



# AUGUST 2013 NEWSLETTER

PO Box 1678 Woden ACT 2606  
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## A few words from the chair

Once again your committee has been busy since the last Newsletter, and the events we have organised have been very successful.

**PPP's** – Our next PPP is rapidly approaching - Mudgee (30th Aug to 1st Sept). The PPP at Bendigo held on the 21<sup>st</sup>, 22<sup>nd</sup> and 23<sup>rd</sup> June was a great success with excellent weather and another great group of aviators enjoying both the formal part of the weekend and the social activities as well. If you would like us to run a PPP in your area then please contact Dave Laughton to find out how easy it is for us to bring the program to you if you can get the numbers and provide a little bit of logistical support.

**Fly away** - David and Vicki Ind must be congratulated for organising and leading the Kimberley Fly Away. Thank you David & Vicki. Thank you also for organising the supplement to this newsletter reporting on the adventure.

**AGM** – It is time to register your attendance for the AGM which will be held in Port Macquarie over the weekend of 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> of November. (It is important for logistical purposes for members to register ASAP). Regular attendees will be aware that the formal part of the weekend does not detract from a great weekend of aviation & fellowship. This year Graham & Tina Bell have organised a weekend of activities for everyone to enjoy. It is simply another great opportunity to involve yourself in an event run by your society. No one will be railroaded into service, but if you are interested in getting involved in our committee please give me or any other committee member a call to discuss your interest further. It is a positive thing for new blood (which brings enthusiasm) to get involved at committee level.

We welcome the following new members to the society.



~Ian Padgham  
~David Seddon  
~Mathew Lawrence  
~Linda Beilharz  
~Peter Shoebridge  
~Leslie Sullivan & Margaret Fisher

Your committee has been working hard on your behalf, contributing Idea's and promoting the society wherever they can. Thanks everyone.

Remember it is your society, come along to one of our events, or better still contact us with any ideas of other events we could arrange or indeed simply support and become part of.

### Safe Flying

Duncan Morris  
President, Australian Piper Society Inc.

MORE In Your EFB!  
[www.avsoft.com.au](http://www.avsoft.com.au)

Read about  
the Kimberley  
Flyaway

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# Cherokee Challenge Flight 2013

## London to Sydney—the slowway, in a 1966 Piper Cherokee.

### Overview of an Aviation Adventure

We are two experienced private pilots based in southern England, Andy Hardy (50) and Sam Kidd (24). And we're planning a big adventure – to fly our little 1966 Piper Cherokee “Yankee Sierra” over 10,500 nautical miles, all the way from the UK to Australia during October & November 2013.

This will be doubtless be a great personal challenge for both of us, and one which has been attempted by relatively few people in a single-engine piston-powered aircraft. We are also aiming to challenge friends and colleagues to help us raise substantial funds for our chosen charity, Oxfam.

To succeed, we will require the help and support of a lot of people. So this document is intended to provide an overview of our adventure for friends, family and sponsors – to help explain why we're doing this.

### Why fly so far, so slowly?

On a bright autumnal morning in back in 1989, a wide-eyed young Australian landed in the UK on a Thai Airways 747, intending to stay for a year or two. I have lived here ever since – this country has been good to me! I met my wife, we've raised our daughters, I've learned to fly and have had some wonderful times. I have always dreamt of flying home the slow way, under my own steam as it were, by light aircraft.

Of course I've regularly ventured home every year or two, by 747 and lately A380, in order to maintain important family ties and friendships, and frankly because I love and miss my native country. While flying in airliners over the vast reaches of ocean, desert and impoverishment that lie between London and Sydney, I've often been struck by how fortunate we are to be able to enjoy this great privilege of flight – the freedom to travel vast distances, and in so doing gain some perspective on the world below.

Most importantly, I've always tried to spare a thought for those who cannot even dream of such a thing as flying – those without enough water, shelter or food; those without the education and economic opportunity into which I have had the good fortune to be born. I imagine the young boy or girl, head tilted back to wonder at the contrails above, or perhaps clinging to the cyclone fencing of an airfield at the edge of some vast sub-continental metropolis, staring in amazement at the aeroplanes – much as I myself did in the 1970s at Sydney's Mascot international airport. I remember wondering if, one day, I too might join the privileged ranks of those who vanished off the end of the runway into the vast, blue ocean that laps at every man's door ...

We've decided to form a partnership with Oxfam for this adventure, and we're aiming to encourage friends and colleagues to help us raise £1/mile travelled – we hope over £10,500 if we can get enough support. In addition our employer, the Dell Corporation, has pledged to match whatever we raise! We'll soon commence fund-raising – a charitable giving website will be setup ASAP to facilitate collection of pledges and funds.

To be clear, the cost of the flight itself (several tens of thousands of pounds) will be met by myself; I hope to attract some support to help offset some of the costs from sponsors e.g. from within the aviation and IT industries as well - to help avoid bankruptcy..! Those who decide to give something towards the charity fundraising aspects of our adventure can thus rest assured that all of the funds raised will be passed onto Oxfam.

So as we fly through regions such as the Middle and Far East, we and our supporters will be able to know that the money we're raising will be helping people where it is needed – in places where pleasure flight is off the agenda for most – including Syria, Egypt, Pakistan, India, Myanmar, Thailand and Indonesia.



### RAF Battle of Britain Memorial Flight

We are also very proud of our association with the [RAF Battle of Britain Memorial Flight](#). BBMF is a living, flying memorial to those who lost their lives in WW2. Sam and I would encourage all of our supporters to also support BBMF by joining the [Official Royal Air Force Memorial Flight Club](#) online.

### The route to Australia

The journey will take us a couple of months as we don't only fly slowly – with airspeed over 5x slower than an A380, and just a fraction of the range – we'll also have to stop frequently for fuel, rest and weather delays. Small aeroplanes such as our Cherokee can't climb above the worst of the weather, and cannot withstand the same forces that airliners are designed to take, so we won't be able to fly every day and will sometimes just have to play safe and wait for Mother Nature to calm down.

Our planned route will take us from the UK via Denmark (where the necessary additional fuel tank will be fitted) then down through Middle Europe, the Adriatic and Greece. We'll then proceed through Egypt, Saudi Arabia, UAE, Oman, Pakistan, India, Thailand, Malaysia & Indonesia.

### The Crew, our Qualifications & Training

I will be accompanied by my good friend and colleague Sam Kidd. We've known each other for over 10yrs – in fact Sam was only 13yrs old when he came over to our house to ask me to take him out flying! Sam is now a first-class private pilot; there is no-one I'd rather fly with on this adventure. The risks are greatly reduced by sharing the flying workload and decision-making, and by providing relief and support for each other. Between us we have a total of over 21yrs, some 660hrs, of flying experience in light aircraft.

We've both been trained by [Booker Aviation](#) – formerly British Airways Flying Club – at [Wycombe Air Park](#). I've recently renewed my Instrument and Night Ratings, with assistance from the first-class training program there led by Dave Phillips, and have had lots of opportunity to benefit from the wealth of experience on tap at Booker to help us with both planning and readiness for the trip.



### The Aircraft – “Yankee Sierra”

G-ATYS is a 180 horsepower PA28 C-model Piper Cherokee which is in exceptional mechanical condition. Yankee Sierra is equipped with Garmin GNS430W Nav/Comm/GPS system, as well as more traditional instruments such as ADF and DME. We've also just had additional avionics systems fitted especially for this journey, including a JPI FS450 Fuel Flow meter, to help us ensure that we can accurately measure and optimise fuel consumption, as well as an HF (short-wave) transceiver and antenna installation so that we can communicate over the long distances we'll encounter en route.

### Logistics

Flying the plane will only be one of our challenges: the logistics for such a flight are also quite daunting. For example, we'll somehow have to arrange over-flight, landing and entry permissions for some 30x airports in 15x countries; plan to fly via locally acceptable airway routes; ensure we can get the sort of fuel we need, AvGas, which is not available everywhere; find maintenance facilities to do necessary service checks every fifty hours; obtain weather briefings for the local area; and have local “fixers” available to help out should the local bureaucracy present us with challenges we can't overcome by ourselves.



## Member Profile

I still have to pinch myself !!!  
Here's little old me, taking off solo into the skies above, and piloting aircraft to distant places, well away from the perceived safety of my home base. It sometimes doesn't seem real. When I stop to consider it all, from its beginnings through to now, I feel immensely satisfied to have achieved this wonderful state of affairs at last. Experienced pilots, especially those who started their flying experience at an early age, and the more confident beings amongst us might struggle to understand, but I know I'm not completely alone in my fears and self-doubts that have held me back.



I've had a very strong fear of heights for most of my 68 years – that frightening out-of-control feeling that causes real panic to set in. Way way back, when I needed to fly on commercial flights interstate and overseas, it got so bad that I couldn't board a plane without taking a sedative. After all, I was doing something really crazy – hopping into this big tin can that then floated along 5 or 6 miles up in the sky, but only until it was unable to – for a whole host of mostly illogical reasons. How could I be that stupid, putting my life at such risk ? I reckon that I only did it because I had a job to do, and because so many other people were doing it at the same time, so it was PROBABLY alright. However, the probably bit really worried me. I was sure I was going to pass out any moment. Does this sound familiar to anyone ???

