacuation and occupant survivability

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Two Sunrises in One Day

By Helen Trenerry

Sunrise. Such a beautiful time of the day, no matter where in the world you might be. Imagine, then, the idea of witnessing a Double Sunrise - twice the beauty in a single day.

And so began the concept of a new Qantas Boeing 787 Dreamliner delivery flight being used to create history. In the small hours of morning darkness, on the 14 November 2019, VH-ZNJ was tasked to carry out an important mission.

It would depart London Heathrow Airport (LHR) and set course for its new home in Australia, landing in Sydney (SYD) some 19 hours and 19 minutes later and setting the record for the world's longest non-stop flight by a commercial airliner. The main objective of the mission, however, was to safely deliver this brand new jet to the airline to commence revenue service. Typically, new aircraft ferry flights from the USA to Australia are empty.

What if, this time, we took the opportunity to conduct research into ultra-long-haul flying, break a few records and give a nod to the history of Qantas, as the airline kicks off its 100th year of service celebrations?

As the Captain of this flight, QF7879 LHR-SYD, it was a very great honour, and privilege to be a part of the Project Sunrise team, who worked tirelessly to facilitate these research flights, gathering new data about inflight passenger and crew health and wellbeing.

The long term goal of Project Sunrise is to operate regular, non-stop commercial flights from the east coast of Australia to London and New York. The flight we embarked that morning was the second of three 787 delivery flights for Qantas, exploring one of the latest frontiers of commercial aviation.

The airline named this endeavour 'Project Sunrise' after the historic and secretive



ABOVE: **VH-ZNJ landing SYD runway 34L.** Photo courtesy of Victor Pody Photography. RIGHT: **30 years separate these two photos**



'Double Sunrise' endurance flights conducted during the Second World War. These flights were under constant threat of attack from the Japanese and would fly for up to 32 hours non-stop, the timing of which meant the crew and their three passengers would witness two sunrises on the journey.

We departed London under cover of darkness at 0600, the first of our two sunrises occurring after top of climb near the coast of Belgium. Here we set course for Australia. The second, about two-thirds of the way into our journey, greeted us as we passed Ambon in the Philippines. All persons onboard received a certificate to commemorate their entry into the rare and 'Secret Order of the Double Sunrise'.

Also on the flight deck that day was First Officer Ryan Gill, Second Officer Chris Agnew and Second Officer Tegan Gray, all invited to participate in this epic adventure a few months earlier. We assembled as crew to prepare and support each other early in the mission, and the jovial banter, sledging and camaraderie were evident soon enough.

As far as the media were concerned, we were the faces of the flight, but it was the teams behind the scenes that deserve the most praise. Often invisible,



Captain Helen Trenerry, FO Ryan Gill, SO Tegan Gray, SO Chris Agnew pre departure

people from flight planning, load control, engineering, logistics and support, and flight operations - to name just a few - worked tirelessly to make the operation run as smoothly as possible.

The rostering department built us a pattern (trip) that would closely replicate what we would fly on a regular roster, to give validity to the human data that we gathered. It was an eight day trip, starting in BNE, going to MEL, then PER, up to LHR, before heading home.

Research personnel from the University of Sydney's Charles Perkins Centre, as well as the Cooperative Research Centre for Alertness, Safety and Productivity (Alertness CRC) at Monash University,

accompanied us, and the depth of physiological study and mental testing was immense. We felt like lab rats, albeit quite glamorous ones.

We attended a briefing day in Sydney about a month before departure to go over the various aspects of the flight, such as the flight plan, weight and balance, loading, ATC, fuel requirements, media commitments, and to get the research equipment to commence the studies.

The route chosen by the flight planning department was already known to us, as overflight clearances had to be sought from many countries and the final clearance was only issued 24 hours prior to departure. The route took us from the UK, over Netherlands, Germany, Poland, Belarus, Russia, Kazakhstan, China, Philippines, Indonesia and a fair chunk of Australia.

