



YMURmurs

MURWILLUMBAH AERO CLUB NEWSLETTER No. 10 Aug - Oct 2026

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

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



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

This edition of the YMURmurs newsletter includes:

- Wartime exploits of Bob Whittle who the YMUR airfield is named after
- Notice of our 2026 AGM
- A reminder to do your paperwork
- A report on the annual interclub flying challenge
- A fly-in to the Shute Harbour runway dinner
- How do deal with restricted areas
- The dangers of mountain waves
- An update on Murwillumbah Flight Training
- An offer of a 25% discount for an Avplan subscription for MAC members
- A reminder about Ballina controlled airspace

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

Bob Whittle – the man they couldn't keep down

Who was the man that our airfield is named after? Member John McGregor-Skinner dug out this piece of memorabilia from a 1944 copy of Melbourne's Argus Newspaper that shows what an amazing and courageous aviator Bob Whittle was.

Saturday, June 10, 1944

THE MAN THEY COULDN'T KEEP DOWN.



1
Fr-Lt R. J. C. Whittle, DFM, RAAF.
Because of his adventures when a pilot with No 250 RAF (Tomahawk) Squadron in the Western Desert, Bob Whittle became known to his friends as "The man they couldn't keep down." As a sergeant, he was awarded the Distinguished Flying Medal in February, 1942, for exploits during the 2nd Libyan Campaign. He had then destroyed at least seven enemy aircraft—four and a half came later.



2 Born in July, 1914, and educated at Brisbane Grammar School, Whittle qualified as a pharmaceutical chemist in 1936, and then managed his father's pharmacy in his home town—Murwillumbah, NSW. When war came he volunteered for the RAAF.



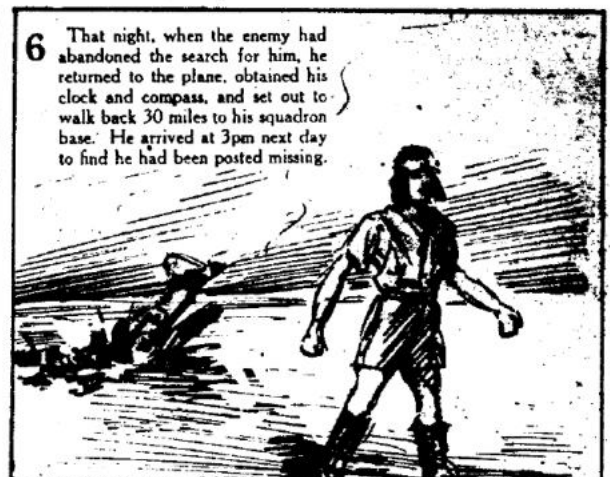
3 Qualifying in Australia as a pilot, he arrived in the Middle East early in 1941 with the first batch of Empire Air Scheme trainees posted there for combat duty, and was assigned to the later famous 250 Squadron, then forming in Palestine, and soon after a front-line unit in the Western Desert.



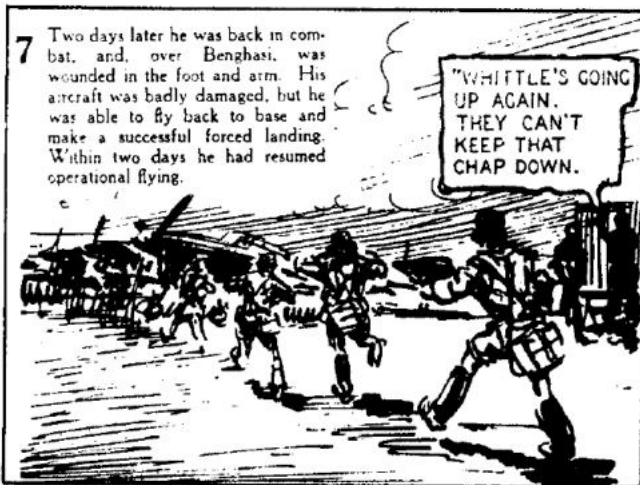
4 Flying a Tomahawk which he aptly christened *Nut Vonut*, Sgt Whittle began to acquit himself well. In one engagement in the Libyan skies, when his formation was opposed to a superior enemy force, he destroyed two aircraft and probably another, and damaged a further two.



5 One morning in mid-December, 1941, Sgt Whittle was strafing the enemy near Gazala from 200ft when his aircraft was almost shot to pieces by AA fire. Gliding for about seven miles, he crash landed in the desert, and by a ruse was able to escape being captured by the enemy, who had seen him come down.



6 That night, when the enemy had abandoned the search for him, he returned to the plane, obtained his clock and compass, and set out to walk back 30 miles to his squadron base. He arrived at 3pm next day to find he had been posted missing.



7 Two days later he was back in combat, and, over Benghazi, was wounded in the foot and arm. His aircraft was badly damaged, but he was able to fly back to base and make a successful forced landing. Within two days he had resumed operational flying.

"WHITTLE'S GOING UP AGAIN. THEY CAN'T KEEP THAT CHAP DOWN."



8 With nine enemy planes to his credit, Whittle returned home and underwent an operation for internal injuries received in his crash landing 12 months previously. Early in 1944 he was posted to Dutch New Guinea with a RAAF Kittyhawk Squadron. On one occasion he and a fellow pilot encountered two Zeros escorting a Japanese bomber out to attack our shipping.



9 Whittle shot down one of the Zeros, and shared the bomber with his companion, Flt-Sgt S. T. Kerrison, to bring his "kills" to 114. The remaining fighters escaped. Later in the month the squadron received a call to go to the assistance of a patrol of 14 Australian soldiers being attacked by 200 Japanese in a lonely out post.