Inexplicably (I still don't really understand it), I wanted to learn to fly. Very puzzling.

26 years ago – in August 1987 I took a T.I.F. at Mangalore, then went on to have lessons with Anne Donaldson, a 19yo instructor based at Essendon, whose dad was an Ansett Captain. Anne was very capable, and must have been very patient. I wasn't a natural pilot, that's for sure, but I loved it all the same – as long as I had my instructor on board, and later, when solo, as long as I didn't stray from the safety of my home strip. Anne took me through all the basics in C172s : PIX, RSB,UVS, and C152 : SOX. Mostly Mangalore, but also trips down the western lane to Baccus Marsh where we did lots of stalls, including solos by that stage. Always very close to the departure strip or with my trusted instructor.

I'll always remember the 1st solo of course. It was to be the circuit prior, but after a dodgy landing Anne said 'I wish you hadn't done that'. Off we went again, and then I found out what she had meant. She hopped out after the next landing and, as instructors love to do I'm sure, sent me on my way. I wasn't ready, at all !!! But then, I was after all because I coped. I had some really good sessions after that, including with passengers, but in the training area of course, and that was as far as it went. I got my restricted (as it was called at the time) PPL in late November that year ie training area only. Over the next 6 months I only clocked up an average of less than 2 hours a month. Lack of time & money I always told myself (and others), but the reality was there was also that other demon – genuine, very real fear !!! Many times, flying solo at Mangalore early in the morning with no-one else around, I would set my music up in the cockpit, to take my mind off the fear, a little. It was ALWAYS a factor. Sometimes, scaringly so – no pun intended.

It got the better of me, and I didn't fly again until about 8 months later, in January 1989. This was initially at Moorabbin, then to Kyneton (yes, ABW) and finally at Port MacQuarie later that month whilst visiting friends. Another 3 visits to Kyneton the next month. It was almost 4 years before I flew again, still no cross-country, still restricted. That was under 4 hours at MBN once more, then nothing at all for the next 18 years. A total flying experience of 65.6 hours. It was all over. Or so I thought, never once admitting my fear to anyone, always blaming time & money (both big factors, especially the money).

I had moved to Bendigo in 2000, and had to take some flights to N.W. Victoria during the next few years. This brought me in contact with Bendigo airport. There, I became aware of the Bendigo Flying Club. I had been totally unaware of recreational flying until then, and all the changes that had taken place.

To cut down on the long story, suffice to say that I joined the B.F.C. and R.A.A. and promptly undertook a conversion to R.A. under the very skilled, patient, and friendly tuition of Will Quint flying the club's Tecnams. The fear hadn't gone away. At times it seemed a lot worse, especially when doing solo circuits, and I decided I should quit. Then I did what I would call some strong personal development work and became determined to succeed.

Miraculously, I managed some solo cross-country, completed the R.A. conversion, and resolved to do the same in GA ie the cross-country. That, I have now achieved. Where would we be without our dedicated & patient instructors, with all their experience & skill ? This time I have Colin Douglas at Bendigo (BIU), and Michael Bourke at Kyneton (ABW from years before) to thank. I know I tested their patience at times. Mike finally got me through in March 2012.

My PPL is a very proud and prized possession. I have since flown to Warrnambool / Port Fairy, Corryong, Porepunkah / Bright, and numerous other Victorian destinations. GREAT !!!

A major test for me was a solo flight to Wagga Wagga in preparation for a flight to Port MacQuarie with my wife late in 2012. This went amazingly well. I returned to Bendigo well & truly stoked. The later flight to PMQ was equally rewarding, even coping with some unexpected bad weather in the form of lightning and black clouds. A diversion to Quirindi was required, and led to another very worthwhile experience.

Now when I fly, I feel relaxed, and can really enjoy the experience. Not only that, but it certainly cuts down on the time needed to travel to distant places. BIU – the club's Piper Archer is my usual choice. The Tecnams are also amazing aircraft, and less costly. Great when only one or two P.O.B. and not too much luggage.

If I never flew again, it has all been worthwhile. The deep satisfaction of overcoming my fearsome hurdle is difficult to express in words. Sincere thanks to all involved, on the ground and in the air.

*Ian Padgham*





## South Africa/Zimbabwe/ Botswana/Kenya/Tanzania



### Five weeks of wonderful memories.

Flying out of Krugersdorp, 4500 feet AMSL, Johannesburg we all felt like small children on their first day of school. Nearly twelve months of planning in conjunction with our tour guide, validations and briefings and the day had finally arrived. Loading into two C182 and a PA28, all well worn work horses, we flew out on a sunny warm day with a tail wind taking us on some high altitude flying above the gorges and valleys into the North West and the Pilanesberg National Park. The green below was a vast contrast from what we had left behind in OZ and yet there were times when the similarities of the landscape appeared familiar. Our first flight was only 60nm before landing on a bitumen runway where we stayed at Kwamaritane Lodge and our bed for the night. As evening rolled in we climbed aboard an open jeep for our first game drive.



These game drives became a part of our world for the next three weeks. Getting up well before light, grabbing a cuppa and a biscuit, jumping onto our open jeep complete with a blanket and hot water bottle to ward off the morning chills. Our "dawn patrols" caught the first rays of sun as the rest of Africa awoke

Each day brought something different. It sounds flippant to just say wild animals and birds as each encounter was astounding. There was a moment for example when I was caught up for what seemed minutes in an eye ball stare from a lioness only three metres away where I was unable to breathe and another where an elephant was about to charge us. Our many guides were all completely professional, fun and informative allowing us the up close and personal contacts wherever possible. I have no doubt that at times we put our lives completely in their hands. We were briefed as to what to do if any wild animal decided to act adversely. Nobody had to tell me to freeze as this was the only action I could do! Fear never entered my mind only complete awe.

When we weren't flying during the day we explored the area on foot.

Each afternoon we jumped again into the open jeeps and another game drive, taking time out of the vehicle for "sundowners", to watch the brilliant sunsets and feel the chill creep into the night. Coming back into the lodges the spotlights caught many eyes watching us pass.

On the second day we flew 360nm north crossing the Limpopo River, refuelling at Francistown where the land rises to the plateau, landing, clearing immigration into Bulawayo, Zimbabwe and Matobo Hills Lodge for a two nights stay. It doesn't take long before we were caught up and share the passion our guide passed on. Tracking on foot in search of rhino, we viewed ancient khoisan rock art and trekked on to view the grave site of the famous 1880's diamond mining magnate, Cecil John Rhodes. Again the knowledge from our guides all of whom loved to pass on some of their knowledge, was amazing and as we later enjoyed our al fresco dining where the stories flowed freely.

Day four, for a two nights stay we flew ourselves 320nm north over Zimbabwe, flying low over Lake Kariba and even lower up the Zambezi River catching sights of baboons, cattle and hundreds of hippos either in the water or at its edge later landing on a long dirt strip at



Chikwenya on the banks of the Zambezi. Our thatched lodges were luxurious. Private outside decks complete with a bath. From our netted bed we could watch the action of the warthogs, deer and hippos as the river flowed on by. At night as with all other tents or lodges we have our own armed escorts not that any encounters happened only the footprints and animal poo left as calling cards. Chikwenya lodge offered us a day on the water, fishing or cruising in small boats past endless crocs, hippos, antelope, and elephants. The bird life was an amazing array of colours and sizes from the tiny wrens tweeting in the bushes to raptors some devouring their latest kills stolen

from beasts that had earlier stealthfully tracked and mercilessly killed.

Day six /seven blew my socks off. Flying SW 260nm down the Zambezi river with more animals congregating either in the water or crowding its banks. We flew down the Zambezi River gorge, over the dam wall into Kariba where we refuelled. Flying down the gorge and finally circling the mighty Victoria Falls came into view. WOW!!





Over the next two days we walked to the falls feeling the spray, hearing its thundering as millions of tons of green water roared over the edge but nothing could compare to flying orbits over this magnificent wonder of the world. The endless rainbows, the bubbling cauldron at its base all dwarfed the hotels, bridges and roads. This why we fly!

From departing overhead Victoria Falls we continued past the largest diamond mine in the world. Surely they wouldn't miss just one for a tourist flying past! No landing for us I am afraid!

Flying at low level down the Sasha River to Tuli Circle and the Limpopo Valley Airport where during our stay we were treating to observing cheetahs and lions feasting on their earlier kill. Hyenas and vultures waited in the wings for their chance to make a run and grab.



There were many more experiences over the next couple of weeks and I could go on and tell you more. I will go on and tell you couple of snippets:

Flying anywhere in Africa and understanding what the ATC were saying was challenging. Yes! we speak the same English language but the accent and the speed was anything but English in our ears. There were times where I am sure some of their controllers were glad to see the back of us. Luckily the strips were all long and once cleared of the local animals and birds with a flyover were a pleasure to land on.