Conditions for our arrival were magnificent - a bright CAVOK day in Sydney - and we touched down at 1228. More than 1,000 Qantas employees met the new Dreamliner as we were towed into hangar 96 to commence the birthday celebrations. It's not often you get that many people cheer your landing - I'll take it when I can get it!

- VH-ZNJ is QF's 10th B787-9 Dreamliner, named "Longreach" and features the Centenary livery, displaying each logo since 1920
- This flight marked only the second time in history that a commercial airliner has flown directly from London to Sydney. The first was 30 years ago in 1989 when Qantas operated a 747-400 ferry flight between the two cities. The aircraft that performed that flight, VH-CJA, is now on public display at HARS aviation museum, south of Sydney
- VH-ZNJ gave a nod to flying history, almost 100 years to the day the first-ever flight from the UK to Australia took off from Hounslow Heath (near today's Heathrow Airport) on 12 November 1919. As a contestant in the Great Australian Air Race, the Vickers Vimy G-EACU landed in Darwin 28 days later on 10 December 1919. That aircraft is now on display at Adelaide Airport.
- 19 hours 19 minutes flight time, takeoff weight 230.9 tonnes, 100.0 tonnes of fuel loaded, fuel burn 94.0 tonnes (all



The day before departure (L-R) Tegan, Ryan, Alan Joyce, Helen, Chris



ABOVE: LHR SYD flight path. RIGHT: Certificate presented to all onboard QF7879 LHR SYD



carbon offset), cruising Mach number 0.855, landed SYD runway 34L with CBR alternate fuel available, POB 53

- Flight dispatcher, Marc Pimental, who finalised our flight plan on the day was

also the flight dispatcher for OJA's non-stop flight 30 years earlier

- One takeoff, two sunrises, one landing... not many people get to put that in their logbook!



Senate Committee extends GA Inquiry Deadline

25 October 2021

0 Comments



The Senate Standing Committee on Rural and Regional Affairs and Transport (RRAT) has extended the deadline for the final report on the general aviation industry.

The inquiry, which began in December 2019, was originally scheduled to table the final report on the last parliamentary sitting day of November 2021, but this week the deadline was extended to a date yet to be announced.

A spokesperson from the office of RRAT Chair Senator Susan McDonald told *Australian Flying* that work on the inquiry would continue.

“The inquiry will be extended, as per an RRAT committee decision on Wednesday, and there will be more hearings in November – but we only gave available dates to secretariat yesterday, so there are no definite dates just yet.”

The inquiry has struggled to get material thanks to COVID-19 restrictions and has held only three inquiries and received only 63 submissions since it commenced.

An interim report tabled in December 2020 stated only that not enough had been done to table an interim report, with Senator McDonald's office laying the blame at the feet of the coronavirus.

Kulula is a low-cost South-African airline that doesn't take itself too seriously.



What a pity Kulula doesn't fly internationally - we should support them if only for their humour:

On a Kulula flight , (there is no assigned seating, you just sit where you want), passengers were apparently having a hard time choosing their seats, when a flight attendant announced, "People, people, we're not picking out furniture here, find a seat and get in it!"

On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies & gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

And from the pilot during his welcome message:

"Kulula Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"





After a particularly rough landing during thunderstorms in the Karoo, a flight attendant on a flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as heck everything has shifted."

From a Kulula employee:

"Welcome aboard Kulula 271 to Port Elizabeth. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite."

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Kulula Airlines."

"Your seat cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane"

"Thank you for flying Kulula . We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Durban Airport, a lone voice came over the loudspeaker:
"Whoa, big fella. WHOA!"

On landing , the stewardess said, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

Heard on Kulula 255 just after a very hard landing in Cape Town: The flight attendant came on the intercom and said, "That was quite a bump and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault, it was the asphalt."

Overheard on a Kulula flight into Cape Town, on a particularly windy and bumpy day: During the final approach, the Captain really had to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to The Mother City. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"



Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying our airline". He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment.

Finally, everyone had got off except for a little old lady walking with a cane.

