



# JOYSTICK JOTTINGS

ISSUE N° 2 / AUGUST 2019

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Remembering Bert Hinkler

My First Cross Country by Hugo Struss

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# INSIDE THIS EDITION

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# PRESIDENT'S REPORT



## Its Nostalgia Time

Hi All,

I hope you enjoyed Edition 1 of Joystick Jottings; we are back again with more!

In this edition, I am being nostalgic. Our big 100th birthday on 21st September 2019 is coming soon. This special event has made me reminisce.

Just think about the dreams, thrills, and milestones that aviation has had over the past 100 years, and the contributions our RQAC has made. In little over a century, people considered flying to be only realistic for the birds (and maybe a few dinosaurs 65 million years ago). Before 1900, flying was about stories of mystic dreams and magical flying machines. Now as I write this report, the media continues to be full of articles about man's landing on the moon 50 years ago. So much in so short of time.

As an organisation of volunteers, I want to acknowledge and thank our Honorary Club Historian, Dick Sanders. Dick has a wealth of historical aviation knowledge, and he has been carefully reviewing our club's many historical documents and photos. In this Joystick Jottings, Dick has selected some great past photos and we seek your comments and knowledge on them. Please review, forward to others, and help us discover the story behind these photos. In addition, Dick is finding other great photos and items to display at our centenary dinner ball.

Our RQAC Gala Ball Dinner is a once-in-a-lifetime event to attend and be part of. We are honoured that our Patron, the Governor, has confirmed attendance and will speak. We are finalizing a great key-note speaker. The venue will be in Hanger 5 at Archerfield Airport, and yes, we will be surrounded with aviation photos and more. So, pass on the word, block your calendars, and purchase your tickets on Event Bright.

In today's high tech and fast pace, some nostalgia can be a dose of good medicine. Hmmm, I think I am now due for a fun flight in our club's cross-hired Piper Super Cub!!!

Safe Flying,  
Clif

CLIFTON HEFNER  
RQAC PRESIDENT/CHAIRMAN

# CLUB CAPTAIN'S REPORT



**Today you changed someone's life...**

*"Making money is a happiness; making other people happy is a superhappiness" — Nobel Peace Prize recipient Muhammad Yunus.*

And so it is that on Saturday 27 July, at least 40 club members and friends had the opportunity to become 'superhappy', by working together to take a group of children with challenging backgrounds, and their families, for a short flight over Brisbane. Only those who were there truly grasp how special this was to the children.

FunFlight is a great story; it is one of those charities that exists purely to serve others who can do with a brighter day. Children who are facing serious illness or adversity to get the chance to break away from those challenges and have a day of unrivalled enjoyment and inspiration, all delivered by volunteers.

I simply cannot think of a better way to describe how it all came together, than to copy the email sent to all the volunteers after the event:

Hi All,

I started off this afternoon trying to write a long thank you that included everybody. I tried a few different ways to lighten the email and make it funny and worth a read, but every attempt simply seemed to dilute the splendour of the magic that you all created today. So I have chosen to keep it short, in the hope that you will all take a quick read to see who made today possible.

A huge THANK you to the following folk for pulling off a flawless operation:

1. Dan, Robin, Brad, Dave, Ian, Lyall and Chris for your aircraft and flying.
2. David T, Hugo, Andrew, John and Mark - thank you for your efforts as marshals
3. Archerfield Air Traffic control. For keeping us separated, and not charging us for the privilege.
4. Rod and Michelle from Archerfield Airport Corporation - thank you for honouring Heather's commitments so eagerly.
5. Troy the Velociraptor - thank you for keeping the loads balanced.
6. Emma, Ben, Kirsten, Jordan and Saif - you guys handled registrations like clockwork!

