



YMURMURS

MURWILLUMBAH AERO CLUB NEWSLETTER No. 5 September/October 2025

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

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



President:	Marty Jackson	0410 669 704
Secretary:	Bruce Gard	0418 518 000

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

Annual General Meeting – Monday 10th November

The Club's 2025 AGM will be held at 7pm (NSW time) on Monday 10th November. We'd like as many members as possible to come to the AGM as we discuss how the Club is going and develop plans for the future.

So come along and help determine what your Club can do for you and more importantly what you can do for your Club. See you there!



Snippets from September committee meeting

- Three aviators applied for membership.
 - Michael Ware from Bundall is an ATPL with 21,000+ hours. He originally started an accounting degree but decided on a career change and joined the RAAF. He left the RAAF and joined Cathay Pacific in 1993 and spent almost 30 years there. He flew 747-400s then 747-200s and 747-300s as first officer and then flew command in A330s and 340s and finished on 777s. His favourites were the 200 and 300 series 747. Now he's looking forward to flying a Cessna 172.
 - Mike Kashini lives in Robina and started his flying training 20 years ago in his native Iran and emigrated to Australia in 2011. He has a bachelor degree in aviation and masters in accounting but really wants to have a career in aviation. After a 20-year gap he did a Diploma of Aviation, completing a CPL/ME with Airways Aviation at the Gold Coast and Flight Instructor Rating with Air Gold Coast. He is presently doing an Instrument Rating. Mike now has about 400 hours.
 - Byron Newell resides at Chinderah and wants a career in aviation. He started flying in July 2024 and has completed a CPL at Air Gold Coast. He's now doing an instrument rating at FAST Aviation in Lismore. He has about 160 hours so far.
- The win by MAC in the State of Origin Competition against Redcliffe Aero Club was announced and the engraved winning shield for 2025 was presented to Vice President Brenton Smith to mount in a prominent place on a wall inside the Clubhouse. Congratulations were given to the winning MAC pilots.

- President Martyn, in his absence, passed on a request that the entrance gate to YMUR be closed by all MAC members on arrival and departure.
- A WhatsApp group has been formed for MAC members to improve communication between members. Philip Arthur agreed to be administrator of this group.
- For August there were 16 hours flying on the VDO. There will be about 200 hours for the year if it continues so.

Snippets from October committee meeting

- Two aviators applied for membership.
 - Naomi Hepworth had her first flying lessons at Gofly at Caloundra in Slings then started the Flight Training Adelaide course at Wellcamp but left the course after 5 months. She then did a CPL at Airways Aviation at the Gold Coast, along with an MEIR and flight instructor rating. She is currently working on her ATPL subjects. She wants more experience in the air and to build hours while she is seeking a role as an instructor. She currently has 360 hours.
 - Stephen Gochman is from Melbourne and has lived at Ocean Shores for 4 years with his wife and 5-year-old daughter. He started flying when he was 20 years old and originally thought he'd become a commercial pilot but stopped after 20 hours. Later he started working in real estate and started flight training but COVID hit and he had to stop flying. Finally after moving north, he decided to start flying again, this time at Fast aviation at Lismore. Within 5 weeks he did 15 hours and passed the RPL one month ago. He is aiming to obtain his PPL in the future and to enjoy flying recreationally. Maybe fly around Australia and explore places near and far.
 - Nicholas Christie had his first taste of flying as a 13 year old at Moorabbin. His dad was a private pilot. Nicholas gained his PPL, CPL, and Grade 2 instructor rating grade 2 at Moorabbin, then flew at Tyabb before going overseas for work for 8 years, when he didn't fly. He came back to Australia in 2012 and started flying again. He has about 2000 hours, mainly instructing. In 2016 he started learning to fly RAAus and became CFI of his own RAAus flight school in 2020. Then came a couple of years instructing at Warracknabeal in Victoria. In June 2024 he moved to Mermaid Beach. He's studying law at Bond Uni while running his own company called "Light Aircraft Sales". The business has been going for 8 years and sells both RAAus and VH planes. He also does valuations of aircraft. He owns a Cherokee 140 that he is planning to bring it up from Melbourne soon so is looking for a hangar.
- There were 11.6 hours of flying in September, 42.3 so far this financial year.
- There are 22 hours remaining on RYC till the next 100 hourly.
- Sherie won the October flying comp.
- Jason is leading the scores for the annual trophy that will be awarded at the Christmas party. You have one more chance to catch up at the November flying day!
- Gary Clarke spoke about the Club Open Day that will be held in the hangar on Sunday 23rd November. So far there's been a good response for schools. The difference this year is that we will broaden out to an ecosystem. Along with pilots there'll be flight attendants, engineers and air traffic controllers represented. We are stressing that the aviation industry has many roles. Career advisors have told Gary that students are interested in these other jobs. We'll have registration at 9am and kick-off at 9:30 with a number of short, sharp presentations on what it takes to be a pilot, air traffic controller, engineer or flight attendant. We'll then break into small groups for round table discussions where students can talk about the discipline they're interested in. There'll be a sausage sizzle, a coffee cart and a static display of aircraft. It should wrap up around 12 noon. We would like as many members as possible to come on the day so they can talk to students about their own backgrounds.