She said, "Sir, do you mind if I ask you a question?"

"Why, no Ma'am," said the pilot. "What is it?"

The little old lady said, "Did we land, or were we shot down?"

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.

THE LONGEST EVER FLIGHT WAS OVER 64 DAYS IN A CESSNA 172

by: **Lewin Day**

59 Comments

October 25, 2021



Often, when we think of long-endurance flights, our first thoughts jump to military operations. Big planes with highly-trained crew will fly for long periods, using air-to-air refuelling to stay aloft for extended periods.

However, many of the longest duration flights have been undertaken as entirely civilian operations. The longest of all happened to be undertaken by that most humble of aircraft, the Cessna 172. From December 1958 to February 1959, Bob

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<https://hackaday.com/2021/10/25/the-longest-ever-flight-was-over-64-days-in-a-cessna-172/>

1/23

A TEST OF ENDURANCE

One might expect that such an effort was undertaken to push the envelope or to strike new ground in the world of aerospace engineering. However, the real truth is that Bob Timm was a slot machine mechanic and former bomber pilot who worked at the Hacienda casino in Las Vegas. Proprietor Doc Bailey was always on the hunt for promotional ideas, and Timm pitched his boss that a record attempt in a plane bearing the casino's branding would be a good way to go. Bailey agreed, and committed \$100,000 to the effort.

Modifications to prepare the aircraft for the stunt took the best part of a year. The pint-sized Cessna was fitted with a 95-gallon belly tank, paired with a electric pump that could transfer fuel to the main wing tanks as needed. Special plumbing was also added that would allow the engine oil and filters to be changed while the engine was still running.

The interior was stripped out, and the standard co-pilots door was also removed, replaced with a folding-style accordion door instead. A platform was also rigged up that could be extended out of the co-pilot's side of the aircraft. This allowed the co-pilot some additional room to move during the crucial refuelling operations.

KEEPING THE ENGINE TURNING

Refuelling was handled by lowering a hook via a winch down to a fuel truck that would trail the plane on a straight stretch of road, usually twice a day. The winch would then pull up a fuel hose from the truck, which would be used to fill the belly tank in around three minutes. The same system was used to regularly pull up food, oil and other supplies like towels and water for shaving and bathing.



The Hacienda Cessna 172 refuelling during its record flight. Source: [McCarran Airport](#)

Initial attempts faced issues.

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duration flight, but the engine suffered burnt exhaust valves which curtailed the third attempt. After the first three flights, the plane had never stayed aloft longer than 17 days.

Other hurdles came up, too. Timm wasn't getting along with his co-pilot, and pilots Jim Heth and Bill Burkhart had just set a record of their own. The duo had managed to fly their own Cessna 172 for a full 50 days, landing on September 21 1958. It was clear changes were needed.

For the next attempt, Kuenzi reinstalled the plane's original engine, which had 450 hours on the clock. The alcohol injection system was quietly modified to harmlessly squirt the alcohol overboard instead of into the engine. The original co-pilot was dismissed, and 33-year-old John Wayne Cook, a pilot and airplane mechanic, was given the job instead.

The plane took off once more on December 4, 1958, at 3:52 PM from McCarran Field, Las Vegas. Officials monitoring the record chased the plane down the runway in a convertible Ford Thunderbird, putting white paint on the tires as an indicator to ensure the plane didn't make any secret landings during the attempt.

Over the course of the near-65 day flight, the plane was refuelled by its truck over 128 times. This, and the job of flying the plane kept Timm and Cook plenty busy. What downtime was available was spent reading comics and making up simple games such as counting cars on the roads below to pass the time.

LIVING THE LONG-HAUL FLIGHT LIFESTYLE

Fresh meals were cooked for the duo by the chefs at the Hacienda, though the food had to be chopped up to fit in thermos containers to be passed up to the plane. Bathroom duties were handled with a folding camp toilet and plastic bags, which were then deposited **over uninhabited areas of the desert**.