10 At daylight next morning four aircraft in command of Flt-Lt Whittle made a search for the enemy, and located and strafed four barges full of Japanese hidden in the trees in a creek off the coast. Some time later the craft were found deserted and full of enemy dead. The Australian patrol successfully fought its way out of the enemy ambush.

Annual General Meeting

Monday 9th November

The Club's 2026 AGM will be held at 7pm (NSW time) on Monday 9th 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!



"And should there be a sudden loss of consciousness during this meeting, oxygen masks will drop from the ceiling."

August committee meeting notes

Miguel Pengo applied for membership. He is originally from Suriname and now lives at Burleigh Waters. He has a PPL-A and total flying time of 59 hours. He learned to fly at Redcliffe Aero Club and at Cessnock.

Benjamin Clinch also applied for membership. He lives at Tweed Heads and has a CPL-A from Airways Aviation with Jason as instructor. His flying time on 172s is 144 hours. With about 170 hours in total, he has experience flying 182s, 208s and some time on a Tomahawk. He initially trained at Shell Harbour and is turboprop and skydiving jump pilot certified. He's hoping to get a job at Tyagarah flying Cessna Caravans.

RYC had 13.5 hours flying in July.

RYC was cleaned at the working bee and gardening was done.

A 25-litre hot water system will be installed in the clubhouse.

The 100 hourly was completed and the magnetos were repaired.

RYC's starboard tank was leaking, probably caused by the refuelling nozzle pressing on the edge of the filling port. All members are asked to put the hose over your shoulder while refuelling so there's no weight put on the mouth of the tank.

Bill and Neville both had 20 points in the monthly flying challenge while Gary and Philip were equal 3rd.

September committee meeting notes

Will Partridge applied to join the club, having completed his training at the Qantas Academy at Wellcamp in March this year. He started the training in March 2025 and completed his CPL by September. The ATPL and MECIR were completed by March. He now has a total of 250 hours and is wanting to build hours so is keen to fly a C172 as all the training was in Diamond DA40s although he did fly Slings out of Heck Field beforehand.

A draft memorandum of understanding between MAC and Murwillumbah Flight Training was prepared (and has since been emailed to members). It will be discussed at the next committee meeting at 7pm NSW / 6pm Qld on Monday 12th October. Any interested members are invited to take part in the meeting.

The club AGM will be held at 7pm NSW / 6pm Qld on November 9th at the clubhouse. All members are welcome to attend to discuss the direction of the club into the future.

The end of year party will now be held on Sunday 6th December. Details to be provided closer to the date but there will be no flying challenge that day so we can concentrate on celebrating the festive season.



Paperwork reminder

A reminder to all members that you need to complete the paperwork for each flight. You haven't finished flying until all the required documentation has been completed. We rely on members doing the right thing to keep our club viable.

- 1. **The Maintenance Release:** You need to sign out the maintenance release before each flight even if it's been signed out earlier that day. You also need to include the tacho hours flown and the progressive total of hours after each flight. Even if it's the first flight of the day. The only exception is on a flying comp day when the maintenance release is only signed once for the comp duration.



DAILY INSPECTION CERTIFICATION									
Date	Daily Inspection Certification (Pilot, LAME, MA)		Aircraft Time in Service				Cycle Totals, e.g. Landing/Start Pressurisation		
			Flight Time		Progressive Total				
	Signature	Licence no.	Hrs	Min	Hrs	Min	L		Oil Added
			Brought Forward:						
2/8			2	3	8692	7	23		-
08/08			0	9	8693	6	1		-
4/8			0	9	8694	5	1		-
5/08			1	3	8695	8	1	1	
5/08			1	8	8696	8	1		-
5/08			1	3	8698	1	2		-
8/8			1	2	8699	1	3		-
11/8			1	2	8700	3	1		-

Also please take care to write the numbers in the correct columns. Not as shown below.

Date	Daily Inspection Certification (Pilot, LAME, MA)		Aircraft Time in Service				Cycle Totals, e.g. Landing/Start Pressurisation		Date	Dail
			Flight Time		Progressive Total					
	Signature	Licence no.	Hrs	Min	Hrs	Min	L	OK		
2026			Brought Forward:							
04/10										
07/10										
11/10										
2/10			8740	7	0	8	1	10		
3/10			8741	4	0	7	4			
3/10			8742	2			4	-		

2. **The Flight Docket:** Please fill out **ALL THE FIELDS** on the flight docket. Press hard enough to ensure that your writing is copied through to the yellow sheet under the white and blue sheets so the Club has a permanent record of all flights.

Write the details of your currency, medical expiry and when your next flight review is due. If any of these are out of date you are flying without any insurance and may have to pay the **FULL COST** if any damage occurs to the aircraft while it's under your command.

Include the date and time of your flight – it helps our bookkeeper reconcile payments.

Include any landing/parking fees (if applicable) along with the VDO hours in your invoice. There's 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. 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.

We also recommend that you take a photo of the tachometer and VDO before and after flying to make it easier to record your flight times.