Other challenges we faced were when passing from country to country the customs and immigration forms. Our guide travelling with us proved invaluable and knowing just the right time to pass on tips etc.

In Kenya we visited a Masai village and later a school filled with children from the Mara village giving us a brief insight into their world. The people smiled and laughed a lot and their needs on life are small. The continuing drought has put such demands across the Mara with the Masai village dwellers forced into a lifestyle change that has previously been a part of their heritage.

In the Serengeti from the banks of the Mara River we witnessed a migration of wildebeest including a river crossing. The noise and the ground moving with more than ten thousand wildebeest all in a frantic quest to cross safely was worth the time watching and waiting for the first animal to make its



move. We saw from the air the many, wildebeest forming web like trails making their journey to the river bank. The Masai Mara and the Serengeti provide abundant close up wildlife viewing all simply amazing.

We travelled on and stayed on the rim of the Ngorongoro Crater which covers over 8300 sq kms. This is home for some of Africa's largest wild animals in the natural heritage reserve.

Wild animal babies were everywhere throughout Africa and in many cases keeping their mums busy teaching and nurturing. Not so different than our own lives and equally as cute.

Most nights we dined al-fresco and later fell asleep to the noises of the animals at times only metres away.

The high altitude flying with ground levels above 5000 ft sea level was fantastic, and gave us a bird's eye view of this beautiful country.

Lions, leopards, cheetahs, giraffes, elephants, rhinos, hippos, baboons, monkeys, wildebeest, impalas, gazelles, bush and waterbucks, zebras, hyenas, jackals, and dozens of different bird life sightings were only some of the wonders we were privileged to encounter. Taking more than 6000 pictures and 20 hours of video we captured some of the essence of wild life Southern Africa. To see more and to fly more we are already talking about returning to this wonderful part of our world.

*Irene Lawson / Ian Thomson.*





## Bendigo Pilot Proficiency Program June 2013

Due to popular demand an extra PPP has been held at Bendigo.

The date set was always going to be challenging as we were well expecting bad weather, but initially had not noticed that our date selection was the shortest day! So the challenges began, with good attendance the flights started early and ended late.

Tony worked tirelessly, as usual, and with the help of attendees being on time yet flexible, all flights, including a little night flying, were completed.

The main strip at Bendigo was closed on the Friday, leaving a very adequate cross strip which most people including locals had not used. Our luck that weekend had a light wind straight down the short runway, perfect, so for the duration of the weekend, excluding night flight, the short runway was used, can't have anyone missing out on that exposure.

The Bendigo flying club were exceptionally hospitable; they put on a roast dinner for the Friday night, Rumour has it that Adrian Basile plucked the turkey for us earlier that day!! They brew not a bad beer and with a fire roaring, there was plenty of flying talk getting thrown around. After a huge day of learning and information on Saturday, Saturday night was a well-earned pub night, with everything a good pub needs, great meals and cold beer, and a few more flying stories.

Colin Burns, who works alongside Tony Smith at Moorabbin, came along, with his wife Francis, to assist Tony and get a feel for what the program is all about.

As usual, no two proficiency events are identical, but at every event everyone leaves learning something they never knew or refreshing their memories on things long forgotten, and that's what makes a successful event.

To be perfectly honest, we had the best weather anyone could have ordered for flying adding to a wonderful weekend of learning, flying and socialising.

Duncan flew up from Cobden to meet and greet new members, which was pretty special, knowing how busy he is, so thank you Duncan.

I would also like to thank Tony for sharing his never ending wealth of knowledge, Colin for taking the time to come along to assist Tony, Adrian and the Bendigo flying club for the effort put in and the use of facilities, and all participants for making the weekend a great success.

The next PPP is Mudgee in September so don't miss out. Mudgee is wine country so bring along partners, they will have a great weekend!



## Australian Piper Society Fly-in and AGM November 1st, 2nd, 3rd At Port Macquarie NSW

Book own accommodation at Historic Well Motel overlooking the Breakwall with terrific views north. Phone (02) 6583 1200

Cost: Deluxe Standard room \$135 per night mention APS when booking.

Friday 1st Nov Arrive at PMQ airport. Parking area will be advised.

Bus transport available to motel from 1pm contact Graham 0418655796

Meet at General Aviation room behind the bowsers... Signs to the GA from runway.

Friday afternoon Settle-in, catch up with fellow flyers, walk to town for lunch/coffee.

Explore the many beaches or the Breakwall (information packs available on arrival) or check it out at [www.portmacquariedirectory.com.au/](http://www.portmacquariedirectory.com.au/)

Friday night Banquet Dinner at local Sun Hing Chinese restaurant. BYO Drink

Saturday 2nd Nov Breakfast at Motel

**9.00am** - Meet at Motel for leisurely walk to Flynn's Beach along the Doctor's walk.

Bus from Flynn's Beach to Sea Acres for morning tea – scones/jam/cream

After morning tea a guided tour along the board walk.

**9.50am** - Those not wanting to walk to Flynn's Beach the bus will be available from the Motel for Sea Acres, Bus trip to Tacking Point Lighthouse.

Lunch at The Big Oyster – hot and cold seafood platter to share or Fish and chips BYO drink .

Free afternoon

**5.30pm** - Twilight Cruise on the Hasting River with nibbles BYO drink

Followed by dinner at the Blue Water Bar & Restaurant.

Sunday 3rd Nov Breakfast at motel

AGM at 9.30am

Depart for home or spend a few more days exploring our beautiful town and surrounds.

Additional costs as set out below \$160.00 per person Payable on registration.

Transport, Dinner Friday Night, Saturday Morning Tea, Saturday Lunch,

Twilight Cruise including nibbles, Dinner Saturday night is \$160

Return registration and indemnity forms to Graham Bell at email [abel.83@bigpond.com](mailto:abel.83@bigpond.com) or post to Box 357 Port Macquarie 2444 by 1st October to help with organization.

*Rooms are reserved under APS at The Historic Well Motel Stewart Street Phone 0265831200*

Please Book your own accommodation by the end of September as Port Macquarie is a popular destination.

[www.piper.org.au/coming\\_events.html](http://www.piper.org.au/coming_events.html)





# Kimberley Safari 2013



## Northern Flying Safari July 2013

I knew what I was getting myself into as the Safari organiser, months of frustration dealing with people remote for accommodation and activities and I was right. It is very frustrating, but that all disappears on the day of departure (in my case very ordinary weather) but what I didn't know that lay ahead was the amount of the four things you need to have a successful fly away, Blue Skies, great people and beautiful flying and the most important thing great fun, would stay with us from our first day at Cloncurry.

As Vicki & I have been to the Kimberley's on five occasions, our mission was to take the safari that touched from the Gulf to the Indian Ocean and would want people to return as there are so many things to do in the Far North West.

This trip I wanted to be different with flying into remote and famous places for lunch starting with Sweers Island and the famous "Bullo River Station" to have lunch with Marlee Ranacher the daughter of Sara Henderson to hear their struggles with the cattle industry. To make the flying scenery something for all of the safari to remember we took them from Cloncurry, to fly and leave the coast of the Gulf to Sweers Island, then to fly at 300ft snaking along the Gulf basin and chasing brumbies on the beach. We marvelled at the blue waters below in silence, captivated by the beauty to leaving the coast and flying into Arnhem Land while watching the plateaus rise from the rugged surrounds to meet us in Jabiru.

Then to fly far West leaving Arnhem Land, crossing the rugged terrain to finding the sea, as you approach Bullo River Station and marvel at how rugged the area is but still holds your attention. From Bullo River in a matter of 30 minutes you are confronted with the vast amounts of water of the Ord River System and dam and the landscape changes from rugged and brown to lush green with endless water, it is a site all aviators should see once in their life time.

From Kununurra the flight to meet the Indian Ocean that confirms you have crossed this vast country and the feeling of accomplishment as a pilot fills the cockpit. And the final leg to finish our trip at a lower level to the Bungles crossing a completely different rugged terrain.

I also introduced game days on the safari that included a speed trial leg from Bullo River Station to Kununurra (64 nm) on a handicap roster which turned out to be great fun allowing the pilots to push all to the dash for a 30 min leg and this is where I must apologise to Sterling & Barbara for jumping the circuit queue at Kununurra when I entered the circuit at 185 knots, sorry Sterling which I was penalised for and placed in last position, John Cameron won that leg in his Commander 100 on handicap.

I also organised a fishing competition at Cape Leveque which was a great day of banter and fun and Greg Morris won the day with a gummy shark, with introduction of the game days the group created their own games which included a progressive dinner at Cape Leveque (Barbara's idea) and also another flying game that included a carbon footprint leg MTOW/Fuel burn between Broome & Derby, then our final night was a theme night when you had to come as a "star" of some description which was a great night.

I would like to thank Sterling for being my met & notam man and it was just great to see the pilots gathered around Sterling in the mornings with enthusiasm and sense of adventure that every sunrise brought, I also want to thank Greg Morris our own resident funny man and also importantly our

"trip scribe" who has written our safari story below, but most importantly I want to thank all of those who came on the trip, everybody was filled with fun and laughter and flying and left Vicki & myself with great memories and this is their story told by Greg Morris with the help of the team.

