



YMUR MURMURS

MURWILLUMBAH AERO CLUB NEWSLETTER No. 3 May/June 2025



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<https://ymur.com.au/>

<https://www.facebook.com/macymur>

Welcome to another edition of Murmurs newsletter.

Please let us know if you have any suggestions on things you'd like to see included and how we could make it more interesting or relevant to your world of aviation.

Email us at: news@ymur.com.au

Philip Arthur & Bill Dennis

Monthly meetings

The club's monthly committee meeting is held the second Monday of every month from 7pm (NSW time). All members are welcome to attend as we discuss how the club is going and develop plans for the future. Come along and help determine what your club can do for you and more importantly what you can do for your club.

Snippets from May meeting

- The fuel log sheet has seen some incorrect entries causing some headaches for the bookkeepers. Please ensure the Refuelling Log sheet is completed clearly and thoroughly.
- A working bee will be planned for general building maintenance soon.
- As at 12th March, RYC is still grounded, waiting for completion of its 100 hourly.
- New member Peter Budd has been flying for Jetstar for 13 years. He flew for Qantas for 10 years before that and with the RAAF before that. His log book is very interesting with some great shots of him with various military aircraft. He looks forward to flying a "real" aeroplane for a change.
- The council plans to seal the taxiway sometime in the future
- Pilots should be aware of a construction crane that has been installed to the east of the runway.
- We will order a new nozzle for the fuel pump.
- An emphasis on further training will be made at the monthly comp, when an instructor is available.
- The new Weight & Balance worksheet for RYC has been created for use by pilots. Blank worksheets will be left on the counter for pilots to fill out before going flying. The completed document should be kept by the pilot and may be requested by CASA in the event of a Ramp Check.
- A calculation sheet for maximum take-off weight for a specific runway condition is also under preparation and will be discussed at a future monthly comp training session.

Snippets from June meeting

- The new fuel nozzle has been installed.
- The handbrake on RYC has been repaired. Malcolm has asked us to apply it gently as it has previously been "reefed" a bit too hard.
- President Martyn reported on a successful onsite meeting at YMUR with the interim Airfield Manager, Wes Knight. Wes advised that a small grant had been received to seal the YMUR taxiways. Further TSC funds needed to be allocated before this work could begin.

Annual state of origin – MAC vs RAC

We came, we saw, we conquered!

At 0700 Saturday 14th June, RYC lifted off for YRED (Redcliffe) for the State of Origin spot landing competition. On board were Brenton Smith, Dom McCarthy, Bruce Gard and PIC for this leg, Bill Dennis. It was a glorious day and were cleared to fly Condong Mill-Nerang directly at 3000ft then across to Jumpinpin. We followed the coast to the top of Moreton Island before looping around Bribie and back down to YRED. Not far behind was Sherie Sunderland and Jason Prigoone in Sherie's Piper Comanche, FLG.

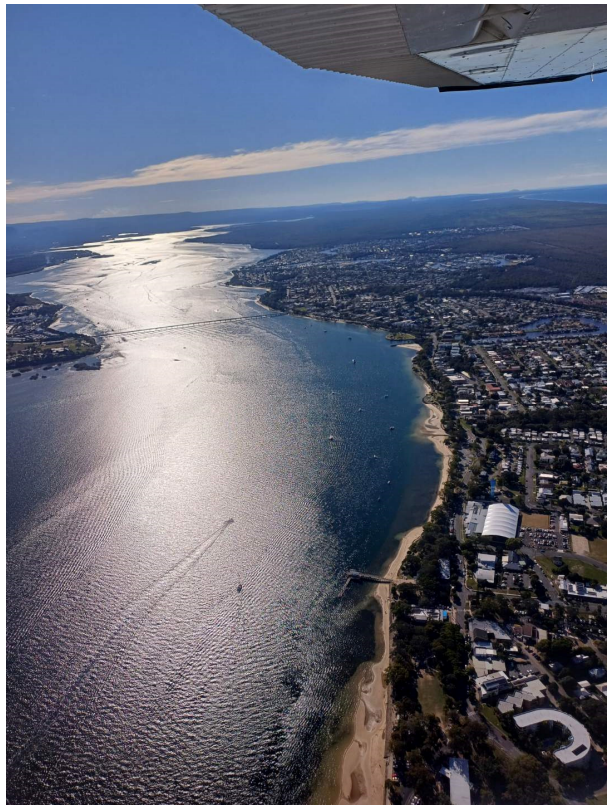


We were pleasantly surprised by the arrival of Stuart Cavill and his beautiful LX7. While he didn't compete, he did provide moral support!