MURWILLUMBAH AERO CLUB INC.
 ABN 59 061 253 872 accounts@ymur.com.au
 PO BOX 254 MURWILLUMBAH NSW 2484 PHONE 02 6672 8235

FLIGHT DOCKET **9999**
TAX INVOICE/RECEIPT

PILOT IN COMMAND (PRINT)
Joe Bloggs
 Mobile 04 11 223 344 Wt 80 kg

DATE OF FLIGHT 12/10/26 TIME OF HIRE 10:00 UNTIL 13:00

PASSENGERS / INSTRUCTOR
 1. **Jim Bloggs**
 Mobile 04 11 448 844 Wt 73 kg
 2. _____
 Mobile 04 _____ Wt _____ kg
 3. _____
 Mobile 04 _____ Wt _____ kg

VDO END 684.6
 VDO START 683.1
 HOURS 1.6
 RATE \$/HR \$ 290
 FLIGHT CHARGE \$ 464

FLIGHT ROUTE (UNDERLINE ANY LANDINGS)
 YMUR - YCAS - YBNA - YMUR

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 ARI/LICENCE NO. 876435 LICENCE CLASS. PPL

FLIGHT CHARGE	LANDING AT	LANDING AT	LANDING AT	LANDING AT	OTHER FEES	TOTAL CHARGES
\$ 464	YCAS	YBNA				\$ 503

CHARGE TO: **J. Bloggs**
 MEMBER NO: **F007**
 SIGNATURE: **Joseph Bloggs**

BANKING DETAILS
MURWILLUMBAH AERO CLUB
 BSB: 032563 ACC NO: 560358

And a final reminder that when you fill out the flight docket, **PLEASE ONLY TAKE THE BLUE SHEET AS YOUR COPY. Leave the white and yellow ones in the book.**

3. **The Flight Time Log:** Please also fill out the flight time log at the end of your flight. Record the fuel levels (dipped amount on arrival/litres added/total after refuelling/remaining after flight/litres used).

V5.1-PES-1/11/25-Pa

Murwillumbah Aero club Inc – flight time log VH – RYC

26 – Sheet 3 CAUTION: verify location of the emergency locator beacon in cockpit before start-up

2025 Date	Doc No	PILOT	Flight details YMUR-	VDO ON	VDO OFF	100 Ti- me	Eng TACHO off	Indigs	pax	D	A	T	R	U	Oil	Safe or Not	Master, throttle locked
30/9			YMUR-YMUR	878.7	680.8	21	8737.8	10	3	80	40	120	60	60	6	Y	✓
01/10			DNF	680.8			8737.8			60	60	120	120	0	—	Y	✓
01/10			BAL-LIS	680.8	682.3	15	8739.1	4	1	120	—	120	90	30	—	Y	✓
1/10			YMUR-YMUR	684.3	683.2	09	8739.9	1		90						Y	✓
2/10			YMUR-YMUR	683.2	684.1	09	8740.7	1	2	75	75	40	25	55	14	Y	✓
2/10			YMUR-YMUR	684.1	685.0	09	8741.4	4	2	40	60	100	75	25	6	Y	✓

4. **The Fuel Log:** And if you add fuel to the aircraft please complete the fuel log as well.

The paperwork may be the least exciting part of your flying experience but it is necessary for the smooth running of the club so please take the time and put in the little effort required to do it properly.

Your committee thanks you.

RYC currency reminder

Just a reminder that members can only fly VH-RYC, our C172, solo if you're currency on that particular aircraft is up to date. Every plane is different so even if you've flown another C172 you're only "current" if you've flown RYC 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 0409 646 242	Cam 0488 198 544
Dominic 0423 283 893	Jason 0402 765 317

New MAC website

MAC's new website is up and running at www.ymur.com.au. Club member Troy Ottaway has put together a fresh new look. It's a work in progress so check it out and let us know what other information you'd like to see presented on it. Send your ideas to news@ymur.com.au.



[HOME](#) [ABOUT](#) [CONTACT](#) [DOCUMENTS](#) [EVENTS](#)

WELCOME TO MAC



DOCUMENTS



New

- [GNX 375 GPS Navigation – ADSB – transponder](#)
- [IC-A220 VHF Air-band Transceiver](#)
- [GMA-340 Audio Panel_PilotsGuide](#)

General Info

- [172M VH-RYC approved flight manual](#)
- [take-off-weight-chart-172m](#)
- [landing-chart-c172m](#)
- [sample-loading-problem](#)
- [centre-of-gravity-moment-envelope-c172m](#)
- [center-of-gravity-limits-c172m](#)
- [loading-graph-c172m](#)

There is also an [RYC weight and balance spreadsheet](#) for performing calculations. Note that this is not official data and the pilot in command is responsible for obtaining the official aircraft information for flight planning.

2026 Interclub Flying Challenge

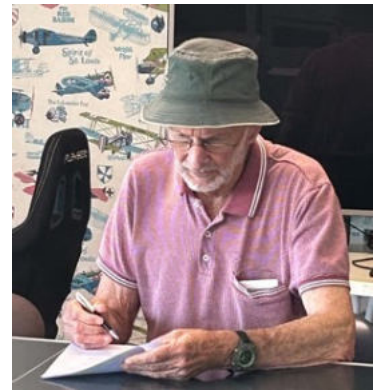
Sunday 27th September was a perfect day for the annual interclub flying challenge. Blue skies and no wind. Unfortunately, Air Gold Coast couldn't take part as the aircraft they'd earmarked for the event was out of action after overrunning the runway the day before. Nevertheless, MAC and Airways Aviation stepped up to the plate to battle it out for the trophies and shield.

After a hot breakfast of bacon, egg, hamburgers, salad and a range of pastries, five pilots from each club took to the air, each flying three circuits, accompanied by an instructor who sat beside them as safety pilot. As with our monthly flying challenges, the first circuit was a normal landing, the second was a flapless landing and the third was a glide approach with the engine idling. The aim was to touch down as close as possible to the nominated spot on the runway. Each pilot earned between zero and 25 points depending on how close the touchdown was to the spot. They also received a score out of 10 for their airmanship during their flight and a score out of 10 for a written quiz.