*Cheers Dave & Vicki*





wish you were here, I missed you

# Pilots & their navigators

Dave & Vicki Ind Sydney Saratoga IDN and Rod Lorimer (hostess with the mostest)

Dave & Janet Roberts Sydney Cherokee 140 MTW

Sterling & Barbara Kitchings Canberra Arrow 11 CPP

Leigh & Tracey Barling Melbourne Turbo Charged Arrow YTA

Barry & Sue McCabe Roma Cherokee 235 SEP (Top Gun)

John Cameron & Graham Luker Sydney Aero Commander 100 MYQ

Greg & Toni Morris Boomi Lance BSG

## Day 1 Cloncurry to Sweets Island and onto Borroloola

Well it has finally happened Dave Ind's many months of phone calls and frustrations has been realized with everyone arriving for the get together dinner at Cloncurry Gidgee Inn, Dave handed out a few chores, Vicki the photographer, Sterling is the Met, & information guru, & yours truly Greg the literary consultant oh dear this is frightening. After a briefing from Dave & Sterling we tucked into a great meal & conversation before retiring. Dave & Vicki should have been given the long way around award as they covered most of NSW & QLD on the first day.

## Day 2 Cloncurry – Sweets Island & Borroloola

With a 7.00am briefing from Sterling we headed out to CCY airstrip, after our usual checks, we all rotated out for Sweets Island. Toni & I headed for a fly over Mary Kathleen, old Uranium mine just west of CCY then headed north for Burketown. It's hard to believe how much mining has been done in this area with countless abandoned mines. On this day BKT became the busiest airport with 6 planes all arriving together & a couple of locals thrown in, after fuelling & fitting life jackets we set off for the 30 mile hop & a sight to see, a true fisherman's paradise, Sweets Island. After a short ride to the resort we were treated to a great lunch of Mackerel and salad, we all took plenty of pics of the fantastic ocean scenery. Graham has been doing a great job with his go pro cameras but must have needed an extra one, after an extensive search, a pat down & security check for Dave Ind's missing camera we found that Graham had acquired a new one, (mistakenly put in his camera bag). After a short flight to the mainland we dropped to 500 ft and below for some filming and to take in the views of the gulf only to find several horses a few hundred metres out to sea in the shallows, galloping back toward land, such an amazing sight. We all landed at Borroloola & tied down for the night. When the arranged pick up by the motel failed to show Dave rings only to find out that its not far from the airport, so is preparing everyone to walk, NO WAY!!! says Vicki we are not walking!!!! Send for the cars, so Dave, to keep the peace asks them very nicely to please pick us up, moments later two four wheel drive troop carriers turn up. After loading the luggage & some of the crew (the rest walked) off they drove a whole 50 metres to the motel, the walkers arrive unpack the bags while the chauffeured stepped out of the vehicles. So Dave has been given the Burke & Wills award for distance judgment. We settled in, enjoyed a couple of coldies & a yarn to end another great day.

## Day 3 Borroloola to Jabiru

Up for breakfast and briefing at 8.00am, then away we go all headed for Jabiru, some taking the coast route and some going bush arriving 289 miles later. Booked into the Crocodile Inn, a leisurely lunch, a swim and a relaxed afternoon... ah yes life doesn't get any better than this.

## Day 4

After a good nights rest at 8.00am we were loaded aboard our 4WD tour truck out to do the Ubirr tour a must do when here, with lunch as part of the tour. Our guide Leah gave a very informative commentary into the people of Jabiru and their culture; we saw some extraordinary rock art, apparently the most photographed in Australia. We did a short walk and climb to look over the Kakadu wetlands, which was well worth our efforts as the outlook over this part the country, was truly picturesque. There were a group of Victorians from a car club doing a northern safari in their vintage

cars, some even towing campers just goes to show how much passion we all have in what hobbies we pursue. We also did the Gulluyambi boat tour with our guide Mundydidi (commonly known as Robert) he showed us plenty of crocs and told us of many interesting black fella ways. He explained the significance of the Hibiscus, paper bark & cane grass, these people really were in touch with the land. With a stop along the way we climbed onto Arnhem Land with a demo on spear throwing and how ironwood was shaped to make spear blades.

## Day 5 Jabiru to Bullo River Station and on to Kununurra

Well what began as a routine start changed somewhat when John went to check his plane and found that a seal had leaked out a tank of fuel so there was some on strip maintenance and a check flight, while this was happening some were able to get going, Sterling & Barb rode tail end Charlie this leg.

On arriving at the Bullo River Valley we were greeted by Franzi who offered us chopper rides over the station, a trip not to be missed. We flew out to see their new cabins on the razor back range perched on top with 360 degree views, absolutely stunning, then back along the river low level to have a look at the local residence (ole fella croc) something to note, don't swim or paddle out there these critters are everywhere. Tucked into a nice lunch, cattle yard tour and sitting around the homestead yarning with Marlee ( Sara Henderson's daughter) was really interesting, hearing of their woes with Politian's making decisions on peoples livelihoods with not having any idea of the industry their dealing with. As a farmer myself I can totally understand their frustration. When payment time came for the chopper flights the numbers just didn't add up, everyone was asked who paid etc. only to find a certain chemist from Roma had only paid for one of his two responsibilities, good try Top gun!. Handicapped speed trial was the comp for this next leg, taken out by the Aero Commander team, but for the record there was a protest.

## Day 6 Kununurra

Up early, headed off for a walk around Kununurra shops, only to find some serious fisherman, not naming any names (Saratoga captain & crew) buying fishing rods, lures & other kinds of equipment to better their chances in the Cape Leveque fishing challenge, these lot are a very shady type we are dealing with.

Enjoyed a great tour to Lake Argyle & boat ride down the Ord River to Lake Kununurra where we were treated to a fantastic sunset. Then back to town where we gathered around the pool for drinks & pizza.

## Day 7 Morning Kununurra and then To Emma Gorge

Morning bus tour through town and the Ord River Irrigation Scheme with an informative commentary from our bus driver Neil. A quick visit to where they make the famous Ord River Rum & sampled some tasty home made cakes that are also quite famous, the main ingredient being rum of course. After an interesting morning Neil dropped us back to town, we all gathered a few supplies, then back in the planes again, we were headed for Emma Gorge. Toni & I flew out to Wyndham for a look then on to Emma Gorge. We landed, parked & marshalled in the other planes, the strip is interesting and keeps you interested on final. The nightly debriefing was enjoyed over a wine, rum or beer then off to the land of nod.

## Day 8 Emma Gorge

Waking at Emma Gorge to the sound of so many birds was extremely relaxing. The accommodation here are cabin tents with ensuites, no air con just a fan but that is all you need. After breakfast we hiked up the Gorge with some degree of difficulty, but were rewarded when we arrived at an extremely inviting natural pool, without any encouragement we jumped in for a relaxing swim to cool off. We soaked ourselves for about an hour, swimming under the overhang with trickles of warm water coming down through the rock was so good, the water is clear, cool & deep. Back to camp, shower & freshen up for champas & crackers to watch the sunset



from Buddy's lookout, the view over looking ElQuestro along with the great company was second to none. On the way back at one of the water crossings we were lucky enough to spot a 10 foot olive python. The ride up to the lookout was on the back of two Toyota Land cruisers with specially designed trays to seat ten, open air style, with a few other vehicles on the road we ate plenty of dust, which helped with our thirst quenching chore down at the restaurant. Our dining experience was superb, the meals were of a very high standard, with sweets to follow just what the doctor ordered. Loaded up back to EG camp, with our bus driver not missing any of the corrugations, a nightcap then zzzzzz.

#### Day 9 Derby and onto Lombadina and to Cape Leveque

Tucked into breakfast, packed up & headed for Derby. Landed waited & waited until finally the taxi turned up, raced into town to Woolies to get supplies for the progressive dinner which has been organized for Cape Leveque, brain stormed by Barb, which everyone agreed was a brilliant idea. It was drawn out of a hat which women had to team up & for which course; Tracey & Barb are the entrée ladies, chefs Janet & Sue to serve the main & Toni & Vicki for dessert. We were able to get mostly everything we needed including a quick visit to the bottle shop to stock up for the three days, as there is no alcohol at the cape. How devastating! No cream sherry for the trifle, its illegal to sell it in Derby as its such a problem with the locals. All stocked & fuelled up, some headed direct to the Cape while Toni & I went via the The Horizontal Waterfalls, they were not at the peak but still well worth the flight back over the islands to Lombadina Airport. Finally picked up, but no one hurries up in these parts let me tell you that. We finally settle into our tent cabins, a nice walk along the beach dipping our toes into the Indian Ocean, then over the other side to watch a western sunset for the first time, for me anyways. Everyone is keen for a quiet night in anticipation of the next couple of day's activities, including the fishing comp, stay tuned. I can't let the day end without mentioning Dave Roberts who gets the "Turn back" award OR the "Mother Theresa grace & forgiveness" award after leaving Emma Gorge, thinks he has left a USB behind, returns the ten miles or so & lands only to find it was in Janet's pocket the whole time. Janet has been given the Girl Guide honesty award for fessing up.