7. Leka and Paige from Brisbane Aviators for the chairs and tables - Thank you.
8. Absolute Business Solutions - thank you for the jumping castle Lisa
9. John and Andrew for the face painter
10. James and Carolin from Rotary Paddington for the sausages - that was a lifesaver.
11. Errol van Rensburg and Jan de Jager for the snack packs and cold drinks
12. Clif, Theresa and Brody who came all the way from up north to guard the jumping castle!
13. Glenn and Rob S who popped in to say Hi. It's really a pity that Novacaine and flying don't mix, Rob!
14. Clint from Flight One who offered a beautiful 172 for us to use
15. My daughter Megan, Mum Denise, Sister Michelle, Caitlin, Matthew and special friend Arthur - thank you for bringing it all together.
16. Ian and Michael who spent hours trying to iron out the insurance challenges, and equally as long to calm me down when we weren't winning.
17. My daughter Nicci in Switzerland - for your support energy and enthusiasm. I SO look forward to seeing you at the next one!

I will also make special mention of Nev, Aaron and Brendan who were qualified, willing and able to fly but due to an admin glitch at the insurer couldn't get clearance in time. Thank you gentlemen for your attitudes, and hanging in there until 10pm last night. Thank you also to Jason, Rob S and Leo who were prepared to fly but had maintenance issues. Next year, we fly.

My final thanks go to the unflappable Stephanie Chan and her team from FunFlight who put the event together from Melbourne, and ultimately to Michél Verheem for the initiative and inspiration.

You have all heard Loren Easley's Starfish Story.... "Well I made a difference to that one". Today, we made a difference, not to one, but to at least 82 people! Thank you guys. Now I'm going to sleep!!!

CHRIS SPENCER-SCARR  
CLUB CO-CAPTAIN









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CELEBRATION





# RQAC CENTENARY DINNER UPDATE

**OUR PREMIUM EVENT FOR 2019 IS OF COURSE THE CENTENARY DINNER TO BE HELD ON 21ST OF SEPTEMBER, THERE HAVE BEEN REGULAR MEETINGS BY THE CENTENARY DINNER SUB-COMMITTEE AND THE PLANNING TO DATE HAS COVERED THE FOLLOWING DETAILS.**

The Centenary dinner is now a little under two months away, the organising sub committee have been working through the many aspects that will go to making this evening an outstanding memorable event. To date we have several organisations that have stepped up to assist us with products and financial support which will guarantee the significance and quality of the occasion.

We have several notable guests coming along including our patron the Queensland Governor, our keynote speaker Captain Dick Tobiano who is currently Chief Pilot Qantas and Air Commodore John Meier from RAAF Amberley, the presence of these guests will add immensely to the significance of the centenary and we are extremely grateful for their commitment.

We are about to send out the invitations to members and staff past and present and the tickets are available through Eventbrite ([www.eventbrite.com.au](http://www.eventbrite.com.au)) so make sure if you are wanting to get together on the same table you get your tickets in time for our admin to be able to place the requests. We are also hoping that if anyone has contact with ex members, Instructors and staff that you will make them aware of the dinner as they all played a part in our long history.

Any queries can be addressed to Lea Anderson our hard working admin lady email [lea@aviationinsurance.com.au](mailto:lea@aviationinsurance.com.au) or Telephone 07 3274 4732. This is going to be one of the most significant events to be held at Archerfield so gather your groups or couples and get in on the action.

Cheers,  
**John McDonald**  
**RQAC Centenary Sub- Committee**

# TEST ANXIETY

## BY ADAM STARR

Adam is a Grade 1 Flight Instructor and Flight Examiner based at Archerfield. He is a Cirrus Standardised Instructor Pilot and IFR and glass cockpit specialist. You can contact him at [adam@starraviation.com.au](mailto:adam@starraviation.com.au).

**Testitis.** Anxiety. Dread. Fear of Failure. This is not a gender specific complaint (regardless of however many genders there are nowadays). It occurs at test time and can be quite crippling just when you need to perform to a standard whilst being judged. It is a complaint that affects pilots, due to the nature of their profession (if you make mistakes, people may possibly die) and can also be found in other fields with potentially catastrophic consequences such as Air Traffic Control and medicine. I have worked, trained, taught and examined in all these fields and there are definite similarities. Unlike those other fields however, pilots can't stop, handover to someone else, step back to take a breath or anything of the like (at least not for very long) as we are directly involved in the ongoing safe operation of our aircraft and the lives on board. Those lives also include our own which is different to the other fields where, if they stuff up it is usually someone else who may be at risk of injury or death. We are well aware that if we stuff up not only may others die but also ourselves. That just adds to the subconscious, self-induced stress of being a pilot.