After completing their respective preflight inspections, the teams had a flight briefing from Jason Prigoone who explained how the challenge would be conducted and how the scoring would work.



Each of the pilots then had 10 minutes to complete the quiz prior to their individual flights.



Brenton Smith led the way into the air in his amphibious aircraft (below left), followed by Dominic McCarthy from Airways Aviation in their C172 (below right). Next came Bill Dennis in RYC and so on down the line.



Judges from each team were assembled at the edge of the runway adjacent to the touchdown point so that scores could be allotted to each pilot.



As the scores were debated, tactics were discussed and the morning progressed into the early afternoon.



At the end of the day everyone waited with baited breath at the award ceremony for the outcome.



The scores were totalled as shown below.

	Pilot	Normal /25	Flapless /25	Glide /25	Airmanship /10	Quiz /10	Total /95	Place	Grand Total Average	Team Place
Murrumbidgee Aero Club	Brenton Smith	25	5		10	6	46	6	43.800	2
	Bill Dennis		10		8	6	24	10		
	Philip Arthur		25		10	8	43	7		
	Neville Newell		25	25	9	6	65	1		
	Kurt Rawlings	25			10	6	41	8		
Airways Aviation	Dominic McCarthy	25		5	10	10	50	4	48.200	1
	Jason Ross	25		10	10	10	55	3		
	Matt Climpson	25		5	10	8	48	5		
	Jason Prigoone	10	25	5	10	10	60	2		
	Blair Renwick			10	10	8	28	9		

Neville Newell from MAC won top honours for his score of 65/95 with two perfect landings. He appeared relaxed before taking to the air (below left, with Gary Clarke) and gracefully accepted his trophy from President Marty at the awards ceremony.



Jason Prigoone came second with 60 points, scoring on all three of his landings. He accepted his trophy (below left), along with the shield on behalf of the winning team. Jason Ross (below right) came third with 55 points.



It was a great day with typical club rivalry and lots of banter in between aviation chit chat. And also a great way for all the pilots to improve their flying skills.

The winning team paraded for the cameras before heading home to the Gold Coast.



Thanks to all those who helped put the day together, especially Marty, Bruce, Gary and Bill.

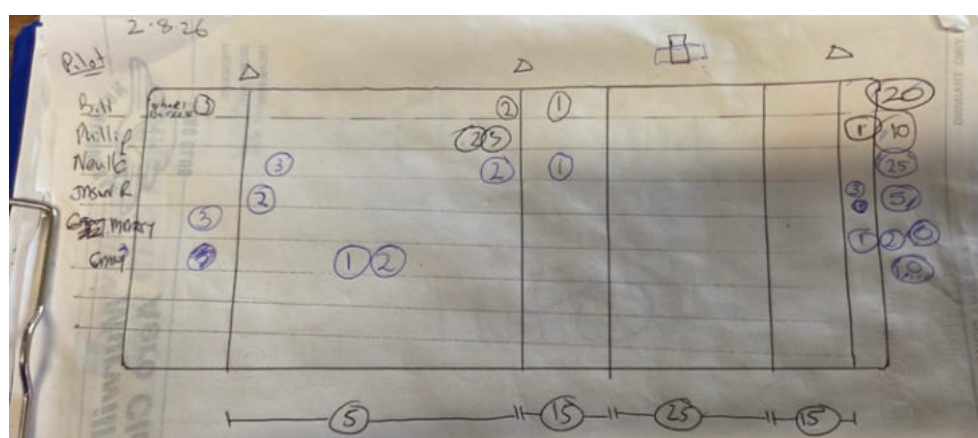


And thanks to Paul Buchanan and Colin Smith for photos.



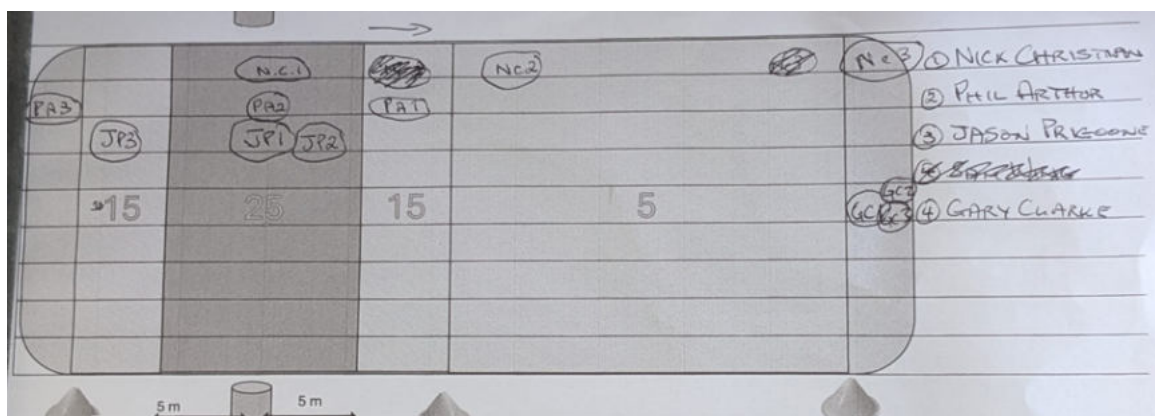
August flying day results

Name	Normal	Flapless	Glide	Total
Bill	15	5	0	20
Philip	0	5	5	10
Neville	15	5	5	25
Jason R	0	5	0	5
Marty	5	5	0	10
Gary	5	5	0	10



October flying day results

Name	Normal	Flapless	Glide	Total
Nick	25	5	0	30
Philip	15	25	0	40
Jason	25	25	15	65
Gary	0	0	0	0



2026 Shute Harbour runway dinner

by Philip Arthur

A couple of MAC members attended the annual Shute Harbour Runway Dinner on Saturday September 12th. I flew in with a couple of friends in a Cirrus on Thursday 10th and enjoyed a long weekend in the Whitsundays. It was my first time at the dinner. Dennis Edwards, on the other hand, who flew up there in his Cessna, had been there many times before.