#### Day 10 Cape Leveque

A relaxed day in paradise, the wind was up a little too much to go fishing on the charter boat so it was walks & bird watching. Leigh, Rod & I decided to have a go at beach fishing with Rod pulling in a nice estuary cod, after breaking his reel borrowed Dave Ind's & snaps the end off the rod, not having much luck with the gear there Rod, must be this rugged west coast. With the progressive dinner all organized, we began the evening with sunset drinks taking in the lovely ocean views, after the sun went down off to Barb & Sterling's hut for the entrées which were some very tasty satay chicken kebabs cooked on the BBQ,, out of ten ladies a definite 10+! well done Tracey & Barb. Next to the MaCabe residence with Janet & Sue wowing us with their succulent BBQ lamb, marinated chicken accompanied with tossed salad, cous cous & topped off with crusty bread, excellent!! Full marks for this massive course, how will we fit in sweets! After a few rums, beers & reds (we were very settled in at this stage) we finally trotted off to the Ind abode for dessert, a very nice trifle ladies (minus the all important sherry, how much those two ladies were prepared to pay for a glass of this stuff we will never know) served in the highest quality crystal to be found in the Kimberlys, despite their challenges a unanimous 10/10 why would you go out! Amazing feast ladies!!

#### Day 11 Cape Leveque

With the start of the fishing comp to be held between 1.30 – 4.00pm you could feel the tension in the air, information was sought, bait gathered, definitely no communication between competitors, tactics & bait choice were extremely confidential. With a shotgun start the participants baited hooks & ran for the water, all eager to have a crack at taking out this prestigious title. Racing to the lead with a small parrot fish was yours truly. Not to be out done

was the Melbourne angler Leigh Barling who fought a massive fish, what a battle this was the fish wouldn't give an inch, the sweat was running, muscles flexing the Melbourne angler not phased at all by the enormous task at hand. Finally the 150mm monster gave up the fight & surrendered to this talented sportsman. This got the other competitors spurred on & some stylish casting was seen, with overhand, underhand & just plain luck to get amongst the fish. Time was to be called when yours truly pulled in a nice 1.2 metre gummy shark. After a few pics & hook removed he was turned loose to finish a great day. There was a protest of course but this will be settled over well deserved rum tonight.

#### Day 12

Once again we prepare to move on, this time we enjoyed a beautiful coastal flight to Broome. Report inbound, receive clearance oh so easy! Maybe not for the traffic control guy who had his hands full with everyone coming in almost at once, as well as a few large commercial aircraft, Dave Ind doing several laps out to sea, with some bonus whale watching, before entering into the circuit. Those big white planes with the red tails proved to be quite hard to spot!! Old mate in the tower earned his wages today. Booked in at the Mecure, then headed off for a walk into town for a look about. This would have to be corrugated iron city! Everything is colorbond. It was interesting reading about the early pearling days & just how dangerous it was for pearl divers. We enjoyed dinner at the famous Matsos store, a very busy little place, a must do when in Broome. You could order off the menu or enjoy a selection of curries from the curry hut out the back. I think I was the only one at our table who didn't have curry. Everyone got a little paranoid about how that choice might affect their flight tomorrow, I'm glad I don't have to worry.

#### Day 13 Broome to Bellburn (Bungle Bungles)

After just one night in Broome we headed east for the first time in two weeks, I was a little sad to be leaving the west coast so soon but after having a taste of it am keen to come back for sure. First stop for the day was Halls Creek for fuel then on to Bellburn for a two night stay at the Bungle Bungles. Flying from Broome to Halls Creek we flew past Fitzroy crossing, we could see some of the irrigation on the Fitzroy basin, only small scale at the moment but has alot of potential with so much water available. Flying these longer legs of the safari really gives you perspective of just how vast & unpopulated our country is. The flight from Halls Creek to Bellburn was pretty amazing; flying along a ridgeback then onto base for 10 was just unreal. We were picked up & transported a few km's to the camp, we settled into our luxury tents, then all met at the dining deck for a meeting to organize the day tours, what great timing! the bar had just opened at 3.00 o'clock this is starting to sound like we have a problem! With the next days activities sorted , we enjoyed a relaxed afternoon & dinner later that evening, with nibbles served around the campfire & a chat with some of the other guests.

#### Day 14 Bungle Bungles

The tour began at 8.00am we were picked up & driven to Echidna Chasm where we enjoyed a leisurely 2km walk, with our guide Bruce pointing out all the interesting features along the way. As we walked deeper into the chasm we were totally dwarfed by its sheer size. We learnt that in 5 million years it will be flat & totally washed away (note to self, don't book holiday in 5 million years!!) Back to the bus then a 30km drive, where we had lunch surrounded by the amazing Bungle Bungles. After lunch, we enjoyed a 2.2km walk into the Bungles where Bruce showed us the location of the latest Qantas add with some 200+ children & 57 takes to get the scene right, boy what a day that would have been. Our trip concluded with our last night being a theme dress & dinner presentation. Some of the guests included Mortisha, Biggles, Brad & Angelina, Barry MaCabe Mini 1 and Mini Me, Lady Ga Ga, John Wayne, Gidget & Tiny Tim & Elvis was definitely in the building. They all made the trip & showed up for the gala night great to see how important these social events are to fit us into their busy schedules another great night of fun and fellowship.



*Onto the after Dinner presentation,*

## AWARDS

Charles Kingsford Smith Award- For organisational excellence, leading us all astray and staying cheerful in challenging times – David Ind

Henry Ford Award - for services to vehicular transportation in taking transportation 50 metres at Borrooloola – Vicki Ind

The Australia Post Award - for placing a stamp of approval when circumstances changed and alternate plans needed to be made – Barry McCabe

The Mother Teresa Award - for looking after the recipient of the Australia Post Award – Susan McCabe

The John West Award - for sustainable fishing practices and disabling multiple fishing rods – Rodney

The John Laws Award - for good radio work – Leigh Barling

The Thanks for Coming Award - for overcoming a natural reluctance to fly and airsickness – Tracey Barling

The Arthur Anderson Accounting Award - for determining the true fuel figures for VH-CMQ – Graham Luker

AV Gas Siphoning Award - sponsored by the Kimberly and East Arnhem Land councils – for flying the most siphonable aircraft. John

The Annual "I Love Emma Gorge" Award - for the greatest number of landings at Emma Gorge – David Roberts

The Kerry Packer "I've Got Deep Pockets" Award - for stowing Bluetooth USB drives in hard to find spots – Janet Roberts

The Paul Hogan Award - for providing the most entertaining and colourful jokes – Greg Morris

The Gucci Luggage Award - most colourful luggage – Toni Morris

David & Vicki were presented with a gift from us all for the effort and dedication put into organizing this trip, without them the rest of us would not have experienced such a fantastic Safari, once again thank you Dave & Vicki

### Day 15 SAD Day...we are all going home

6 o'clock breakfast for the early leavers & it followed on from there with the rest of us leaving the Bungle Bungles on our homeward bound flights. With everyone expecting to arrive home in the next few days. With several different tracks taken, BSG & YTA heading to Alice Springs via Halls Creek for fuel. BSG tracked via Wolf Creek Meteorite site; wow did this thing hit the ground hard, one hell of a crater!

I have reports that everyone made it home safe & sound, some of us had a few problems BSG with the landing gear, Dave Roberts had an electrical problem in Mount Isa, having to take a commercial flight home & return later to pick up his plane. I guess It could have been worse if it happened earlier in the trip or somewhere more remote. It all worked out & we can look forward to the next trip. Thanks everyone for the amazing experience, most people don't get to enjoy such a holiday & see the country as we did. A special thanks to Dave & Vicki for the opportunity. P.S Toni & I have already locked in Roma Races (16<sup>th</sup> Nov), it would be great to meet up with anyone else who may be up for a great social weekend. We are planning to be there the Friday night as well for the Calcutta.

*Cheers Greg Morris and the crew*

## FLYING STATISTICS

FLYING STATISTICS	NAUTICAL MILES	FLYING TIME	FUEL USED	AVERAGE SPEED	GROG BILL RATING	AMOUNT CREDIT LEFT ON CREDIT CARD
Sterling & Barbara ARROW	4983	48	1660	103	LIGHT	0
Greg & Toni "SHITTY" LANCE	4948	33	2000	149	NEED'S HELP	0
Lee & Tracey ARROW 11	4710	39.5	1760	119	DEFINETLY TRYING	0
Barry & Sue CHEROKEE 235	4125	33	2000	125	BEYOND HELP	0
Dave & Vicki SARATOGA	4440	32.5	2300	136	NEEDS HELP +	0
Dave & Janet CHEROKEE 140	5110	59	1862	86	QUIET ACHIEVERS	0
John & Graham COMMANDER 100	4476	53	1802	84	LIGHT	0



## \*\*Be on the lookout for Seneca problems\*\*

Owners and operators of Piper Seneca aircraft have been alerted to two potential maintenance problems. The first applies to all Seneca aircraft and relates to the possibility of undetected corrosion in aileron hinge fittings. CASA has issued an airworthiness bulletin about the corrosion after a service difficulty report was lodged in relation to a severely corroded aileron hinge. It is recommended an initial inspection of the hinge fitting assemblies should be completed in a timely manner and further inspections should occur every 100 hours time in service. A detailed visual inspection should be conducted on all aileron hinge fitting assemblies, with the fitting being removed for further inspection if there is evidence of corrosion.