Another interesting trait of the above-mentioned fields is that they attract a certain personality type. As a cohort we all want to succeed and we all want to be the best at what we do (just ask any pilot how good they are....!). This, in turn, adds even more self-induced stress to our operation. All of this happens any time we fly, before we even contemplate being tested! At test time all of the above stresses and concerns come into play as well as the added stress of flying with a stranger (often the case for a testing scenario) who is there to assess you, someone who may fail you and stop you flying, someone who will assess and make judgement about something you are so passionate/dedicated/professional about and someone who can absolutely demolish your ego and/or confidence. I have seen examiners absolutely 'carpet bomb' the confidence of applicants to the point of, literally, no return. This is not the way it should be. Examiners who are unreasonable need to be pulled into line but to do that you need evidence of them actually being unfair rather than just having a

different view of your capabilities. Applicants, however, should also be more prepared for tests. The thrust of this article is to help you understand better what an examiner should be expecting from a pilot being tested, while also letting you in on the standards that examiners should abide by.

## How do I know what's expected of me?

The first step to knowing what your examiner expects of you in a test is to understand the various competencies you will be tested on how they are officially regulated. I highly recommend that you become familiar with the CASA Part 61 Manual Of Standards (MOS) for flight crew licensing. It can be downloaded here: <https://www.legislation.gov.au/Details/F2018C00657>

The screenshot shows the Australian Government Federal Register of Legislation website. The main content area displays the 'Part 61 Manual of Standards Instrument 2014' (F2018C00657), which is the latest version and is in force. A table of contents is visible on the left, listing sections from Volume 1 to Volume 4. The right side of the page shows the beginning of the instrument, including the name, commencement date (1 September 2014), scope, and condition on flight examiner ratings.

It can be a little difficult to digest as one massive document so why don't you just download it and break it up into its parts/schedules. An introduction that breaks Part 61 down for you is provided at: <https://www.casa.gov.au/standard-page/part-61-manual-standards>

Basically, there is an introduction and some abbreviations and then the schedules:

- Schedule 1 = Directory of units
- Schedule 2 = Flight competency standards
- Schedule 3 = Theory knowledge standards
- Schedule 4 = Theory knowledge examination standards
- Schedule 5 = Flight Test standards
- Schedule 6 = Proficiency Check standards

- Schedule 7 = Flight Review standards
- Schedule 8 = Tolerances

### **Know your required competencies.**

You need to find what is actually required of you and therefore what you will be tested on. A lot of the anxiety builds because there is not a clear picture of the requirements. Don't rely on hearsay – go to the source and know exactly what you will need to do. This holds true regardless if its RPL, PPL, IPC, ATPL – whatever. These are all in the MOS sections above so lets break it down.

The Directory of Units will tell you exactly which units are required for each qualification. To make it easy, lets just use the example of an Instrument Rating test. Firstly we need to go to Schedule 1 to define which units we need, and we go to the Instrument Rating section. Here we see that the Knowledge Standards needed are IREX and GNSS. Then below that (taking the example of a single engine aeroplane) we see that the Practical Flight Standards needed are NTS1, NTS2, IFF, IFL, CIR, NVR1, NVR2, and IAP2. Great – we have a list of topics to study!

Now we need to know what is included in those topics and that means using the other MOS Schedules. In this case we will need Schedule 2 (for flight competencies), Schedule 3 (for Theory Knowledge), Schedule 5 (for the actual test standards) and Schedule 8 (for the tolerances we must perform within). Go to Schedule 2 and 3 first and look up all the codes for all the topics you need (e.g. IREX, GNSS, NTS1, NTS2 ... and so on, as seen above) and I would even suggest printing them out. Then read through them and tick off each item within them that you are confident with. Anything you are not confident with then just go and study, practise or grab an instructor to help you. This is basically the syllabus for your test. Once you are happy that you can answer/perform all parts of all of those topics then it is time to look at the test.