Flying into YSHR is not for the faint hearted, being nestled in a valley between two hills and with water at each end so there's a requirement for pilots to have 100 hours as PIC before landing there. On the day we flew in there was a strong southeasterly blowing straight down the runway but it was fairly gusty so a bit like riding a bucking bronco on short final. Nevertheless, it was a smooth touchdown and we were directed to a brand-new hangar to park the plane for the weekend.



Turning onto Final RWY14

They closed the airport on Saturday afternoon and by early evening tables and chairs were arranged down the middle of the runway. We settled in as the sun went down behind the hills.



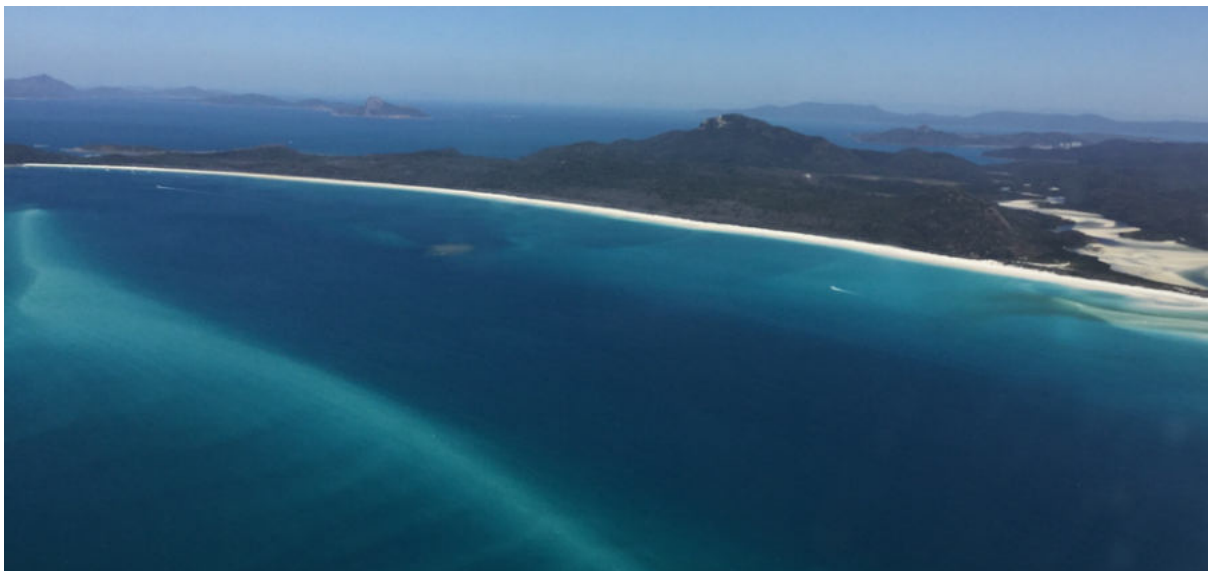
There were about 300 people at the dinner, many of whom I'd met at previous shin digs. It was fun catching up and making new friends of fellow aviators, swapping stories of our favourite fly in locations and talking all things aviation while the evening slipped away and a band played in the background.

A new High Wing Sling, a Cessna 182 and various other planes and a very smart helicopter were on show nearby. A couple of hangar homes were open for inspection too. There are quite a number of very fancy ones along the side of the airfield and some are for sale. There's also still land for sale for anyone who'd like to build a house and/or hangar next to a runway in the very picturesque but cyclone prone area.

The Whitsundays are really beautiful and Airlie Beach, a 5-minute drive from YSHR, has grown into a major tourist centre with a huge marina housing plenty of luxurious watercraft. However, a couple of us went out on a fishing charter on the Friday and I can report that the fishing there is not nearly as good as up in the Gulf of Carpentaria. The views were good but the catch was virtually non-existent.



After exploring Airlie Beach on Sunday, we flew out on the Monday, enjoying a low level scenic across the bay to Whitsunday Island then past Whitehaven Beach.



Whitehaven Beach

From there we climbed out over Lindeman Island enroute to Gladstone. I'd definitely recommend a visit to Shute Harbour anytime but if you can time it with the annual runway dinner it is even better.

Curly's ATC corner

A life member of the Redcliffe Aero Club with a long and illustrious career in the RAAF and Air Traffic Control, Phil (Curly) Ware is always keen to share his knowledge and experience to demystify ATC for the rest of us.



Restricted Areas

When they are active, military Restricted Areas (RAs) are similar to normal controlled airspace - you need a "clearance" to fly through them. The difference is that RA airspace is owned by the RAAF, Army or Navy.

They are shown on VTC and VNC charts, with airspace dimensions drawn with red lines and relevant altitudes shown in red text. Can you fly through them if they're active? It depends on the type. RA1 and RA2: yes, with a clearance. RA3: Never.



More detail, including hours of operation, is given in ERSA in the SUA section.

https://www.airservicesaustralia.com/aip/current/ersa/SUA_03SEP2026.pdf

Some RAs are activated by NOTAM so as well as checking ERSA you need to read the NOTAMs if you intend to fly through (or near) one. If the RA is "not active" then for practical purposes, you just go on through. The controllers at Brisbane Centre always know the status of RAs, so check with them first if you're unsure.