The second Seneca maintenance issue applies only to PA-34-200 model aircraft. This model has an engine vibration propeller damper assembly fitted to counter potentially destructive harmonic vibration between 2200 and 2400 RPM. Propeller overhaul facilities have reported two problems with the propeller damper assembly. Screw-end marks are being found on the outer face of the assembly, due to attachment screws contacting the weight. This restricts or stops damper movement which will result in increased vibrations and possible propeller or engine damage. The other problem is when the propeller is removed for overhaul the damper assembly is frequently not sent for an overhaul.

The damper must be overhauled at 2400 hours of operation or 72 calendar months, whichever comes first.

Read the aileron hinge airworthiness bulletin

<[http://www.casa.gov.au/wcmswrt/\\_assets/main/airworth/awb/57/013.pdf](http://www.casa.gov.au/wcmswrt/_assets/main/airworth/awb/57/013.pdf)>

As of December 4<sup>th</sup> there will be changes to pilot licences.

These changes will not affect those with current licences and is more to bring it into line with ICAO. There will be no longer a GFPT licence as this will be called a Recreational Pilots Licence.

### CASR Part 61 – Flight crew licensing

CASR Part 61 will prescribe the requirements and standards for the issue of flight crew licences, ratings and other authorisations, including those issued to pilots and flight engineers. It will also include the privileges, limitations and conditions on such authorisations, and include rules for the logging of flight time.

#### Who Part 61 affects

- Aspiring and existing flight crew licence holders in the Australian aviation community;
- Those pilots seeking to convert from an overseas pilot licence to the Australian equivalent or recognition of an Australian military flight crew qualifications;
- Training organisations and personnel; and
- Australian aircraft operators employing flight crew.

#### Key proposals

Flight crew licensing requirements aligned with ICAO SARPs; pilot licences to be a single licence for each of recreational, private, commercial, multi-crew, air transport and flight engineer with the provision to have one or more aircraft category ratings attached (as per the US system);

- Threat and Error Management and other human factors competencies (including Crew Resource Management [CRM]) to be incorporated into the ATPL/MPL/CPL/PPL and flight engineer licence syllabus;
- Minimum age for grant of a Student pilot licence reduced to 15 years of age and 16 years of age for a recreational pilot licence;
- Requirement for multi-crew co-operation training introduced for all pilots engaged in multi-crew operations and a prerequisite for the grant of a multi-crew pilot licence, air transport pilot licence or any multi-crew certified aircraft type rating;
- ATPL and MPL flight test conducted in a multi-crew environment to be introduced. Licence privileges for flights conducted under the IFR;
- Instrument flying training to be introduced for helicopter licences;
- Recreational Pilot Licence to be introduced to replace passenger-carrying privileges for student pilots;
- Glider pilot licence introduced for recognition by foreign aviation authorities
- Pilots able to conduct limited flights without a CASA medical certificate if they meet the motor vehicle drivers licence medical standard;
- Private Pilot Licence to conform with ICAO and include operations in all classes of airspace;
- Special Pilot Licence to be withdrawn and PPL able to be issued to overseas PPL holder without a flight test (but with an airlaw exam and a flight review);
- Domestic qualifications that are not covered by ICAO to continue (e.g. Night Visual Flight Rules [VFR] rating, Private Instrument Flight Rules [IFR] rating);
- Low-level and Night Visual Imaging System (NVIS) ratings introduced;
- Instrument rating - navaid/procedure endorsements rationalised for approach procedures without vertical guidance (2D) and approach procedures with vertical guidance (3D);
- Separate co-pilot qualifications to be discontinued. Cruise relief Type Ratings introduced for pilots to relieve other pilots or flight engineers for operations conducted above FL200;

The flight crew licensing system to be competency-based. Competency Based Training (CBT) standards to be introduced for all CASA flight crew qualifications:

- Standards for aeroplane private and commercial (not Air Transport) already in place; standards for other authorisations are under development; and
- Standards for Air Transport under development
- CBT standards for all flight crew qualifications, including ratings and authorisations, to be incorporated in the Manual of Flight Crew Licensing Standards.

All flight crew qualifications, once issued, to remain valid indefinitely subject to demonstration of ongoing competency, linked to the use of the qualification rather than its periodic renewal:

- Biennial flight review or proficiency check requirement to be introduced for ratings with alternate means of demonstrating competence as per current review arrangements for licences.

Aircraft endorsement system for pilots to be simplified through adoption of ICAO system of aircraft type and class ratings:

- Change in terminology from aircraft endorsements to aircraft ratings;
- Multitude of endorsements currently required for single pilot aeroplanes to be replaced by class ratings;
- Design feature authorisations to continue for all aircraft class ratings; and
- Type ratings to be introduced for all aircraft certificated for multi-crew operations and other aircraft nominated by CASA.

CASR Part 61 includes flight engineers and other flight crew essential to the operation of the aircraft:

- The structure of flight engineer qualifications to be aligned as closely as possible with those for pilots; and
- The restricted flight engineer licence to be replaced with a flight engineer cruise relief type rating on a pilot or flight engineer licence to relieve the flight engineer during flight.

All flying training conducted for issue of a flight crew licence, rating and some endorsements to be conducted by persons holding an instructor rating who are authorised to instruct in that particular activity:

- All training and checking pilots to also hold an instructor rating.

Current grades of flight instructor rating to be replaced by a single instructor rating with endorsements to provide flight training in specific activities:

- Recognition of Certificate IV in Training and Assessment together with requirement to demonstrate competence in both ground and flight training for the instructional activity sought;
- Simulator instructor rating to also be introduced; and
- An instructor rating to be issued to flight engineers.

Pilot and flight engineer examiner ratings to be introduced to replace the delegation scheme for Approved Test Officers (ATOs):

- Requirements to include training course and testing for initial issue of examiner rating and refresher course or recurrent training for maintenance of rating - courses to be run by CASA or approved organisations.
- Applicant to hold a flight instructor rating;
- Examiners to conduct flight tests for all licences and ratings;
- CASA to authorise flight examiners to conduct flight tests with the aim of providing independence of the testing process from the training process, particularly for professional flight crew qualifications; and
- Other authorisations will not require a flight test but will be entered in the licence by instructors.

**Project Leader:** Mike Juelg  
**Standards Development Project Manager:** Mike Juelg

**Sponsor:** Peter Boyd, Executive Manager, Standards Development and Future Technology Division



## On A Wing And A Chair – A Coastal journey around Australia

I was born in Cunamulla, Queensland and our family moved around a bit as my father was a shearer. I had my first flight at 8 years old in Julia Creek and picked up the bug. A couple of years later we moved to Tocumwal where I was exposed to a great big aerodrome full of aircraft from the Second World War, all ready for the scrap heap. Many hundreds of hours were spent playing in and investigating every type of aircraft from Lancaster's to Spitfires and everything in between. A friend of mine had a government scholarship for 500 hours flying so I ended up in the front of a tiger moth and C150 & C172, taking up most of my weekends.

I joined the army at 17 and continued climbing in and out of aircraft, mostly transports & helicopters for 7 years. When I left the army I thought I'd better make it legal and get my pilots licence, which I did at Griffith Aero Club in 1969 where I have remained ever since. I spent a lot of time on the committee and in recent years as President, with the aim of encouraging younger people into Aviation.

One of our successes was taking a student of 14 years of age and bringing him up through the ranks to be our present CFI. Most of my flying has consisted of inland trips with an occasional flight to the coast or the city in a variety of aircraft.

Then, one night in 2011, it all changed, I met Dave Jacka, a quadriplegic pilot. He outlined a trip he'd been planning for a number of years to fly around the coastline of Australia, solo, in his Jabiru 230 to raise the public awareness of what people with disabilities can achieve. He needed 2 support aircraft to make his dream a reality. I thought about this for a while, all of 2 seconds, which was time for my hand to shoot up, closely followed by Gordon McCaw. At that time I didn't know what was required, or how it was going to happen, I just knew I wanted to be involved. As a lot of you may know, when you announce this sort of news to your wife or partner, you have to word it very carefully. Bugger it! I went home that night and said "I'm leaving you! and going around Australia". She replied "Hooray! when?". "In 2 years time" I replied. "No problem" she thought, he'll probably forget all about it by then. The clue here is give plenty of notice, it works better that way. So for the next 2 years there was much planning and many meetings finally the last week arrived and all the little details we'd forgotten started to appear. Radios and Intercom in Lance repaired, W&B Calcs, throwing things out "Too Heavy!" putting them back "Might need them!" in reality they never saw the light of day. At last, departure day from Griffith to Tooradin, our launch point. We arrive to find 37KT X wind on East-West strip North-South strip only 500m. While we decided on an alternate, C210 arrives on final for 36. we question his decision. "Ah we forgot about the 37KT wind. We joined circuit finally put Sir Lancelot down and stopped in 350m.