Thanks Stuart.



Sherie competed in her Comanche and did well. Jason was the Safety Pilot before he moved to RYC and competed himself. He equalled the top score of the day, great work!





Brenton Smith
competed strongly
with Domenic
McCarthy as Safety
Pilot

Each pilot conducted three circuits as follows:

1. A normal approach to land, utilizing full power and flaps.
2. A flapless landing that incorporated side-slipping if necessary.
3. A glide approach using flaps without power.

There were three designated touchdown zones, with the middle zone awarding 25 points. The landings at YRED presented greater challenges than those typically experienced, primarily due to the right-hand circuits. Despite these difficulties, MAC emerged victorious and successfully reclaimed the State of Origin shield.

Congratulations to the team on their excellent performance.



Redcliffe Aero Club President, Sam Keenan and comp organiser, Paul Smeath reluctantly but graciously handing the shield back to the Blues. Accepting is Bill Dennis and Jason Prigoone. Jason shared the Top Score honour along with a Redcliffe pilot.



We extend our thanks to Redcliffe Aero Club's Paul Smeath and Club President, Sam Keenan.

They were great hosts.

RYC 100 hourly complete

It took a few weeks but RYC's 100 hourly was completed on Friday 16th May and is now available for hire again. To celebrate we had an impromptu working bee on Sunday 18th May to give her a good clean down. President Marty was ably assisted by Jason and Raff, shown here, amongst others.



RYC currency reminder

Just a reminder that members can only fly VH-RYC, our C172, solo if you're current flying that particular aircraft. Every plane is different so even if you've flown another 172 you're only "current" if you've flown RYC as PIC within the past 90 days. This stipulation is a requirement of our insurance policy. You have to write your due date for currency on the invoice before you fly. If you haven't flown in the past 90 days, a check flight with one of our approved instructor members will set you up to go solo. Call one of the following instructors to arrange a time for a check flight:

Gary Clarke 0409 646 242	Cam Baines 0488 198 544
Dominic McCarthy 0423 283 893	Jason Prigoone 0402 765 317

Murwillumbah to Old Station & Back: Friends, Fog, Flying Machines, Smoked Brisket and Cold Beer.

By Dean Litherland

Midday May 23rd, I climbed into VH-RYC alongside Bill and Tracy for what would turn out to be one of the best flying weekends of the year. Our mission: make our way to *The Old Station Fly-in and Heritage Show*, a sprawling 29,000-acre cattle station surrounded by rolling hills and rivers, 53km west of Gladstone, packed with aircraft, an inspiring country airshow, food trucks, country tunes, vintage truck and motorcycle displays and a generous helping of local character.

Leg One – Murwillumbah to Hervey Bay

Bill Dennis flew the first leg to Hervey Bay. After a 15 minute delay transiting Hastings Point to Q1 by Gold Coast Tower the rest of the flight was smooth and steady. Stunning weather with open sky we flew North coastal over water through the Stradbroke Island group, Tangalooma to Noosa and onward and upward to Hervey Bay. Bill's landing was text book after navigating an incoming A330 who back tracked runway 29 in a nano minute.



Bill at the wheel with Dean looking on.

On arrival to YHBA, we discovered the real test of the day wasn't weather, wind, or weight and balance—it was trying to pay for Avgas. Hervey Bay has gone mostly full digital with a proprietary app or you require a World Fuel Card (only). No card tap, no pay-at-the-pump magic, just a confusing sign and a few minutes of aviation-themed swearing while we fumbled through app stores, sign up and passwords. Eventually, fuel was acquired, and so were a few laughs. Luckily a couple of lads from Tasmania who flew up to Archerfield and hired a plane for the Old Station fly-in showed us the way with the payment system at Hervey Bay saving some time.