The test will reference MOS Schedule 5 and Schedule 8. Have a read of the parts for your test and you will see what the examiner must abide by. For a bit more detail also find the CASA test form (just Google it – e.g. CASA Instrument Rating test form) and the Flight Examiner Handbook (FEH) (again, just google CAS flight examiner handbook). With a combination of all of this knowledge you should know exactly what is going to happen and what your required competencies are. Finally, Schedule 8 will tell you the tolerances you have to perform within.



**Know your own competency** – objectively and realistically. Every now and then go to the MOS and see what you haven't done for a while and go and practise it. If you want to keep on top of things make a list of required competencies and tick them off after a flight. That way you can see things that you may not have done for a while. Maybe you have done RNAV approach after RNAV approach but haven't done a hold or a VOR approach in a while. Maybe you haven't done limited panel or unusual attitudes since your last IPC. Get someone else to provide an opinion (realistically and objectively). Find a friend/instructor/safety-pilot and go for a practice. Take charge of the mission – know which competencies you want to practise and go and do so

**Know your allowed tolerances.** Whenever you fly, judge yourself against the tolerances of Schedule 8. Be realistic in this. If you are allowed +/- 100' then making a pretty sine-wave while you bounce between the + and – limits may be in tolerance but may show that you are performance chasing not attitude flying. Try taking a friend/instructor to judge for you. Ask them to be harsh. Don't accept "good enough" – the vast majority of pilots I know do not fall into this category and some can be too self-critical. Find a balance where you may be able to say "that was within tolerance but maybe I could do a bit better with some more practice".

**Take responsibility for your own training.** As alluded to above, know what competencies you need to have achieved and revise that list periodically. If some things haven't been practised for a while, then take a list of those and go have a fun flight with an instructor. Even use the list in your own flying, add something in to your next flight instead of just going A-B. It may only cost you a few minutes flight time as opposed to doing a whole training flight. Remember to be safe! Don't get passengers to simulate engine failures or things of the like – take an instructor for that sort of thing (turn up with a list of competencies you need and they will be happy they don't have to plan your lesson!).

**Know how the day will progress.** Have a look at the FEH. Download it from the CASA website and find the test page that applies to you. It will tell you exactly what to expect on the day. Nobody likes the unexpected.



Many people have complained about how harsh or unrealistic an examiner is. If you find you are being harshly treated and it is outside the scope of the FEH/MOS then say something. Don't just sit there with the blood pressure on a rapid rise, that won't help your performance at all. The

examiner may not realise that what they see as an informal discussion they are having with you is being seen as pass/fail testing.

**Work a 90 day cycle.** Every 90 days critically evaluate what you have done, where you were to standard and where you were not. Keep on to of it every 90 days and nothing will be a surprise. Not only that, you will be able to keep competent but you will also keep current.

**Relax.** Seriously! What is going to happen if you fail? By test stage you should be fairly confident that you can get from takeoff to landing alive. You should know what you can do well and what you may just need to snag on test day. Don't use "I have done that better" to judge yourself, use "that was still within tolerance". If you do perform out of tolerance, so what? Come back and do it again another day. No one is going to take your birthdays away from you if you can't perform a perfect steep turn.

**Grab Testitis by the MOS!** Own it and know how the test will turn out before you even turn up. If you use the information above there should be no surprises with either what is going to happen nor your level of competency. The test day should just be a demonstration of what you know you can already do with someone you may even get along with and/or learn something extra from for free.



# MY FIRST CROSS COUNTRY

## BY HUGO STRUSS

It might sound strange to some, but I have loved the adventure of learning and being tested on the new levels in aviation. Unlike a lot of other hobbies, usually when I learn something new in aviation it not only grows a new skill set but it also takes me on a little adventure! It does mean I'm a sucker for biting off the next bit before I'm ready, but as they say, "ill just chew like hell!"

So these are a few notes on this rookie pilots latest trip.

I recently learnt that I would need to build a few more hours in cross country to continue my training in aviation. The advice from my instructor was, "find the slowest plane you can fly!" Knowing what I know now, these not so wise words were what set in motion the long three day round trip to Longreach and back in a Piper Super Cub.