3. **CONDITIONAL RESTRICTED AREA (RA) STATUS**
- 3.1. In order to assist with shared use of airspace, all RA have been allocated a RA conditional status. This will be an indication as to the likelihood of obtaining a clearance to fly through restricted airspace. NOTAM may be issued to indicate changes to the RA conditional status, which should be checked prior to flight planning.
- 3.2. **RA conditional status legend**
 - a. RA1: pilots may flight plan through the RA and under normal circumstances expect a clearance from ATC.
 - b. RA2: pilots must not flight plan through the RA unless on a route specified in *GEN-FPR* or under agreement with the Department of Defence, however a clearance from ATC is not assured. Other tracking may be offered through the RA on a tactical basis.
 - c. RA3: pilots must not flight plan through the RA and clearances will not be available.

Note: In a declared emergency, every effort will be made to obtain approval to transit a RA, irrespective of its conditional status.

Examples

Evans Head R638A/B/C: Owned by the RAAF, R638 is used by fighters and bombers to “attack” ground targets in the area. Their bombing runs are “assessed” by a team on the ground. To get into Evan’s Head aerodrome when the RAs are active, there is a “wedge” shaped bit of airspace, with upper limit 1000ft, that extends to the north and west from the coastline. Remain at or below 1000ft when inside this wedge to stay clear.

There is no way to transit south of the aerodrome when the RA is active without a clearance, as the area boundary extends south to Yamba from the surface up. However, by contacting Brisbane Centre, they can phone the RAAF at Amberley on your behalf, and request a clearance - which may or may not be forthcoming. Weather may be a factor when considering such a request.

Greenbank R627: Surface to 2000ft. Situated just south of Archerfield, Greenbank Firing Range is owned by the army and used for live firing. The army’s job is to blow things up and shoot things down. If they see you, they could think you are either a Target Towing Aircraft or the Target. Fly through and you may get “shot down”.

Can you overfly R627? Yes. Its upper limit is 2000ft AMSL. However, it is only one mile from the controlled airspace over Archerfield so make sure you are “identified” by Centre when in the area, to arrange a clearance or obtain a suggested heading to avoid R627. “Friendly Fire” is not always particularly friendly.

Amberley: Amberley RAAF base CTR extends from the surface to 8500ft and is surrounded horizontally and vertically by RAs. Clearances are often available, depending on traffic, so it is best to ask for a clearance rather than “blunder in”. The airspace is used for fast jet training so if you’ve “blundered in” make sure you tell them, so that you don’t become a bonnet mascot for one of the aforesaid aircraft.

Oakey: Oakey army base CTR also extends from the surface to 8500ft and is similarly surrounded horizontally and vertically by RAs. Usually closed on weekends, it pays to check the status first, either by reading NOTAMs or by asking Brisbane Centre. Again, clearances are often available even if active, so it’s better to ask than to “blunder in”.

How To Navigate RAs: Even in this day of OzRunways, Garmin GPS, Avplan etc. the simplest way is to draw your intended track on a VTC or VNC and check whether it passes through, or close by, any RAs. It’s best to plan around them and have that plan as a “Plan B” if a clearance is not available from the airspace owner.

If you are leaving controlled airspace and flying directly into an RA, Centre will arrange your clearance. If in doubt though ask them to confirm that you have a clearance to enter.

Attitudes

by Bob Tait

Mountain waves and VFR flight



Mark felt mixed emotions as he settled the last of his three passengers into the Cessna 172. The flight was to his father's station property, just west of the Great Divide and he felt excited that at last he was taking his friends to see the place he'd talked so much about - the place he knew so well as a kid. He also felt a sense of pride because he knew that his Dad would be there to watch his arrival on this, his first flight home since completing his private pilot licence training. But there was also a vague sense of anxiety because, although the weather was reasonable, there was a bracing wind blowing off the mountains and he desperately wanted this flight to be a pleasant one for his first-time passengers. At five hundred feet on climb out he turned left to circle back over the top of the familiar coastal aerodrome and turn onto his departure heading. At four and a half thousand feet the little Cessna settled into cruise beneath a layer of thickening stratocumulus.

Mark felt a twinge of disappointment as he saw that the GPS was confirming the 25 to 30 knot headwind that had been promised by the area forecast. He took some consolation in the thought that at least he wouldn't have to spend much time over the 'tiger country' because his flight planned track took him across the ridges at right angles, so he'd soon be out over rolling plains to the west. "Blast this headwind!" he thought. He couldn't do much about it because the area forecast indicated even stronger winds at higher levels, and in any case the increasing cloud cover prevented a climb to check it out.

Approaching the ridges, occasional passages of sharp turbulence alarmed both his passengers and him. It would be so disappointing if he had to turn back, but the weather wasn't all that bad except for the headwind and the turbulence. A narrow slit of sky between the hill tops and the cloud base marked his passage across the hills - not as good as he'd like, but bright sunlight shone through from the other side and there was no rain to be seen.

More sharp turbulence and the aeroplane jerked as it gained height in a strong updraft. Still more turbulence, more frequently now as it appeared to sink closer to the level of the ridge. Mark applied power to gain height as the turbulence continued. With full power and at best climb rate speed he was horrified to see the VSI indicating a rate of descent! Mark commenced a turn back but panic made the angle of bank steeper than he intended and he was subconsciously raising the nose in an attempt to halt the sink. The urgent wail of the stall warning startled him and the little Cessna almost clipped the trees as the desperate turn finally carried it back away from the ridge.