Club Open Day is coming up

On Sunday 23rd November we will have our annual open day. We have invited a number of experienced personnel from the aviation industry to come and make presentations to youngsters (and not-so-young-sters) who are interested in a career in aviation. Announcements are being made in the press and to school career advice staff.

This year we're expanding the scope of attendees to cover off flight attendants, customer service, engineers, air traffic control and ground handling as well as pilots. The aim is to show that the end-to-end delivery of a flight has several key roles and so a career in aviation can be one of a number of roles, including a pilot. Whilst the Aero Club has a focus primarily on aviation for pilots we foster anyone who wants to join aviation in one of the many roles available.

The open day is a great opportunity to share the adventure and challenges of becoming and being a member of the aviation community with our younger generation, as club members, past and present students and professional airline industry representatives host presentations.

It's always a well-attended day and it's even more so if a number of you, our members, roll up to talk informally to the attendees about your experiences in aviation.

The gathering also offers a perfect setting for networking and sharing experiences with fellow aviation enthusiasts.

So, mark it in your calendar, 23rd November, starting at 9am NSW time.



Scenes from last year's open day

Murwillumbah Aero Club Calendar 2025				
Month	DATE	TIME (NSW)	TIME (QLD)	
November	Sun 2 Nov	8:00	7:00	Last brekky and Flying Comp for the year
	Mon 10 Nov	19:00	18:00	Annual General Meeting
	Sun 23 Nov	9:00	8:00	Open Day
December	Mon 8 Dec	19:00	18:00	Monthly Committee Meeting
	Sun 14 Dec	12:00	11:00	Christmas Party / Presentations

- **When** : Sunday 23rd November 2025.
- **Where** : Murwillumbah Aero Club, 11 Airfield Avenue.
- **Time** : 9am registration with a 9.30am start time.
- **Contact** : Gary on 0409646242.

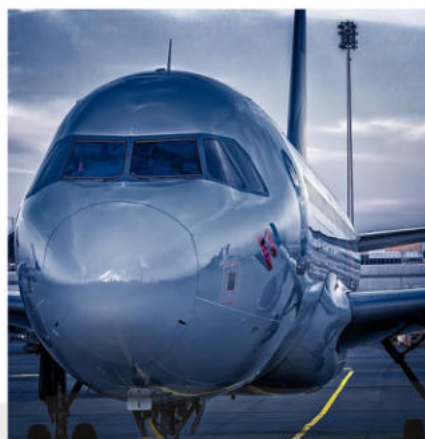
Murwillumbah Aero Club OPEN Day

We will be holding an informative and interactive Open Day for people who have a passion to join the Aviation Industry as a pilot or related professions (Pilot, Flight Attendant, Engineer, ATC and Customer Service)

We will have industry specialists sharing insights into how to navigate a pathway into this exciting industry. The demand in the industry is high and will remain this way for some time, so it's a great opportunity to connect with mentors who can support your career goals.

FORMAT

- | | |
|----------|---|
| 9am | Registration |
| 9.30am | Welcome / The Pathway into the Aviation Industry. |
| 10am | Guest Speakers from the Airlines / Industry. |
| 10.45 am | Breakout sessions with Mentors. |
| 11.30am | Food and Drinks (provided) / Static Aircraft Display. |



Annual interclub challenge – Sunday September 14th

This year's three-way inter-club competition was a fun and spirited day with perfect weather, where we showcased our flying skills and enjoyed some friendly rivalry with Airways Aviation and Air Gold Coast. In addition to the spot landings, we had a fun quiz to test general knowledge. Thanks to everyone who attended and took part, and to Brad Cooper for the photos.





And the results were:

Individual Winners

1st Place – Jason (AA)

2nd Place – Greg (AGC)

3rd Place – Sherie (MAC)

Overall Club Winner - Airways Aviation



Club	Pilot	Normal /25	Flapless /25	Glide /25	Airmanship /10	Quiz /10	Total /95	Grand Total Average /95
Murwillumbah Aero Club	Kurt	15	10	0	10	6	41	35.2
	Philip	0	0	0	10	8	18	
	Marty	10	0	0	9	10	29	
	Jason	0	25	0	10	10	45	
	Sherie	0	25	0	10	8	43	

Airways Aviation	Dom	0	10	0	10	10	30	35.6
	Jason	25	10	25	10	10	80	
	Matt	0	0	0	10	10	20	
	Jason R	0	0	10	10	8	28	
	Blair	0	0	0	10	10	20	

Air Gold Coast	Cherelle	0	0	10	10	8	28	34.4
	Nelson	25	0	0	10	6	41	
	Brock	10	0	0	10	10	30	
	Nathan	0	10	0	10	8	28	
	Greg	25	0	0	10	10	45	





MAC WhatsApp Group

Keep in touch with other members

Stay up to date with Club activities

Post aviation events, flyaway ideas, photos and videos of your flying adventures or aviation info