The planning took weeks! I had to first establish a fuel range that I was going to be happy with if I copped the full brunt of the August westerly winds. After deciding I had to plan for less time in the air than a pregnant woman has between toilet breaks, I begun carefully finding airfields with available fuel and within my safe endurance. Basically this left me with only one route option to Longreach. YBAF, YCCA, YROM, YBCV, YBCK and YLRE.

I know this all would sound funny to a more experienced pilot, but the thought of being held up by the raging westerly wind and having to land in a paddock while I waited for help worried the hell out of me. This prompted me to start thinking about what to pack and the googling begun. I ended up with a couple of good rules for remote, single engine flight. One, always wear clothes you would want if you were to crash. Warm, sturdy and comfortable! Check. The next rule I found is be prepared to be by yourself for 48 hours. 48hours is the worst case, eg I haven't filed a flight plan for a VFR flight (but I always file a flight over an hour!). I started to put together a few things I would want and put them into a "survival vest."



The die-hard guys suggest you wear this vest but I just always had it close by. This vest (pictured) carried water, tent, sleeping bag, fishing gear, multiple ways to start a fire, knife, lights and batteries to last a week, mug to put on the fire, coffee, food, full medical kit, water purifiers like the tablet and the life straw, rope, cutlery, Electronic Location Transmitter (ELT), VHF, UHF radios and so much more. It was heavy but made me feel like id be the most comfy stranded pilot in existence.

Then all I had to do was hope that the weather was CAVOK!



## Day 1

On the 2nd of August, the winter high pressure in the countries south had given the greenlight. Cameron Low and John Shuttlewood joined me in the far more comfy 172 out of Southern Skies, but they would catch me up with only one fuel stop in Roma. I departed at 7.15am and it was perfect....until I hit my planned height of 8500ft. It was flat out 1 degree in the cockpit but my lack of experience told me to climb high for a more efficient fuel burn and a fist full of options if I had any problems mid flight. The vapours of my breath told me it was cold but I had dressed for it so I pushed on. Luckily at that altitude the air was calm and I could trim the plane, have my hands in my pockets and make slight adjustments with the rudder.



My first stop, Chinchilla proved to be uneventful for the landing. This was however my first experience with a fuel system outside the BP ones at YBAF. After setting the fill amount 3 times and restarting the fill every time, I was fueled up and ready to roll again.

On decent into YROM I could hear Cameron only 10 nm ahead and knew we would be able to catch up for lunch. After only entertaining myself for the last 4 hours, I was happy to have conversation with a few YBAF locals on the ground.

After departing YROM the cloud had thickened but I was able to still climb through and cruise at 8500 until 20nm

before YBCV. I hadn't spoke to anyone for over 2 hours and was looking forward to getting on the ground at Charleville.

On my 10mn call I was instantly greeted by a friendly voice who gave me winds on the ground at Charleville. I had read about the hospitality at Charleville but it was more than I was expecting! I was greeted on the ground by a smiling face and a warm conversation, not to mention a ranking on my landing- "not too bad, and you did get off the runway at the first taxi." He fuelled my plane and took me around his aircraft and business unprompted. He was a wealth of knowledge and had over 14000 hours of experience. 7500 more hours on a tail wheel than I did, so I wasn't going to be too offended by his critique of my landing. His enthusiasm for the industry and what he did after all that time of waring out motors was amazing. He gave me a couple of distances to YBCK and YLRE but I opted on the side of caution and chose to still head to YBCK to follow my fuel calculations, even though I was getting up to 110kts of ground speed due to the tail wind.

Later I diverted to YLRE as I had plenty of fuel and the tail wind only seemed to increase. This wind also made for much more work on the stick and trim. I really couldn't take my hands off the controls from YROM to YLRE...nearly 5 hours of flight. About 4.30pm local, I arrived at the Longreach fuel bowser, right behind Cameron and John.



During my planning Ian Tait had suggest I think outside the box and look to travel home along a different route. Again I listened to the bad advice and prepared myself for more hours of trimming and a numb bum!

## Day 2



I had time to look over our history of aviation in the Qantas museum where I learnt about some real outback adventures, all making mine look insignificant.