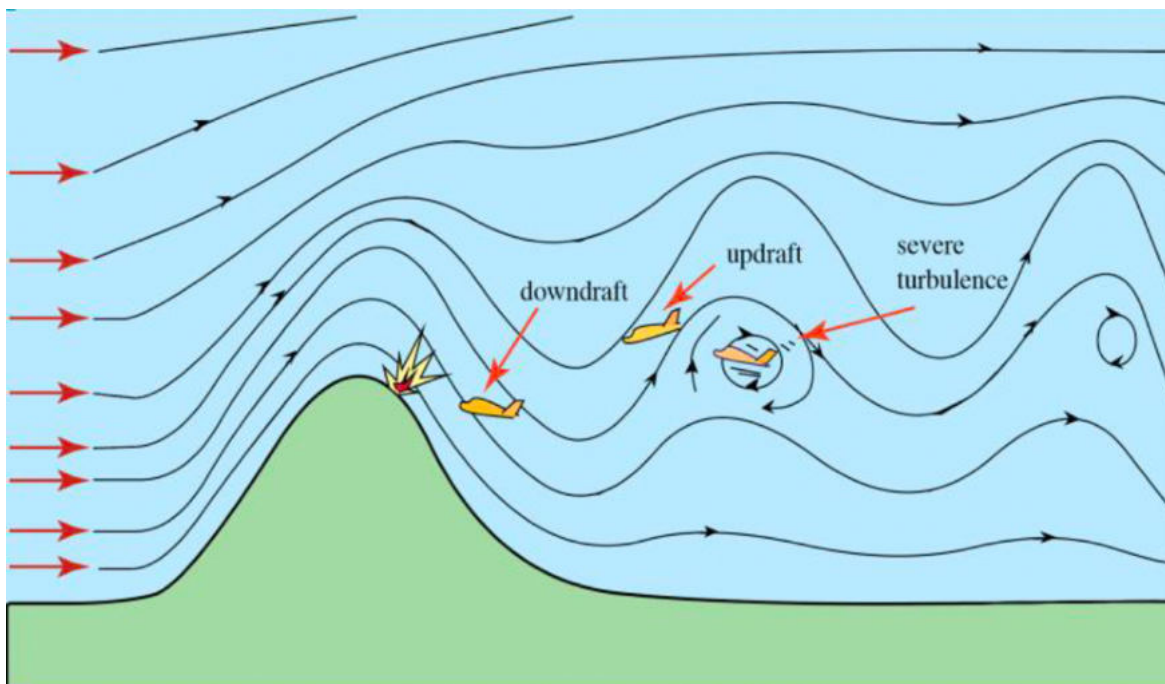
MET DOES MATTER!

There are many items covered in the syllabus for meteorology that are often presented simply as possible subjects for examination questions, rather than as having a vital importance for the safety of VFR flight. It is critical that pilots of VFR aircraft get their heads out the cockpit to consider the environmental factors that affect their flights. As winter approaches and westerlies become a feature of the eastern Australian coastal region give some thought to the possibility of mountain wave activity. The meteorologists tell us that the conditions most likely to generate mountain wave activity are:

- A relatively stable atmosphere (actually a stable layer at the height of the mountain tops sandwiched between two less stable layers is the “ideal”)
- A wind strength of 25 knots or more at the height of the mountain tops
- Wind speed increasing with increased height
- A wind direction at right angles to the mountain tops.

The story which introduced this article contained all of these conditions, but if you were in Mark’s position tomorrow would you read them as easily as you would have from the pages of a Met book way back when? Maybe you should go back to your theory books and read that section again!

Remember that mountain wave activity can be present with or without cloud - so it is probably safer to ignore the cloud associated with it except perhaps to consider the presence of lenticular cloud as a confirmation of its existence.



Editor’s note: A couple of years ago a near fatal incident in Colorado involved a C152 trying to cross the continental divide from east to west. There was a strong westerly wind producing a strong downdraft on the eastern side that was stronger than the 152’s ability to climb, resulting in a stall and very near collision into terrain. Watch an analysis of the incident on YouTube here:

<https://www.youtube.com/watch?v=fcM7O9JYXKU&t=28s>

MFT Update



Murwillumbah Flight Training (MFT) has taken off, figuratively and literally. The flight school was officially launched on 21st September and is already busy with a number of students having started their training.

A memorandum of understanding (MOU) between MAC and MFT has been prepared. This document has been emailed to all MAC members, and provides clarity on the working relationship between the two entities going forward. It will be discussed at MAC's October committee meeting.

Some of the students who have started training with MFT are ab initio while others are furthering their training started at other schools.

The MFT fleet now comprises three aircraft including two Piper Cherokees and an Eagle 150B (VH-UDM). First flown in 1997, the Eagle 150B is a two-seat, composite low-wing light aircraft featuring a distinctive forward canard configuration designed for spin-resistant safety and efficient training. It is a development of the Eagle Aircraft X-TS designed by Western Australian inventors Neil and Deryck Graham. Powered by a 125-hp Continental IO-240B engine, it cruises at roughly 120 - 125 knots. With a maximum take-off weight of 650 kg, it has a fuel capacity of 97 L usable and a fuel burn of between 23 and 30 litres per hour.



Club members will get a discount when they book through MFT for flight reviews, check rides and training. And it's possible to get assistance with aviation theory if you need help to pass CASA exams.