Departure day arrives and all our planning for 8000-9000 across Bass Strait turns bad as we only get 1500-2000 due to low cloud. The first hour into our trip Dave announces he has indications of low oil pressure in the JAB. We land at Flinders Island, our first scheduled stop, to find oil all over nose wheel spat so off with the cowls to find loose oil filter. After a new filter, a tighten, a clean up and recowl we were ready to depart for Wynyard, where LAME fits hose clamp, lock wire and fixes air compressor leak, which Dave uses for his brakes.

Apart from 2 flat tyres on the Jabiru, in Cooktown & Derby, we have no more trouble with any of the 3 aircraft. And so ended our first day with a few drinks and a BBQ courtesy of Wynyard Aero

Club. ATC allowed Dave (RAA) into Cambridge airspace in company with our support aircraft instead of him having to land on a strip in the bush.

Next day we headed off around Tasmania. The weather was not looking good on the coast so we kept out to sea and eventually passed our first milestone, the most southerly point in Australia. One down! Three to go! The coastline around the bottom of Tassie is spectacular.

We were very fortunate flying through control areas as the ATC men & women made life very easy for Dave in the Jabiru (RAA flying in company with GA).

So back across the water, make a right and head up the east coast. Here's a tip for Whitemark on Flinders Island;

If you value your propeller stay away from the apron, stay on the grass if possible for run ups etc. Lance started with a new 3 blade propeller and ended up pretty second hand after Flinders.

Bairnsdale Aero Club looked after us with dinner and drinks while we were billeted out to members for accommodation. Michael and I stayed with David & Virginia Borge at his airpark.

The more wonderful people you meet travelling around this country the more you realise what a privilege it is to live in Australia and to also be a part of the aviation community. Not in the entire trip was help refused, in fact it was the opposite. People constantly went out of their way to help and support us with food, fuel, accommodation. Even houses were donated for our use along with cars and fun drives.

And so we went around the corner and north up the coast as Dave put it "To warmer places."

We stayed at Wollongong and had the royal tour through the HARS complex, thanks to John Martin who is a walking encyclopaedia of Aviation history. We left early, due to an air show, and commenced the big leg to Caboolture, five control zones to go through, no trouble with clearances thanks to ATC. For those of you who haven't flown coastal, you are missing out! We flew past Sydney harbour a mile out to sea and 400ft with the city and bridge in the background, a sight to see. We hit the second milestone at Cape Byron, a few orbits to get the aircraft into position for the right photo shoot before landing and spending the night in Caboolture with the same hospitality.

We kept tracking the north coast, which meant in and around all the bays and headlands no cheating allowed! Airlie Beach was exciting as those who have been there will know when the wind howls down the strip between the mountains. I was flying this leg while Michael was figuring out how he was going to get the tree branches off the wing tip. Approaching from the North, the wind kept pushing us to the West side and into trees however we arrived in one piece. Not so for Dave, as he flew around between the mainland and Daydream Island he got mixed up with severe rotor which threw the Jabiru around and moved his body from the correct position jamming him against one of the controls. At one stage he was looking out the front of the Jabiru, straight down at the sea. We were getting very concerned on the ground as we had no communication due to mountains being in the way. We were about to put an aircraft up to look for him, when in the distance he appeared and landed, shaken and stirred but still undaunted. The words he used to describe Airlie Beach are unprintable. After he got that off his chest, we got together to devise a plan to keep him in his seat. We came up with the idea to velcro his shoes to the floor and place "occky straps" around his legs which worked well. It was then onward in a Northerly direction.

First Rule: Keep Australia on your left! After stopping at Ingham





for fuel we were back out to the coast heading for Innisfail. The weather was getting messy, down to about 500ft, but there were some gaps which left us options. At 7 nm from Innisfail we hit a solid wall of water and had to turn Sir Lancelot around. Cutting through the harbour we get hit by rotor which left us about 200ft above water, with some manipulation of throttle we pushed forward, cleared the hills and are soon back over the ocean, tracking south, with Australia on our right this time, approaching Mission Beach. The cloud was getting lower, the rain getting heavier and the 'road' looked pretty good as we were still down around 400ft and didn't look like getting much higher. Through the gloom, an island appears. Dunk! Airstrip? Yes! That will do, with ERSA out and 600m. available we were soon on the ground. The resort was badly damaged by cyclone Yasi and was being rebuilt it appears we're not going anywhere for a while. The others returned to Ingham and are in a motel, while we were on a resort island and more than likely to be in sleeping bags, of which we have plenty. (Remember early in the story? "Throwing things out, putting things back." They might just come in handy now.) However the manager and the owner Peter Bond come to the rescue and organised accommodation and food. The day finishes with a few wines as it should.

The morning arrives and we wait for a weather window which duly arrives and we head back to Ingham to join the others. A day later we access our options to track inland but the clouds are too low so we track out to the coast again and head north this time for Cooktown.

We don't get much above 1000ft but all is ok landing at Lockhart River for fuel. The fuel here is the most expensive we were to encounter on the entire trip, \$3.37 per litre. We arrive in Cooktown to a wonderful reception, with an esky full of cold ones. Dave has a flat tyre so we pull the wheel off, head into town for repairs and refit on the Jabiru, finally putting all aircraft to bed.

We head into town to our accommodation and a couple of us young ones investigate the local pubs and meet some fantastic people, Cooktown is definitely on our list of places to go back to.

We leave early for the Cape and our 3<sup>rd</sup> milestone, Cape York. We're in tiger country now still around 500-1000ft, I think if we get any higher we'll all get nose bleeds perhaps I should do an AG rating when I get back I think I have enough low level hours up by now. This part of the coast is not the most ideal place to have engine failure ocean on the right, sand hills on the left, however we make the Cape and spend some time setting up our photo shoot again, it really takes some organising to get all 3 planes into position. Soon it's South again, Australia still on the left following all the bays and headlands before the country turns red and up comes Weipa, Bauxite is everywhere in sight. Same procedure, fuel, unload, tie down and into our accommodation. Depart Weipa next morning and Lance does a slight detour out to Scherger Airbase no one home, only boat people in a huge compound. We do a few orbits and look at the big air strip and finally head to Normanton for fuel and lunch, I think later "What a pity we didn't do a touch and go at Scherger, oh well next time!"

Overnight stop at Burketown, kiss aircraft goodnight and go to meet all the school kids who have come out to see Dave and crew.

After settling into our accommodation, Michael and I decide to check out the local hotel but were told it burnt down last year. We can handle bad weather, low clouds, sharks and crocs but no pub? We start to go into shock when we see a sign the Morning Glory

Licensed Restaurant, God does live in the top end. Upon entering we are met by a lady with the biggest smile and most infectious laugh we've ever heard who tells us that we can only order a drink with a meal. "How about a packet of chips" I ask. "could work" she says. "where are you from?" she asks. "Griffith" says I. "I'm from Dubbo that means we're neighbours!" from then on the night only got better. We were drinking Guinness when I asked about the ball inside the can it's called a "Widget" so I was shown one by her son, Trinity, who opened the can with his teeth (search YouTube for "Burketown Can Opener" ) The wonderful people you meet, Australia wouldn't be the same without them.

We depart Burketown, around the bottom of the gulf to Borroloola and up to Gove. This is some of the hardest flying I've ever done in and out of rain storms up to 2000 feet back down to 300ft. It is physically and mentally demanding, ocean full of things that want to eat you, it certainly teaches you to look for a place to land in the event of engine failure, it is second nature now. Look at engine temps, oil pressure, amp meter then your eyes are back outside scanning at 300ft-500ft in a 1600kg aircraft it will all happen very quickly, you have to be ready.

As a CFI once said to me "There's nothing like the sound of silence to help you remember your emergency checks today was hard for everybody.

We finally land in Gove for a 2 day break. Departing Gove for Emkaytee, we stop for lunch and fuel at Maningrida across Arnhem Land the weather improved and we made 3000ft. Arrived at YMKT for a 4 day break in Darwin, the aircraft received some attention and Sir Lancelot an oil change and some elevator bearings. The Archer 100HRY and the Jabiru had an oil change & check. We did some sight seeing, relaxing and a tad of drinking. Michael wanted to try every beer and he's now well on his way.

Darwin was special. Perhaps because of the difficult flying we've experienced before, and here we were about half way. We let our hair down, the Monsoon Bar played a big part in that but Dave has asked me to keep leaked information from these 4 days to a minimum perhaps it's his singing. We changed over carers in Darwin, Lida flew back to Melbourne and Josh took over he fitted in right away as one of the Magnificent 7. His sandwich making skills were a bit 'How Ya Goin' No meat and pickles for this boy searching the supermarkets for fillings known only to himself and the people he'd met on his travels overseas they tasted like shit but you could live on them, only joking Josh some were ok.