By 12 noon Cameron had helped me fuel and I had departed North to an old property my grandfather used to own 50nm North of YLRE. I was great to go back to my childhood, where I learnt to drive, shoot and a lot about wide open spaces, even how to cut up my first bit of mutton. Not all great experiences but it was cool to fly over the site that I haven't seen in nearly 20years. After that I straightened up and headed east for YBAR.

I was blown away by how dry even the town of Barcaldine was, the poor golf course had not one blade of grass! This wasn't what a turf farmer wanted to see.

The next thing that blew me away was the ground speed. 60kts. I could drive faster than I flew towards YBAR. I told myself it was just the direction of the track and it would get better as I headed towards YEML. It didn't get any better. I followed the road from Barcaldine to Emerald and the cars seem to sit still next to my gear. IT WAS SLOW!!!





## DAY 3

It was the last day of my outback tour and probably the busiest. I had more airspace to go through and a lunch date to make on a turf farm in Hervey Bay. After all, I had to land the Cub on at least one full grass strip.



My flight into Gladstone was uneventful but I was in awe of the size of the Blackwater mines. I had heard about how big it was but the mine followed what looked like an old river for miles. I flew over the beginning of the mine at 7500ft and could see the mine for 20nm+ into the south. Also the tell tale sign your heading for Gladstone, the huge red marks on the ground. These Aluminium biproduct deposits I could see for over 30nm. I had time to google them and understand why they were maintained so close to the Coastline

From Gladstone it was a straight shot to Hervey Bay for fuel and then a hop to a friends farm for lunch, maybe even a short joy ride!



By 2pm I had to depart to beat EOD and make a call to centre to adjust my SAR time. As I was approaching Yandina VFR reporting point I could hear the YBSU tower busy with traffic. I didn't have a transponder onboard, so I thought it best to let them know what I was up to. Sunshine Coast Tower couldn't believe the altitude for the aircraft type. She asked me to repeat my altitude and aircraft type twice before she believed what she was hearing. She warned me of the airspace steps ahead, like I wasn't going to be able to descend in time. At a ground speed of 64kts at the time, I had 20nm to run before the 4500ft step.....I had nothing but time!

At 445pm local, I landed YBAF with 19.9hours of flight time over the 3 days and a very numb bum!



I want to thank Stuart Caling for the push. Cameron Low for the idea to go so far and the company, even if not in the same plane. John Shuttlewood for the feed, pep talks during the trip out, and the extra info during our trip through the museum. I look forward to more of these yet!

To Ian Tait, for letting me take PYK so far with so few hours under my belt and for the idea to travel the long way around to get home. It was worth it. Lastly a thanks to my fiancé' for letting me go after my passion, even if it leaves you home with just the dog sometimes, I'm one of the lucky ones. (I would take you if it was more comfortable!).

# PIPER SUPER CUB FOR MEMBERS



The club is excited to advise members of an exclusive offer. Piper Super Cub VH-PYK has landed at Archerfield and is available only to members of Royal Queensland Aero Club.

This offer provides club members with the opportunity to re-engage with the fun of basic flying and aircraft handling. The Super Cub is a tail wheel aircraft, and for those members who do not yet have this endorsement it is a fantastic opportunity to gain it. The owner of the aircraft requires that members are checked and obtain a signed competency statement. The designated check pilot is Jeremy Miller who is also able to conduct tail wheel endorsements. Once checked, the aircraft will be available to members at \$220 per hour (including GST) which makes flying very affordable. The Super Cub is the ideal aircraft to hone your flying skills whilst having fun.



If you would like to arrange a check flight or endorsement please email [secretary@rqac.com.au](mailto:secretary@rqac.com.au).



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# REMEMBERING BERT HINKLER

ON THE 2ND AUGUST 2015 A WWI ANZAC CENTENARY SPECIAL EVENT CEREMONY IN THE ITALIAN ALPS OFFICIALLY UNVEILED THE HINKLER MEMORIAL AND HINKLER RING - WHICH MARKS THE CRASH SITE OF A BUNDABERG BORN AVIATION HERO.