Invite others along if you're planning a flight
and want some company

Raise questions, share ideas, or flag any issues
with aircraft or facilities

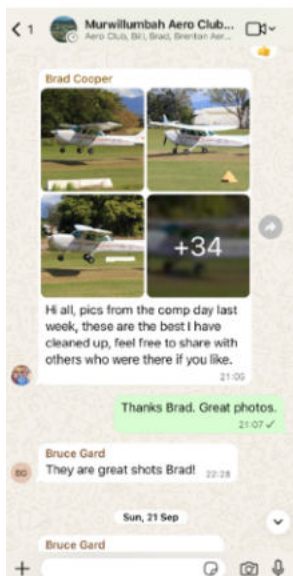
Text or talk to

Nick Christian on 0413 171 664

or

Philip Arthur on 0412 217 510

to sign up



ATC corner

by Phil (Curly) Ware

Phil Ware is a life member of the Redcliffe Aero Club with a long and illustrious career in the RAAF and Air Traffic Control in Brisbane. After retiring three times from various ATC roles, he finally managed to retire properly but is still always keen to share his knowledge and experience to demystify ATC for the rest of us.



It was 1970 something. I was working the northern outer sector at Brisbane ATC, and the morning departure

"gaggle" was in full swing, with my screen full of aircraft radiating out from Brisbane, Coolangatta, Amberley and Maroochydore to their various destinations: Maryborough, Bundy, Gladstone, Rocky, Mackay, Townsville, Cairns, Mt Isa and points beyond, including international destinations. I was talking like an auctioneer as aircraft came on frequency and needed transferring to the next sector, accommodating level change requests, climbs and descents, radar vectors etc.

Inbound on the oceanic route was a Qantas B707, a freighter carrying a live killer whale called Ramu. It was coming from the USA and was inbound to Brisbane, where the animal was to be taken to Seaworld (it was called Marine Land back then) by road. While in transit Ramu was housed in a special seawater filled tank with aeration, etc.

The pilot calls up at the outer edge of my airspace and shortly after coming onto my frequency, he asks for a Flight Level below the Oceanic Control area which had a base at Flight Level 250 (25,000ft). The rules in those days were that no passenger aircraft could descend below controlled airspace without approval of the Senior Operations Officer.

Qantas captain: "Ahh... Brisbane Centre, Qantas 8 Alpha, request descent to Flight Level 2_1_0_._" _

Me: "Qantas 8 Alpha, descent below Control Area base of Flight Level 250 not available, descend to Flight Level 2_6_0_._" _

Qantas B707: "Centre, be advised that we have no passengers on board, and are carrying a live killer whale, and the animal is suffering some discomfort due to turbulence, we require Flight Level 2_1_0_._" _

Suddenly the airwaves were on fire!

TAA DC-9: "Never had killer whale on the menu before."

TAA B727: "I'll check with the girls and see what's down the back in our galley."

Ansett DC-9: "He must be having a whale of a time."

Air New Guinea: "Wonder where he caught a whale"

Next plane: "Probably had his trailing aerial out coming across the pacific."

Next plane: "Must have had a big hook."

Next plane: "Wonder what he was using for bait."

And so every aircraft on frequency had something funny to say ...

The Qantas captain was NOT amused at the goings on and at this point came back on the radio in a pucker angry voice:

"Drop dead you people and cease using non-standard phraseology."

A certain TAA Focker Friendship pilot who was a well-known identity, piped up at that stage and said in mock agreement with the Qantas captain: "Yeah you blokes, shut up, drop dead... and report leaving each thousand on the way down!"

Of course I was the only ATC to have heard any of this. Just as quickly as it had started the banter was over. I received the permission I'd sought to let him descend below controlled airspace, I cleared him to leave CTA on descent, checked Flight Service for traffic, and then had a good laugh. I've never laughed so much in my life as at this quick wit and repartee. It was one of those special moments in ATC where only those on that frequency at that time hear the events. It was dutifully relayed to my colleagues at the Brekky Creek Hotel (the main 'watering hole' back in those days) after work.

I have many good memories of ATC. If you're a young person aiming for a career in aviation the more 'irons in the fire' you can have, the better off you are and the more likely you are to get something. Many would-be pilots I speak with say ... "Hmmm ... Naahhh" and realise later, after not having achieved a career in aviation, that ATC would have been a great choice when the door was open. So always remember that the time to say "Nah, I don't want to be an ATC" is when you have a letter in your hand saying ... "Dear ... We are pleased to advise that your recent application for ATC has been successful".