All too soon we leave for the second half of our trip it's a short leg so we go straight to Kununurra. The usual procedure with aircraft and into accommodation the next morning we're off to Truscott. We get a weather update and fine big CU's up to 45,000ft on our track, I announce to all the Lance is doing a 360 and turning back, I cop a lot of flack over that. If you're thinking of landing at Truscott be prepared for a \$700-\$800 landing fee, they obviously don't want visitors. Eventually we get to Derby which has the biggest tide in Australia, 43ft. every driveway seems to have a boat, very large ones. mining wages must still be good. The next day we head out to the airport to discover the Jabiru has another flat tyre, we repair the tyre and are back onto our coastal track, Broome, Port Hedland, and into Karratha.

The weather is looking good so we stay down low just off the coast and soon into Karratha, where Dave's sister lives, for two nights

We filled our flat pack fuel cells to refuel at Onslow, as they don't have any fuel, and down to Carnarvon, stay the night and ready for the big one tomorrow, our last milestone, Steep Point, the most Westerly point in Australia. We fly over Monkey Mia. Dirk



Harthog Island off to the right and set up for the photo shoot of the Jabiru around the point. Checked off the last milestone, been there done that, got the T-shirt, now we're homeward bound.

You can't understand how much iron ore leaves this country until you've seen the number of ships waiting to be loaded, all along the west coast and the ore trains coming in from the mines. Down to Geraldton we go to fuel and then onto Murray Field, South of Perth, near Mandurah, three of the crew had a bit of fun doing aeros with Denise Bess in her beautiful Super Decathlon.

The run down the coast from Steep Point past Kalbarri, Port Gregory, Geraldton, Jurien Bay, Perth, Rockingham, Mandurah, left turn to Murray Field, a perfect day for flying, 2000ft, sun shining and half a mile off the coast, wouldn't want to be anywhere else. I'm amazed when people travel overseas and are asked about parts of Australia, they wouldn't know, and they've never seen. Get in a plane, car or push bike and have a look.

A couple of days in Mandurah and we're ready to go again. Down around Cape Leeuwin the weather is marginal but we manage to get through. We have lunch at Albany and onto Esperance for a nights stop. The weather Gods decide we're having too much fun so we are punished in the form of more storms and rain coming into Esperance, we have to fly about 10 miles out to sea to avoid the storm. We finally land, fuel up and wait for others to arrive. Leaving Esperance we have overnight accommodation at David Ford's Myrup airstrip, rain had past but night was fast closing in with 8NM to go. The Lance got off last and finally found the strip, it looked as wide as a cricket pitch with no lights. As the nose light was U/S we only had the wing tip lights, at least they kept us off the fence on one side and the trees the other, we made an arrival. After putting the aircraft to bed another day came to an end. We're certainly getting a variety of flying you learn so much about yourself, flying and a healthy respect for the weather. It can change so quickly, so it's most important to have a plan B and C but at no stage on the trip did I have to ask myself "What do we do now?" we always had options.

We wait for the fog to lift next morning then away to lunch and fuel in Caiguna the start of the longest straight stretch on the Nullarbor, 100 miles. Michael had phoned the roadhouse the night before to be told there was water on the strip which proved to be right so we flew around waiting for the others to arrive, finally the Lance in and around the water without problems. We then had to taxi 700m down a bush track to fuel, Michael wanted to land on the highway but there was no way the aircraft could get around past the buildings to fuel. Off to Nullarbor for an overnight stay along the cliffs, spectacular views of the cliff-tops along the Bight, P.I.C. again bought up subject of landing on the highway, I think he wants to tick another box, no valid reason so airstrip won again.

There're not many places you can park your aircraft behind motel rooms but this was one of them, not too far to carry our bags

After watching the sun rise over the Nullarbor we head over the coast and fly the cliffs to Ceduna for lunch and fuel, then off to Port Lincoln. It's so great flying coastal and following the bays, for those who haven't tried it, you need to it's an unforgettable experience, plus you can't get lost Australia is one side. The area of Port Lincoln seems to have everything the biggest fishing fleet, wine region, farming area, grain loader in the southern hemisphere and the race horse Makybe Diva. You can go diving with just about anything that swims in the ocean, although the shark cage doesn't give me much confidence if I'm going into the water with

Great Whites I'd prefer to be inside a Great Grey submarine. The weather turned bad for 2 days but we welcomed the rest and had a good look around.

Finally we get away up the Spencer Gulf to Whyalla, across to Port Pirie then down past Adelaide. Traffic was busy coming into West Beach so we took the scenic route across the city and down to Aldinga, with weather on the ranges and thinking one more day until home, ha ha that weather God again. Up at 4am out to airfield at 7am and ready to go. Dave got off and headed towards Cape Jervis but the fog rolled in and the weather further along the coast was bad we'd run out of time, luck and options so back to Aldinga for another night. Finally got going, 5 hours from home. The fog once again caused us to turn left and over the range to Goolwa and off down the Young Husband peninsula with clouds starting to lower we passed Kingston in the Lance and got to Robe. We then had a call from another aircraft that cloud was on the ground and they were heading back to Kingston. we were in clear air (sort of) but turned to rejoin the others. The Lance was getting lower and lower. I said to Michael "Does that magic iPad of yours pick up sailboats? as we're shortly going to end up as the weather vain on top of a mast" I think a turn would have dipped a wing in the water. I asked Michael for a course without hills in front and reached for the autopilot switches to set up a climb when a voice inside my head (one of many) checked the heading bug sure enough it faced the other way. A rate one turn at that height could have ended up with massive salt water corrosion we soon broke into clear space and headed to Kingston to join the others. While waiting in the club house trying to get Dave warm Michael took the Jabiru up but to no avail Kingston turned into another night stop. Back in the air the next morning and off to Portland for lunch, fuel and to warm up soon homeward bound, with a handy 25KT tail wind. For the final few miles the 3 aircraft formed up and travelled close together. As we got close to Tooradin there was a mass of yellow balloons and people. We did a low pass, line astern and landed. I don't know what to feel after all the highs and lows we've been through together for the last 38 days it was over. The trip was challenging both physically and mentally and we all learned a lot about ourselves and our capabilities but I loved every minute.

What an incredible journey it was. One I will never forget.

I must point out the 2 support aircraft are 2 pilot operations, with Dave's carer in the Archer and the coordinator, Linda, in the Lance. Dave is flying solo experiencing everything we've been through on his own. What a special man. Linda, Dave's wife, is a remarkable lady I have never seen her without a smile, even on the bleakest days, she worked hard at what she did photos, media, facebook, blogs, organising accommodation on top of a thousand other responsibilities. Without her, our trip would never have run as smoothly.

Another 2 very special people who must be acknowledged were Dave's mother and father, Roberta & Brian. For the last couple of years they have spent a lot of time travelling around Australia organising our accommodation and meals of which nearly all were donated.

Finally, to all of the people we met on our journey...

To all our friends on this great land  
Whose help was freely given,  
We can't express our thanks enough,  
You lot were made in heaven.

**Robert Frauenfelder**

Griffith NSW



## Places Of Interest Quilpie - Queensland

Quilpie has a population of 654, 209kms West of Charleville where golf is played at night and you will find an opal alter, lecturn and font in the local Church

The railway line to Southwest Queensland ends in Charleville with a bus running through to Quilpie. The main street has a 45 metre streetscape depicting the rich history of the area.

History of the families such as the famous cattle drover, Patsy Durrack, "Kings in Grass Castles " can be found throughout the town.

The boulder opal in Quilpie has a backing of ironstone which makes it one of the most beautiful and durable of all opals.

One of the great attractions in Quilpie is the outback mail run.

An early morning start with Skinny Dingo Tours, takes you through the heart of some of the most remote stations in the area.

Starting in Quilpie you travel through stations such as Maybe, Alaric, Cannaway Downs, Trinidad, Budgerygar and many more.

You are treated to morning and afternoon tea, with lunch at Trinidad in the homestead of one of the original residents.

Stops along the way include the shearing sheds, deserted stations and plenty of wildlife.

Travel off the road a little way and you came across a Beech Queen air which had come to it's demise in 1984 with seven passengers and their luggage trying to land at Trinidad station, killing the pilot.

The aircraft is scattered through the scrub and has been stripped of any valuable items, but still intact.

Arriving back in Quilpie in the late afternoon, weary but full of the history in the area.

Accommodation in the caravan park is very comfortable with a camp oven dinner each night by the fire.

Quilpie is a friendly, fascinating town and well worth a visit off the beaten track.

**YQLP S26 36.5 E144 15.4**

**09/27 sealed 1493m**

### The Aero Club Of Broken Hill

### 75th Anniversary Celebration

### 18th – 20th October 2013

[www.sportaircraft.org.au/wp-content/uploads/2013/05/Registration-form.pdf](http://www.sportaircraft.org.au/wp-content/uploads/2013/05/Registration-form.pdf)

*To all the members and committee who have contributed to the newsletter over time we thank you.*

*Your efforts create a better outcome for all members & friends.*

*A special thanks to David from Snap Lilydale for all the hours spent getting our thoughts and ideas just right.*

*We hope you enjoy this months read*