The Italian ceremony also marked the opening of The Hinkler Ring, an 8.4km walking track constructed with the support and cooperation of a number of organisations including the RQAC.

Visitors from Italy and Australia, and from all over the world, are able to walk the track and see where Bert's crashed plane was found, as well as where his body was discovered - around 80 metres from the crash site.

For those not aware of the Bert Hinkler story, on 7th January 1933, when attempting to fly to Australia, Bert died on Mt Pratomagno after an attempted landing in his de Havilland Puss Moth (CF-APK) in deep winter after an emergency in flight. He survived the crash but died of his injuries and exposure. He disappeared from world sight for 111 days. Then, on the morning of 27th April 1933, his body and wreckage were discovered in the melting mountain snows by a young carbon collector Mr Gino Toichhioni.

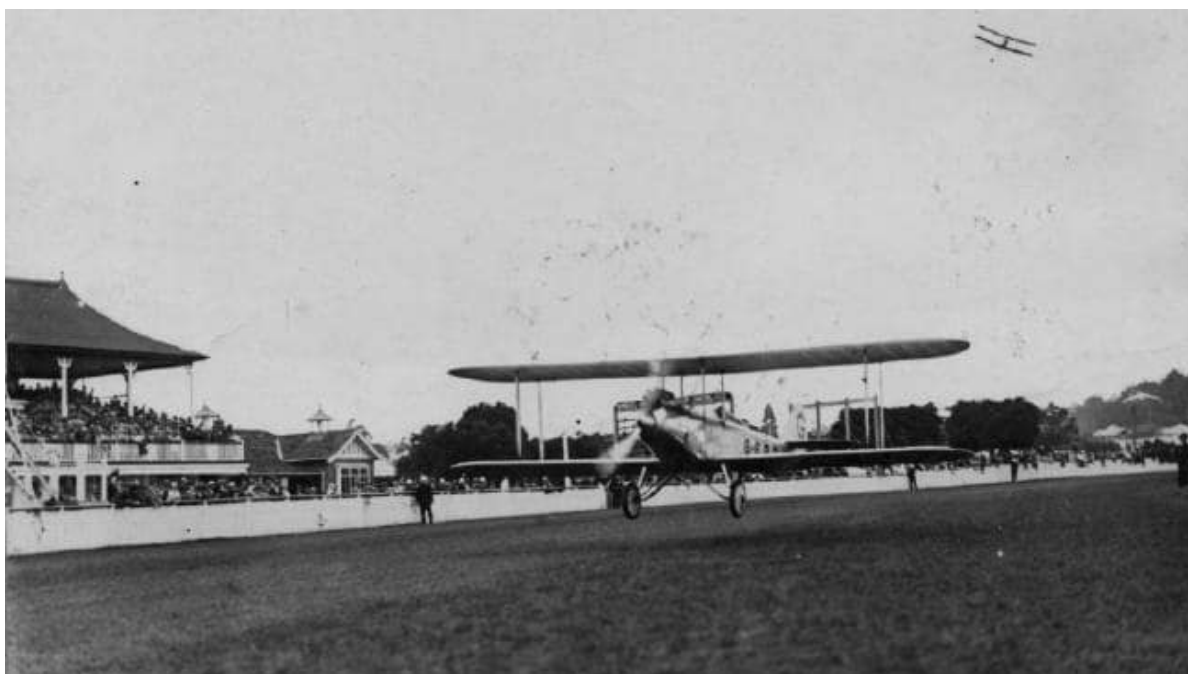
Bert was buried in Florence on 1st May 1933 following a state funeral with full military honours ordered by the Italian Prime Minister Benito Mussolini.



The monument at Mt Pratomagno was shaped from a 1250kg basalt boulder from Bundaberg's Mon Repos beach, where the pioneering record-setting aviator first learned to fly in 1912. The boulder was shipped on January seven, 82 years to the day since Hinkler's death, courtesy of Toll Holdings and taking eight weeks to reach its destination at the foot of Italy's Mt Pratomagno, before being shaped by a team of Italian stonemasons in readiness for the unveiling in 2015.