To apply, just go online to the AirServices Australia website and, who knows, it may open up a whole new career direction for your life :-)

<https://www.airservicesaustralia.com/careers/air-traffic-control-careers/>



VFR Quiz (answers on last page)

1. For each flight, the minimum documents are:
 - a. licence, medical, flight manual, maintenance release
 - b. licence, medical, photo ID, flight manual
 - c. licence, passport, flight manual, maintenance release
 - d. licence, photo ID, flight manual, maintenance release

2. Dropping of articles from an aircraft is:
 - a. only permitted with CASA approval
 - b. only permitted if holding a low-level endorsement
 - c. prohibited
 - d. only permitted if not over people or populous areas

3. Before commencing a flight below 10,000 ft, the pilot in command must study the authorised weather forecasts for the route. The authorised forecasts are:
 - a. GAF, GPWT
 - b. GAF and TAF
 - c. GAF, GPWT and SIGWX
 - d. GPWT and TAF

4. The authorised weather forecasts for the planned destination aerodrome must be valid for:
 - a. 30 minutes before and 30 minutes after ETA
 - b. 30 minutes before and 60 minutes after ETA
 - c. 60 minutes before and 60 minutes after ETA
 - d. ETA

5. The pilot in command of an aeroplane must not fly over a populous area or public gathering (unless taking off or landing) below:
 - a. 500 ft above the highest feature or obstacle within a horizontal radius of 600 m of the point on the ground or water immediately below the aeroplane

- b. 1,000 ft above the highest feature or obstacle within a horizontal radius of 300 m of the point on the ground or water immediately below the aeroplane
 - c. 500 ft above the highest feature or obstacle within a horizontal radius of 300 m of the point on the ground or water immediately below the aeroplane
 - d. 1,000 ft above the highest feature or obstacle within a horizontal radius of 600 m of the point on the ground or water immediately below the aeroplane

- 6. A pilot must nominate an alternate if their ETA at the destination is within 30 minutes before to 30 minutes after the forecast of:
 - a. more than 4/8 cloud below 1,000 ft
 - b. visibility less than 5 km
 - c. more than 4/8 cloud below 1,500 ft
 - d. crosswind at the maximum for the aircraft

- 7. Visual meteorological conditions for a day VFR flight below 10,000 ft but above 3,000 ft AMSL are:
 - a. 8 km vis, with cloud separation of 1,500 m horizontal, 1,000 ft vertical
 - b. 5 km vis, with cloud separation of 1,500 m horizontal, 1,000 ft vertical
 - c. 5 km vis, with cloud separation of 1,000 m horizontal, 1,000 ft vertical
 - d. 8 km vis, with cloud separation of 1,000 m horizontal, 1,000 ft vertical

- 8. A pilot must not commence take-off at a non-controlled aerodrome until a preceding departing aircraft using the same runway:
 - a. has crossed the halfway point of the runway
 - b. if the runway is more than 1,000 m, the other aircraft is at least 1,000 m beyond your lift-off point
 - c. has commenced a turn
 - d. if both aircraft are below 1,500 kg, and the other aircraft is airborne and at least 600 m beyond your proposed lift-off point

- 9. When flying under the VFR, you must plan to fly at a VFR cruising level when you are in:
 - a. Class G and above 3,000 ft AMSL
 - b. Class G at all heights
 - c. Class G and above 5,000 ft AMSL
 - d. Class E airspace

10. In cruise, a pilot should set:
- 1013 hPa
 - local QFE
 - the current local QNH within 100 nm of the aircraft
 - the current local QNH within 50 nm of the aircraft
11. The final reserve fuel required for a piston-engine aeroplane with MTOW below 5700 kg is:
- 45 minutes
 - 20 minutes
 - as required
 - 30 minutes
12. You must submit a flight plan for a VFR flight:
- when planning to fly in Class C or D
 - at all times
 - when flying through a danger area
 - when proceeding beyond 120 nm from departure point
13. To operate under special VFR, a pilot must maintain flight visibility of at least:
- 1,000 m for an aeroplane and 600 m for a rotorcraft
 - 1,600 m for an aeroplane and 800 m for a rotorcraft
 - 1,000 m for an aeroplane and 800 m for a rotorcraft
 - 1,600 m for an aeroplane and 600 m for a rotorcraft
14. Which of the following is not a mandatory instrument for aeroplanes flying under the day VFR:
- indicated airspeed
 - magnetic heading
 - time piece
 - attitude indicator

Attitudes

by Bob Tait

One perfect day, long, long ago



Liz was a station cook. She was originally a city girl, but nobody seemed to know quite where she came from or what events in her past had led her to a station property in the upper reaches of the Burdekin River west of Ingham in North Queensland. She looked older than her forty-two years, a little overweight and much too fond of a drink. She freely admitted that the reason she had stayed on at the station so long was because it kept her away from the pubs in town. She fitted in well with the station life, was popular with the station hands and happy in her work. In fact, she had come to dread her four days off each month when she came to the coast and invariably got back on the grog. It was at the end of one such 'holiday' that she walked into my office.

"I've gotta get back to the station this arvo - or gees - I'll be in trouble!" She squinted at me through the stream of smoke that curled up from the fag that hung so often from the corner of her mouth that it had become almost a permanent facial feature. I checked through the bookings for an available aeroplane. There were none except for the Citabria, a tandem seated aerobatic trainer which I had registered in the charter category to allow aerobatic joy rides at airshows. As usual, her only luggage was a cotton shopping bag and a six-pack of beer. "I can take you back in the Citibria" I said, "but we'll have to leave right away to allow me to get back before dark; this aeroplane is not equipped for night operations."