Leg Two – Hervey Bay to Old Station

At 3:00 PM, I took left seat and launched us into the late afternoon sky toward Old Station. It was a beautiful leg—smooth air, gentle, the scenic coast of Agnes Waters and sprawling waterways making their way to Gladstone. Radio chatter increased steadily into a busier sky as dozens of aircraft converged on the same patch of paddock late in the afternoon. In the back seat, Tracy was lounging like royalty, nose buried in a novel, occasionally muttering something about the plot while Bill and I navigated around several aircraft arriving into the circuit.



We arrived about an hour before last light and were waved in by what can only be described as a grizzled retired air marshal on a bicycle—sun-beaten, bearded, and giving parking signals like a symphony conductor. We parked up, anchored down, pitched our tents just before sunset, and followed the scent of brisket to the food trucks.



The evening was pure country gold—plates full of smoked meat and beans, a few well-earned beers, and live music under the stars with very large fire pits keeping us all warm and toasty all night. Friday night had a relaxed vibe: fewer people, lots of

aviators swapping stories, and an RV community that could pass as a small town. Fly-in Aviators were camped on the Southern side of 06/24 with the drive-in revellers camped on the Northside.

Saturday – Sunshine and Show Planes

We woke to blue skies. The weather? Absolutely perfect!! Glassy air, and the kind of temperature that makes you forget what a jumper is. The air so smooth it felt silk-pressed. After a lazy morning sitting in the shade (25°C) sipping multiple lattes, and looking over the truck and motorcycle displays, the airshow kicked off at 2:00 PM and delivered the goods! First extravaganza of the day a **two prop Hercules cargo aircraft** entering the circuit, doing a fly-by and touching down like visiting royalty and parked up for display.

Then a **Pitt Special** roared and carved corkscrews into the sky, followed by a **P-51 Mustang** scrapping past within metres of the edge of the runway and crowd with that iconic whistle. Then a **Kitty Hawk** and **Spitfire** flying in formation and then apart putting on a warbird waltz. A **Van's Rocket** tore through like it was late for lunch. The crowd swelled, the food kept coming, the air show producing a trusted performance. In the evening the live country music returned with twice the twang and hospitality. Old Station knows how to host a show!

The Food choice and quality was outstanding and beer prices were very reasonable (\$7 Black fish and White Fish only) as was the entry and camping fee, 2 nights a total of \$40 for the three of us...Bargain!



Sunday – Fogged In and First Out

Sunday morning greeted us with a heavy fog blanket (after long deep sleep) that made all the approx 200 light aircraft look like a ghost ships. We were up at 6am, had a hot coffee, broke camp, and managed to taxi RYC down the line to join the queue (the best aircraft manoeuvring of the weekend!) As the fog lifted mid-morning, Bill managed to get us out 6th—out of hundreds of departures that day, timing is everything!

Leg Three – Gayndah to Home (Bill Back in the Left Seat)



Bill landed us at Gayndah for a fuel top-up and we swapped seats again, my turn to fly some technical airspace.

We Cruised at 5,500 feet in smooth, dreamy conditions across gorgeous mountain scapes, vast plateaus and meandering rivers. Approaching the Glass House mountains we descended to

3,500ft at Kilcoy in anticipation for the LL C steps and carefully navigated the tight corridor between Archerfield and Amberley airspace at 2,500 dodging drone operations, Danger zones and Restricted airspace with surprisingly very little traffic!



As we coasted in over the hills, Mount Wollumbin and the Tweed Valley came into view, it felt like we'd been gone and back in a flash and yet, utterly refreshed with an awe inspiring flying weekend away and promises of more adventures. A weekend of flying, food, and fantastic company. Aviation therapy at its finest! Jayne also in the plane next time ☺

The Old Station crew- Dean and Tracey Litherland along with Bill Dennis

Landing fees – “Pay as you go” now in operation

As mentioned in the last Murmurs when a member hires our C172 RYC it's now up to the pilot in command to include any landing/parking fees (if applicable) along with hours flown in their invoice and pay them within a couple of days of each flight. The Club is charged for landings in RYC at many airfields and airports. If a member hires RYC and lands out the Club may receive an invoice for that landing that may be anything between \$10 and \$50 depending on where it is. Historically once the invoice had arrived our bookkeeper checked that invoice against the flying invoices our members had filled out and matched it to the relevant PIC. She then sent an invoice to them for that landing and asks for payment. This all took bookkeeper time and cost your Club money.