BERT HINKLER ARRIVAL AT EAGLE FARM, BRISBANE MARCH 6, 1928 AFTER HIS RECORD SOLO FLIGHT FROM ENGLAND TO AUSTRALIA. - PHOTO FROM THE DAILY TELEGRAPH



BERT HINKLER LANDS AT EAGLE FARM RACECOURSE ON MARCH 6 1928. - PHOTO FROM THE DAILY TELEGRAPH

# WE NEED YOUR HELP .....

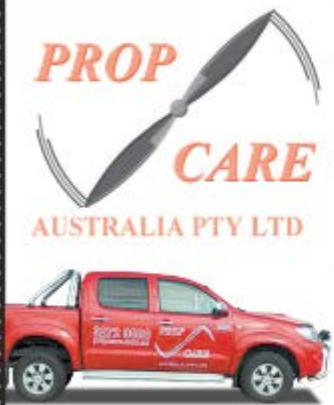
BY RICHARD (DICK) SANDERS

OVER THE NEXT FEW ISSUES WE WILL BE PROVIDING PHOTOS FROM OUR MEMORABILIA COLLECTION WHERE THERE IS NO INFORMATION. IF ANYONE KNOWS THE STORY, THE PEOPLE OR EVENT BEHIND THE PHOTOS PLEASE WRITE IN & LET US KNOW





## PROPELLERS & GOVERNORS



→ **PROPELLER OVERHAUL**  
Overhaul & Repair of most makes of piston engine & turbine engine propellers.

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Have anything to share?

They can be articles of interest,  
stories, antidotes, photos

Please send to  
[secretary@rqac.com.au](mailto:secretary@rqac.com.au)



## 2019 RQAC Board Members

|           |                                                            |
|-----------|------------------------------------------------------------|
| President | Clifton Hefner<br>president@rqac.com.au                    |
| Treasurer | Lisa Tait                                                  |
| Secretary | Ian Tait<br>secretary@rqac.com.au                          |
| Directors | Glenn Cuffe<br>Andrew Nacsa<br>David Tait<br>Mark Crompton |

## List of New Members

|                     |                        |
|---------------------|------------------------|
| Mr Jonathan Webber  | Dr Christopher Andrews |
| Mr Jack Boyd        | Mr Kaine Sherwood      |
| Mr Mark Hoey        | Dr Joseph Cotterill    |
| Master Felix Tait   | Dr Gerald Power        |
| Mr Bradley Bishopp  | Mr Patrick Humphries   |
| Mr Laurence Beraldo | Mr David Lillistone    |
| Ms Vanessa Edwards  |                        |



# August

- 2nd Members & Friends Social Drinks
- 16th Members & Friends Social Drinks

# September

- 6th Members & Friends Social Drinks
- 15th Dawn Patrol
- 20th Members & Friends Social Drinks
- 21st 100 Year Anniversary Dinner



# Warbird



## ADVENTURE FLIGHTS

WWII Combat / Jet Experience / Aerobatic Flights / Scenic Flights



**FIGHTER PILOT.COM.AU**

*Brisbane + Sunshine Coast*





# Air Archer Cafe



## FRESH MADE DESSERTS

Prepared daily with options ready for dining inhouse or take away your sure to find something to sate your sweet tooth.

## À LA CARTE MENU

From all day breakfast options to substantial meals that will see you through the day & well into the evening you are sure to find something to suit you appetite.

## DAILY SPECIALS

June brings the flair, fun & east to the store; then Daniel draws down on this energy to make unique & interesting items like the Bulgogi Burger!

## WHY SHOULD YOU TRY AIR ARCHER CAFE?

While it's fair to say that the site that now houses Air Archer Cafe has seen a few different owners in recent years.

The duo of June & Daniel are unique in their approach to how they are revitalizing the site. Not only have they brought with them over 10 years of culinary experience & qualifications; but also have a drive to present a clean, functional & relaxing space that is welcoming to all.

With a smart sit down à la carte menu, cold cabinets well stocked with desserts & light meals you're sure you find something to fit your need. The final thing of note is their wide selection of catering options suited to nearly all your needs from the boardroom to inflight meals June & Daniel are prepared to help with all your catering needs.