I submitted my flight plan to Townsville and had just completed the walk-around and fuel check as Liz, by now in the middle of her fifth goodbye and thank you, was escorted to the aeroplane. We departed off runway 05 and turned left to track out to the west. The sky was beginning to darken with the usual scattered afternoon thunderstorms which are a feature of November weather in North Queensland.

The flight out was uneventful but as we approached the station strip a storm cell was moving in from the south west. Although the actual conditions were still VMC as we landed, gusty winds were licking up swirls of dust on the ground and a heavy rain shower was approaching from the other side of the river.

I taxied up to the aerodrome gate. There were no buildings or shelter at the strip so Liz would just have to wait there for someone to take her up to the homestead. As I lined up for departure, occasional large raindrops splashed against the windscreen as the storm rapidly approached from the west. My last glimpse of Liz saw her clutching her six-pack to her breast and waving as I lifted off and departed to the east. The sun was now behind me, low in the western sky, as I settled into cruise on the homeward leg.

Isolated outbreaks of drizzle and showers ahead would make it necessary to do some dog-legging, but nothing to be too worried about. It was then that I saw it - the most fantastic rainbow I had ever seen! Not the familiar semi-circular rainbow as seen by ground-dwellers, but a magnificent full circle of iridescent colour, with me at the centre.

Alone, in a fully aerobatic aeroplane in the middle of a rainbow the nose began to pitch and roll as it traced a graceful arc to complete a barrel roll, then another and another.

My response had been as natural as it was irresistible. Later that night at a party someone walked up to me and said, "So tell me, what did you do today Bob?" I just smiled.



Private Pilot Theory Lectures

by Bob Tait

A man with glasses is sitting at a desk, looking at a laptop screen. The screen displays a video lecture of an older man, Bob Tait, who is standing in front of a whiteboard and pointing at it. The man at the desk is also looking at some papers on the desk. The background is a solid light blue.

Private Pilot Theory Lectures for the beginner with no previous experience!

Full details at www.bobtait.com.au

Sydney and more flyaway

by Philip Arthur

On the morning of Sunday 21st September 2025, I was dropped off at the General Aviation apron of the Gold Coast International Airport. I was waiting for Mike Cahill and Brad Green to arrive from Redcliffe in VH-MSF as I was to join them on the annual Redcliffe Aeroclub flyaway. We'd land on an island, fly along the beach past the RAAF base at Williamtown, do orbits at 1500ft over Sydney Harbour, fly the "Victor 1" VFR route at 500ft along the coast past Bondi and Coogi beaches, spend a whole day marvelling at the collection of historical aircraft at the HARS museum near Wollongong, fly past the Three Sisters in the Blue Mountains and have a day of wine tasting in the Hunter Valley. What a program!

Five other aircraft with 12 other club members and families/friends had departed the previous day for Wallis Island, a grass airstrip near Forster, north of Newcastle, and we were to meet up with them there. MSF landed and after a short discussion of our flight plan we climbed aboard and, with Mike as PIC, took off to the south. It was a perfect blue-sky day as we flew coastal at 2500ft, heading first past Byron Bay for Ballina and then on to Evans Head. The RAAF bombing range south of Evans Head was inactive so we could fly low along the beach and soon were passing Yamba and later Woolli. At Red Rock we obtained our clearance to transit the Coffs Harbour controlled airspace and continued on past Port Macquarie and South West Rocks. There was virtually no wind and no clouds the whole way so we had amazing views of the coastline with its myriad lakes, rivers and inlets and just so many deserted beaches. We really are fortunate to have such a great coastline in New South Wales and Queensland.



Ballina



Yamba



Nambucca Heads



Diamond Head

After about 90 minutes we were descending into Wallis Island, where we landed on the smooth grass strip and were met by John Tkalec, the owner. John's a builder/developer who lives in Cessnock in the Hunter Valley but is planning to develop the land on the island into a small resort/venue. He has a Beechcraft Bonanza that he flies between Cessnock and the island and has a small boat that he used to ferry us across to the Forster jetty. We checked in, explored the town centre and met up with the rest of our party surprise! surprise! at the local boutique brewery, later enjoying delicious Italian food at the Sicily Restaurant. A great start to the trip.

Monday 22nd September saw us congregating at a beachside café for breakfast at 6am as we were meeting John at the town jetty at 7am for our ferry transfer back to Wallis Island. Once again, the weather gods were being kind and we had blue sky with just minimal high-level cloud and not much wind.