So, the committee decided that it will now be the hiring pilot's responsibility to check the landing fees for any out landings and then add that payment to your invoice when you finish the flight and pay for them. This will save time and cost chasing up old invoices. We're modifying the format of the invoice book (as shown on the next page) so that will make it easier to add these charges in future. To make things even easier we've also posted a list on the notice board of the most common landing strips in the local area and the cost for landing/parking at each one. Please check this first and add the relevant amount to your invoice after you've completed your flight. If the airstrip or airport isn't listed, please contact the ARO of the relevant location and ask them what the landing fee/parking fee (if anything) is.

The new invoice form booklet will be available soon. You'll see that now there are spaces for including landing fees and any other charges that might apply (eg overnight parking if relevant). There's also space to include the names and weights for all passengers. The passenger's mobile phone numbers should also be included if possible.

We appreciate all members' co-operation with filling out the form, including all landing fees, each time you hire the aircraft.



September Victor 1/HARS Museum flyaway

The Redcliffe Aero Club are planning a flyaway to the HARS Aviation Museum at Shell Harbour near Wollongong in September. There will be a whole day to explore the museum with special aviator tours being arranged. There is an overnight stop planned at Foster on the way down, landing on Wallis Island in the middle of Wallis Lake. There'll also be a chance to stopover in Cessnock in the Hunter Valley on the way back to enjoy some wine tasting. But the highlight will be a flight at 500ft along the coast past Sydney on the "Victor 1 VFR route" and maybe even a "harbour scenic" at 1500ft over Sydney Harbour if the weather gods and ATC play ball. MAC members are welcome to join.



If you're interested in taking part talk to Paul Smeath (0423 604 396).

SYDNEY VICTOR 1

HARS AVIATION MUSEUM

www.hars.org.au

Day	Date	Activity		Distance
1	20-Sep	Redcliffe, Port Macquarie, Wallis Island	YRED - YPMQ - OZFST	303 nm
2	21-Sep	Beach day at Forster/Tuncurry		
3	22-Sep	Wallis Island - Warnervale - Victor 1 - Shell Harbour	OZFST - YWVA - Victor 1- YSHL	227 nm
4	23-Sep	HARS museum explore Wollongong		
5	24-Sep	Shell Harbour, Mittagong, Cessnock	YSHK - YMIG - YCNK	124 nm
6	25-Sep	Tour wineries in the Hunter Valley		
7	26-Sep	Tour wineries in the Hunter Valley		
8	28-Sep	Cessnock, Palmers Island	YCNK - YPMQ	223 nm
9	29-Sep	Palmers Island, Redcliffe	YPMQ - YRED	134 nm

Attitudes

by Bob Tait

Well don't just do something, sit there!

His heavy Dutch accent added a little colour to his otherwise nonchalant tone as he leant forward to speak into the Gosport tube in the front cockpit of the DH 82 Tiger Moth. In the rear cockpit I consciously lightened my grip on the metal joy stick as the Tiger's wheels skimmed centimetres above the grass. Those words never failed to bring a smile to my lips as I endured those seemingly endless few seconds during the float prior to touchdown on a pre-solo landing.

Then came the rumble of tyres on the grassy surface. "Now don't just do something, sit there!" Sure enough, the friction tugging back on the undercarriage and the inertia of the weight above would combine to pitch the nose forward just enough to shed any residual lift, allowing the aircraft to rumble on down the runway in the tail-high attitude of a "wheelie" landing. All I had to do was maintain that attitude until the decaying airspeed allowed the tail to settle onto the surface of its own accord.

I owe a lot to my old Dutch instructor, who has since been called to that greener field, not the least of which is the early realisation that flying is basically an easy thing to do. Aeroplanes want to fly - they are designed to fly - it is the pilot who makes it difficult!

Some landings I have seen are more like American Wrestling. The aeroplane is deprived of power, wrestled to the ground and held there until the lack of airspeed forces it to surrender to its jubilant pilot.

Unfortunately, this "confrontationist policy" is often extended across the whole range of piloting tasks including steep turns, steep gliding turns and the stall recovery. When it came to steep turns the flying Dutchman used to say: "Add some power if needed, roll on the bank, adopt the required attitude, then hold it still and let the aeroplane do the turning - that's right - don't just do something, sit there!" If you gain or lose height, try a different attitude next time.