The long flight wasn't all trouble-free, as one might expect. An incident on January 12, 1959 saw Timm caught out while bathing on the platform outside the co-pilots door. With Cook at the controls, the pilot realised the plane would not clear a ridge with the platform extended, and quickly yelled to Timm to pull it in. Reportedly, Timm wrestled with the platform naked with toothbrush still in mouth, managing to avoid the ridge in time. The scare pushed the duo to reschedule their bathing

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The long flying hours, high work load, and poor sleep began to wear on the crew over time. On January 9 around 2:55 AM, Timm fell asleep while flying over Blythe, California, a few minutes before the end of his 4-hour shift. Cook remained asleep, and Timm eventually woke up at 4 a.m, with the aircraft having flown itself for over an hour with the wing-leveling Mitchell autopilot keeping the plane in the air. Speaking to a reporter after the flight, Timm noted "I made a vow to myself that I would never tell John what had happened."

Over time, equipment failures began to stack up. A generator failure meant that fuel transfers to the wing tanks had to be done using a hand pump. Other failures took out the autopilot, various lights, the tachometer, as well as the fuel gauge for the belly tank and the crucial winch. With the engine racking up over a thousand hours of continuous operation, carbon build-up was starting to reduce engine power, too, making it difficult to climb the plane with the fuel tanks brimmed.

BACK TO EARTH

On February 7, 1959, the plane finally landed at McCarran Field. The pilots reportedly had to be helped out of the airplane, which looked somewhat the worse for wear after its extended adventure. The plucky Cessna that could have covered over 150,000 miles in the course of its journey.



The plane now hangs in McCarran International Airport. Note the sliding door on the co-pilot's side, and the belly tank underneath. Source: [McCarran Airport](#)

Afterwards, Cook continued on as a pilot, while Timm resumed working on slot machines at the casino. As for the plane, it was shown off at the Hacienda for two years after the record flight. It then went to a new owner up in Canada for some years, before Timm's son Steve located it and brought it back to Vegas in the late 1980s. The plane now hangs in the McCarran International Airport, above the baggage claim area for incoming passengers.

The flight serves as a great example of endurance of both machine and man. Running a small aircraft engine from the 1950s for 1500 continuous hours is remarkable. Similarly, Living in such a confined space with continual noise for over two months is one hell of a feat. It may be for that very reason that the record has not yet been beaten.

One could imagine, with the resources of the world's militaries, that a much more comfortable record attempt could be made on a larger bomber or transport aircraft. With more crew and more room to move. the feat need not be so onerous.

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Heart of the Nation

front



Strzelecki Desert

Josh Smith and his old mate Joe, a pilot, were having a beer a couple of years ago when they conceived a grand adventure: to traverse all of Australia's 10 deserts, photographing them from the air, and make a book and exhibition at the end of it. They'd done six deserts when the pandemic rudely interrupted; the last four, over in WA, are out of reach for now. In the meantime, feast your eyes on this image, which Smith shot over the Strzelecki Desert in South Australia, looking straight down from an altitude of 330m. Those are white licks of salt crust among the red rocks and dunes. Looks like a painting, doesn't it?

Smith, 49, managed corporate IT networks for years, but always had an eye for photography. He traces that back to his childhood on a farm outside Narrabri in northern NSW, where

his dad would on occasion dig out a projector, a screen and boxes of slides from his infantry tours of Vietnam, and regale everyone with shots of the tropics' dazzling beauty. These days Smith creates imagery – stills and film – of the agriculture industry, documenting the production of all those things we take for granted: the wheat for our bread, the barley for our beer, the cotton for the shirts on our backs. In farming's quiet seasons, he and Joe get away on their flying adventures.

Some of the remote airstrips they've visited on the desert project have been pretty sketchy – they'll fly a low pass before landing, to shoo off 'roos and emus – and they've had to sleep in swags under the wing on occasion. But most airstrips, even in Woop Woop, have basic facilities so they can shower, eat and recharge the camera batteries. "And even better, a pub nearby!"

Photography Joshua J. Smith By Ross Bilton

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