Ferry Transfer

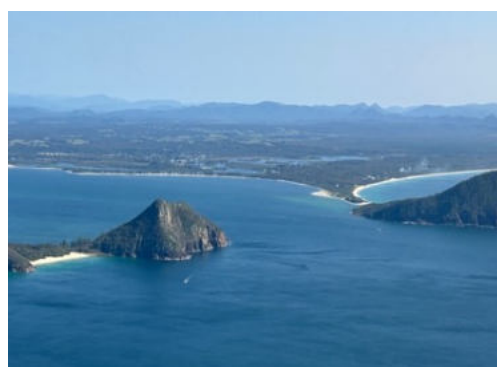


Wallis Island Strip

We took off and followed the coast to the south. This time we flew past the Williamstown RAAF base so had to obtain a clearance to fly along the VFR route that begins at 2000ft at Sugarloaf Point. We needed to obtain a clearance from Willy Clearance Delivery before reaching Broughton Island where MSF was cleared to fly at 1500ft from Ana Bay to Nobbies Headland in Newcastle. That gave us a great view of the RAAF base and runway as we passed. There was no obvious activity at the airport so I think the ATC were happy to have something to do and as a result were very accommodating, allowing our different aircraft to fly past at various altitudes.



Williamstown Runway and Stockton Beach



Broughton Island

Once we reached the mouth of the Hunter River, we left Williamstown controlled airspace and climbed to 2500ft to fly over Lake Macquarie Airport and the lake itself, touching down in Warnervale about 30 minutes after departing Wallis Island.

Our stop in Warnervale was an opportunity to add some fuel for our next leg to Shellharbour near Wollongong and chat with the instructors and students of the local aero club and to wait for the best time to attempt the Victor 1/Harbour Scenic flight. We were planning to ask for a clearance for the Harbour Scenic, which allows light aircraft to fly at 1500ft over the harbour next to the Harbour Bridge and the Opera House. Whether you obtain a clearance is dependent on weather, the amount of traffic in the area, the direction that the Sydney International jets are departing, and how busy the air traffic controllers are, so the planets had to align for all six of our aircraft to be cleared. If the jets are taking off to the north some can pass low over the harbour as they turn to the east, so ATC rarely let you do a harbour scenic in that case. It's best to attempt the flight when the wind is from the south and the jets are departing to the south.



Hunter River mouth



Warnervale

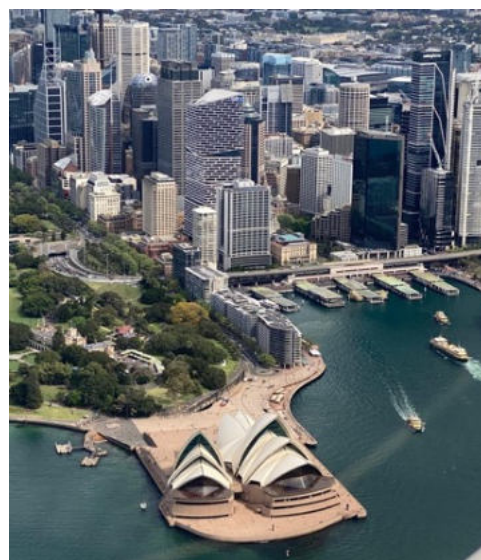
Paul Smeath, who had organised the flyaway, had been talking to ATC in the Sydney tower for a few days leading up to our visit and in a phone call early that morning they'd advised him that the wind would change from northerly to southerly around 11am so if we arrived after 12 noon the jets would most likely be taking off to the south and it would give us the best chance of a clearance.

So, we unpacked and tried on our life jackets (mandatory for low level flight over water), sat in the sun outside the aeroclub office and drank coffee and chatted and waited until 11:30, when Paul confirmed that ATC had indeed changed the runway direction. That was the signal for MSF as lead aircraft to start up and taxi out.

We'd agreed the order in which the others would fly and that we'd delay take-offs to provide about 15 minutes separation between each aircraft. That would allow each aircraft to vacate the Harbour Scenic route before the next one asked for a clearance.



MSF took off at 11:45 and ten minutes later we passed over Brisbane Water and the mouth of the Hawkesbury River at Barrenjoey Head on our way to Long Reef where we'd have to ask for our clearance. Listening out on the Sydney ATIS we obtained the local QNH and then called up Sydney Tower. They gave us a squawk code and then flicked us to Sydney Approach who almost immediately cleared us from Long Reef for Harbour Scenic 1. We'd done it! Tracking directly for the Harbour Bridge we passed over the Spit and were soon over Kirribilli and going into the first of two orbis. We had a spectacular view of the bridge, the opera house and the entire CBD. It was jaw dropping.



Just as quickly as we'd arrived, we were heading back out to North Head, where we requested a clearance to leave controlled airspace on descent at Manly and turned south, entering the Victor 1 South VFR route at 500

feet. This took us past South Head and some amazing houses perched on the edge of the very high cliffs, Bondi Beach and Coogee Beach and eventually past the mouth of Botany Bay, as the airliners took off overhead.



Bondi Beach

Further on we passed the Royal National Park with its limestone cliffs and the Sea Cliff Bridge before reaching Wollongong and finally Port Kembla where we turned at the steelworks and headed for Shellharbour Airport, our final destination for the day.

On landing we were met by Steve, one of the volunteers from HARS (the Historical Aircraft Restoration Society), who turned out to be retired Cathay Pacific 747 captain, and introduced ourselves to the local ARO who told us we could park on the apron in front of the HARS museum and its 747.