TAKING THE SIMPLE AND MAKING IT COMPLICATED

It's not only aviation that suffers from this conspiracy, but it does seem to have been with us for a very long time. Take the art of Dead Reckoning navigation [DR]. The name was originally Ded Reckoning navigation, where the "Ded" was an abbreviation for "deduced". The principle was as simple as could be. If you hold a constant heading in a constant wind at a constant speed, the path you fly across the ground will be a straight line. Since the distance you cover at a constant speed depends only on the time that has elapsed, you can deduce your present position at any time by measuring an appropriate distance down the resulting path.

As time went by the media, and some of the aviators, corrupted the name "Ded Reckoning" to "Dead Reckoning". This added a little more drama and an appropriate air of mystery - the first step in converting the simple to the complicated.

Within a generation or two, the theory examiners had made DR navigation so complicated that endless hours of study and instruction convinced some students that it was beyond them. Some carried this defeatist attitude into the cockpit where they resorted to wandering all over the map in an attempt to "read" their way to the destination. All they had to do was hold a constant heading and let the aeroplane fly itself along the resulting straight-line path.

That's right, "Don't just do something, sit there!"



Bob Tait grew up in North Queensland with dreams of becoming an aviator. He'd ride his bike to the local aerodrome on weekends and stay for hours, watching the planes and admiring the pilots. After earning his wings in a Tiger Moth, Bob went on to become one of the country's most trusted aviation theory instructors. A true enthusiast, Bob's enjoyed competing in aerobatics and appearing at air shows, as well as piloting helicopters, and skydiving. He also set an Australian altitude record in a Cessna.
<https://bobtait.com.au/>

Murwillumbah Aero Club Calendar 2025				20/06/2025
Month	DATE	TIME (NSW)	TIME (QLD)	
January				No Activities for the month of January due to holidays.
February	Sun 2 Feb	08:00	07:00	Club Flying Comp
	Mon 10 Feb	19:00	18:00	Monthly Committee Meeting
March	Sun 2 Mar	08:00	07:00	Club Flying Comp Quiz questions from VFRG (fliers & non-flyers) 1hr Pilot info session in clubroom
	Mon 17th Mar	19:00	18:00	Monthly Committee Meeting
	Tue 25 Mar	19:00	18:00	AvSafety seminar "Loud and clear" at MAC
April	Sun 6 Apr	08:00		Club Flying Comp Quiz questions from VFRG (fliers & non-flyers)
	Mon 14 Apr	19:00		Monthly Committee Meeting
	Fri 25 Apr			Anzac Day Fly Over
May	Sun 4 May	08:00		Club Flying Comp Quiz questions from VFRG (fliers & non-flyers)
	Mon 5 May			Labour Day Public Holiday
	Mon 12 May	19:00		Monthly Committee Meeting
	23-25 May	08:00		Old Station Fly-in
June	Sun 1 Jun	08:00		Club Flying Comp Quiz questions from VFRG (fliers & non-flyers) 1hr Pilot info session in clubroom
	Mon 2 Jun	19:00		Monthly Committee Meeting
	Sat 14 Jun			"State of Orgin" spot landing comp at YRED
July	Sun 6 Jul	08:00		Club Flying Comp Quiz questions from VFRG (fliers & non-flyers) Club Open Day
	Mon 14 Jul	19:00		Monthly Committee Meeting
August	Sun 3 Aug	08:00		Club Flying Comp Quiz questions from VFRG (fliers & non-flyers)
	Mon 11 Aug	19:00		Monthly Committee Meeting
September	Mon 8 Sep	19:00		Monthly Committee Meeting
	TBA			Poss Runway Dinner TBC
	Sun 14 Sep	08:00		Inter Club Challenge
	20-29 Sept	08:00		Redcliffe Aero Club Victor-1 Fly-away
October	Sun 12 Oct	08:00	07:00	Club Flying Comp Quiz questions from VFRG (fliers & non-flyers) 1hr Info session
	Mon 13 Oct	19:00	18:00	Monthly Committee Meeting
November	Sun 2 Nov	08:00	07:00	Club Flying Comp (last for the year) Quiz questions from VFRG (fliers & non-flyers)
	Mon 10 Nov	19:00	18:00	Annual General Meeting
December	Mon 8 Dec	19:00	18:00	Monthly Committee Meeting
	Sun 14 Dec	12:00	11:00	Christmas Party / Presentations