RAC aircraft lined up in front of the 747-400

A two-minute Uber ride delivered us to the Oaks Motor Inn just down the road where in the evening we had a celebratory dinner for the fact that all six of our planes had made it not just down Victor 1 but had also all been cleared for the Harbour Scenic 1. What an achievement!

It was a lazy start on Tuesday as the HARS museum tour wouldn't commence until 10am. It was only a 20-minute walk from the motel to the museum that is located right next to the main airport terminal.

The HARS Aviation Museum is an all-volunteer group of aviation professionals and enthusiasts. Many are active or retired airline personnel, but all someone needs to volunteer is dedication and a love of aircraft and history. The idea for the museum originated in the 1990s when volunteers took a derelict Lockheed Super Constellation (Connie) from the Davis Montham aircraft graveyard near Tucson Arizona and restored it from almost nothing to beautiful flying condition and flew it across the Pacific to Shell Harbour.



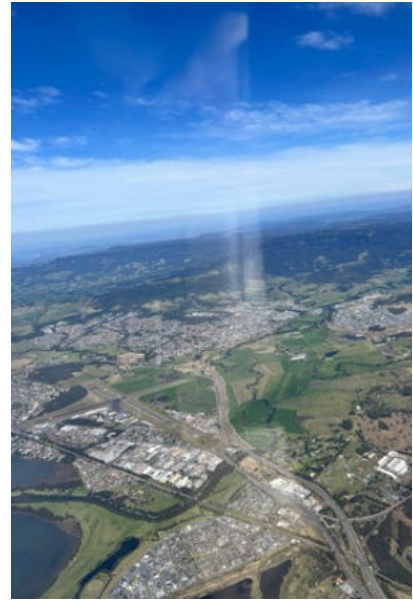
Connie



Working on the Orion



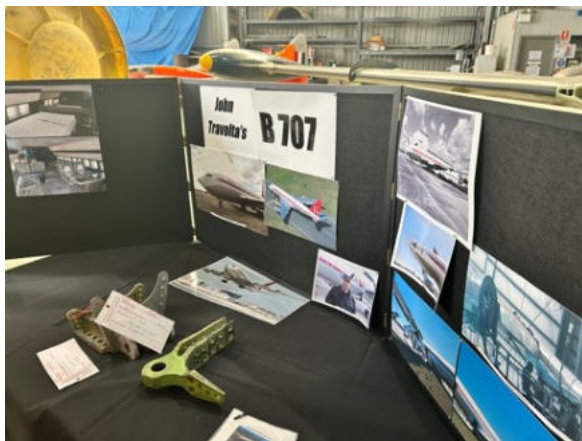
Orion



Shellharbour Airport

In addition to the Constellation the collection includes a 747-400 that flew both the longest flight and the shortest flight for any 747. The longest was its non-stop delivery flight from London to Sydney and the shortest was when it flew from Sydney to Shellharbour for its inclusion in the museum..

When we arrived for our tour we were met by Peter Smith, who'd arranged the day for us and had just arrived back from the USA where he'd been dismantling the Boeing 707 that John Travolta has donated to the museum. It's a big job but they hope to have it back in Australia sometime next year.



707 Project Display



Convair

Our party was split into two groups. Peter led one and Steve led the other. What followed was a full-blown tour of the whole collection of restored and operating aircraft. Two hours in we broke for lunch at the airport terminal cafe and then continued at 1pm for another two hours. What a day!

That evening was a quieter affair as we compared notes on all the aircraft we'd seen during the day and discussed the different routes we'd take to the Hunter Valley the next day. Some would fly via Katoomba in the Blue Mountains while others would fly via the Richmond RAAF base.



On Wednesday the weather indicated winds of up to 40 knots over the Blue Mountains so we could expect to encounter turbulence and mountain waves if we were flying too low. So, I planned for 6500ft and took off, climbing in orbits over the Shellharbour airport to about 5,000ft before heading west towards Mittagong. From there we tracked straight to Katoomba where we tried, and failed, to spot the Three Sisters. It was a bit bumpy but still a very scenic flight. Tracking for Putty we continued over the Blue Mountains and were amazed at the extent of wilderness that is located so close to Sydney. The inhospitable country of the dividing range west of Sydney forms a real barrier and it was clear to us why it took the early explorers so many years to find a way through to the western plains.



Departing Shellharbour



Katoomba

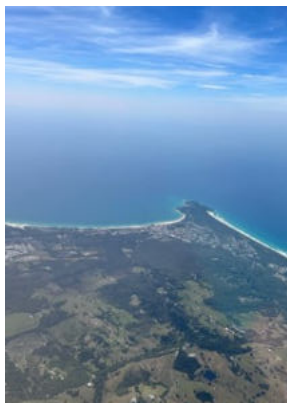
Descending into Cessnock in the Hunter Valley we had a bit of traffic that could have led to some conflicts but Mike was on the radios making sure that everyone else knew where we were and what our intentions were while we had some idea of what the other pilots were up to.

We were transported across the road to the conveniently located Rydges Hunter Valley Resort where we were to spend two nights. It was great accommodation with massive pool with kids water play area, an “adults only” lap pool, its own brewery, golf course, spa, conference rooms, tennis and pickle ball courts.

Thursday was a chance to sample the Hunter Valley wines on a winery tour in a bus. It was a lovely day enjoying the wines and the views in the sunshine of the Hunter Valley.



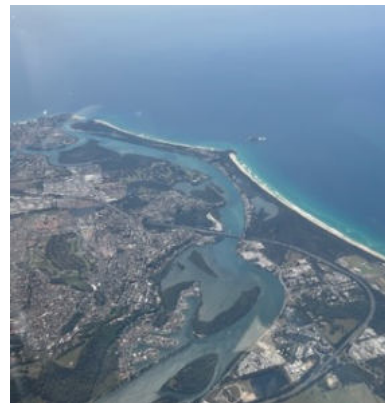
Friday it was time to head for home so we were all out at the planes by 8am and were taking off by 9am. This time I elected to go IFR at 7000ft but first had to get a clearance to fly through the Williamstown RAAF controlled airspace. So, we took off and tracked towards Scone, and requested a direct route to Kempsey. That was available about 10 minutes after take-off and we turned and flew direct for a refuelling stop. Mike flew the last leg from Kempsey to Redcliffe via Coffs Harbour, Ballina, Gold Coast and overhead Brisbane. The views were different at 7000ft from what they'd been at 2500ft as we passed back over the Tweed Coast and the Gold Coast. We were cleared right over the top of the Brisbane CBD before descending into Redcliffe.



Cape Byron



Brisbane International



Tweed Heads

It was a great trip with great people and we're looking forward to next year's. It should be in September and take in the Capricorn Coast and the Whitsundays with the aim of it coinciding with the Runway Dinner at Shute Harbour. Should be fun. MAC members are welcome to join us.

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

The Flight Docket

Our flight docket (as shown to the right) that must be filled out when you hire C172 RYC.

Please fill out all parts of the form each time you fly including date and time of your flight.

Also remember that it's now up to you as pilot in command to include any landing/parking fees (if applicable) along with hours flown in your invoice and pay them within a couple of days of each flight. To make things easier we've posted a list of the most common landing strips in the local area on the notice board along with the cost for landing/parking at each one. Please check this list 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.

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

Also note that the hire rate is now \$270 per hour.

MURWILLUMBAH AERO CLUB INC.

ABN 59 001 253 872 accounts@ymur.com.au
PO BOX 254 MURWILLUMBAH NSW 2484 PHONE 02 6672 3235

FLIGHT DOCKET **9999**

TAX INVOICE/RECEIPT



MURWILLUMBAH AERO CLUB

AIRCRAFT VH-RYC	DATE OF FLIGHT 	TIME OF HIRE UNTIL
---------------------------	------------------------	---------------------------

PASSENGERS / INSTRUCTOR	
1.	Mobile 04 Wtkg
2.	Mobile 04 Wtkg
3.	Mobile 04 Wtkg

VDO END	
VDO START	
HOURS	
RATE \$/HR	\$
FLIGHT CHARGE	\$

PILOT IN COMMAND (PRINT)

Mobile 04 Wtkg

I AM CURRENT IN RYC UNTIL:	MY MEDICAL IS VALID UNTIL:	NEXT FLIGHT REVIEW DUE:

Note: For insurance purposes you must have flown RYC within the last 90 days to be current. If not, you need to do a check flight with one of the Club's approved check pilots before flying solo.

FLIGHT ROUTE (UNDERLINE ANY LANDINGS)

I undertake to comply with the Approved Flight Manual which I have read and had explained to me including its requirements and any special instructions.

If the Club's aircraft or any other property is damaged or someone is injured whilst the Club's aircraft is in my care and control I will indemnify the Club for the full amount of any insurance claim excess/ deductible, or up to \$5,000 if no insurance claim is made, at the discretion of the Club's board.

My legal right to fly is current in all respects including RYC currency, medical certificate and flight review.

PIC ARN/LICENCE NO. LICENCE CLASS.

FLIGHT CHARGE	LANDING AT	LANDING AT	LANDING AT	LANDING AT	OTHER FEES	TOTAL CHARGES
\$	\$	\$	\$	\$	\$	\$

CHARGE TO:
MEMBER NO:
SIGNATURE:

BANKING DETAILS

MURWILLUMBAH AERO CLUB

BSB: 032563 ACC NO: 560358

Answers to Quiz

1. (b) CASR 91.105
2. (c) CASR 91.190
3. (a) CASR 91.230, CASR 91 MOS 7.02
4. (b) CASR 91 MOS 7.02
5. (d) CASR 90.265
6. (b) CASR 91.280 MOS 2.07
7. (c) CASR 91.235 MOS 8.02
8. (c) CASR 91.370
9. (a) CASR 91.275
10. (c) CASR 91 MOS 11.02
11. (d) CASR 91.455
12. (a) CASR 91.240 MOS 9.02
13. (b) CASR 91 MOS 2.01
14. (d) CASR 91.810 MOS 26.06