The MFT website is: <https://www.flymft.com.au>



VH-UDM interior

Murwillumbah Aero Club Calendar 2026				Updated 6 October 2026
Month	DATE	TIME (NSW)	TIME (QLD)	
October	Mon 12 Oct '26	19:00	18:00	Monthly Committee Meeting
November	Sun 1 Nov '26	08:00	07:00	Club Flying Comp & Quiz
	Mon 9 Nov '26	19:00	18:00	Annual General Meeting
December	Sun 6 Dec '26	12:00	11:00	End of Year Party / Presentations
	Mon 7 Dec '26	19:00	18:00	Monthly Committee Meeting

Club discount on avplan efb subscription

We have arranged a 25% discount for an avplan subscription for MAC members who either sign up or renew their subscription. Talk to Gary Clarke to find out how. It allows connection to up to three portable devices (tablets and smartphones) for inflight use plus a web-based version for planning purposes.



Comprehensive flight planning
& moving-map navigation



Easy NAIPS flight plan filing
and access to NOTAMs



Outstanding support and
customer service



Interactive Graphical Area
Forecasts, plain-English
TAFs & METARs



Longitudinal & Lateral Weight
and Balance (iOS only)



Part 175 CASA Approved



Highly accurate 4-D wind
modelling



For all pilots, at all levels



Web, iOS and Android



Sign up to the MAC members

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

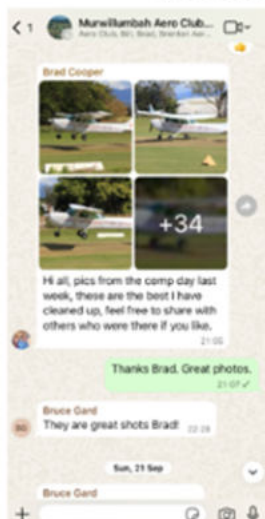
Text or talk to

Nick Christian on 0413 171 664

or

Philip Arthur on 0412 217 510

to sign up



VFR QUIZ

(from CASA's Flight Safety Australia)

1. What does a horizontal white dumbbell adjacent to the wind direction indicator mean?
 - a. use only hard surface movement areas
 - b. gliding operations in progress
 - c. aerodrome unserviceable
 - d. grass areas wet
2. At a non-controlled aerodrome, you should not continue an approach beyond the runway threshold until the preceding aircraft using the same runway:
 - a. is airborne and at least 1,000 ft AGL
 - b. has landed and rolled past the halfway point of the runway
 - c. has taken off and crossed the upwind end of the runway
 - d. is airborne and has commenced a turn
3. At what stage of a flight should you change from area QNH to local QNH (if available) when descending from A075?
 - a. at the top of descent
 - b. in the circuit area
 - c. when passing through 5,000 ft
 - d. within 3 nm of destination
4. What is the circuit height recommended for a piston-engine aircraft flying below 150 kts?
 - a. 500 ft
 - b. 1,000 ft
 - c. 1,500 ft
 - d. 2,000 ft
5. Increasing which factor will result in a longer take-off distance?
 - a. percentage downslope
 - b. air density
 - c. headwind component
 - d. surface air temperature

6. What is the lowest permissible altitude for flying over a non-populous area?
 - a. 500 ft AMSL
 - b. 500 ft AGL
 - c. 1,000 ft AGL
 - d. 1,500 ft AMSL
7. What should happen when 2 aircraft are approaching head-on?
 - a. each aircraft must alter their heading to the right
 - b. each aircraft must alter their heading to the left
 - c. one aircraft must descend
 - d. one aircraft shall climb and one aircraft shall descend
8. Within what limits is an aircraft said to be in the vicinity of a non-controlled aerodrome?
 - a. 10 nm and 5,000 ft of the aerodrome
 - b. 5 nm of the aerodrome
 - c. 10 nm and at a height that could result in conflict with operations
 - d. 5 nm and 3,000 ft
9. What is the standard radio call when inbound to a non-controlled aerodrome?
 - a. location traffic, callsign, aircraft type, one zero miles south, 4,500 ft, on descent, inbound, location
 - b. location traffic, aircraft type, callsign, one zero miles south, 4,500 ft, on descent, inbound, circuit 36, location
 - c. all traffic location, aircraft type, callsign, one zero miles south, 4500 ft, on descent, inbound, circuit 36, location
 - d. location traffic, callsign, aircraft type, one zero miles south, 4,500 ft, on descent, inbound
10. What broadcasts should be made when operating at an aerodrome published on a chart?
 - a. Area frequency
 - b. 123.4 MHz
 - c. 121.5 MHz
 - d. 126.7 MHz or the designated frequency

11. In addition to radio calls that are recommended in all circumstances, which of the following are recommend if there is other traffic?
- a. taxi, base, go-around
 - b. taxi, downwind, base, finals
 - c. entering runway, joining circuit, making a straight-in approach
 - d. backtracking, entering runway and joining circuit
12. As far as practicable, what must you do when landing at a non-controlled aerodrome?
- a. use the runway most aligned into wind unless the flight manual allows you to land downwind or in a crosswind
 - b. use the runway most aligned into wind
 - c. use the longest runway available
 - d. use the runway most closely aligned to your approach direction
13. What code must pilots of a transponder-equipped VFR aircraft operating in Class G airspace squawk?
- a. 7600
 - b. 7500
 - c. 3000
 - d. 1200
14. What are the limitations at an aerodrome where gliders and tugs are operating to a common circuit pattern from a parallel strip?
- a. you cannot take off or land while they are in the circuit
 - b. you cannot take off or land if the other aircraft are taxing or stationary on the parallel runway
 - c. you cannot take off or land when another aircraft on the parallel strip is taking off or landing
 - d. you cannot take off or land if the glider is below 500 ft in the circuit
15. When operating in a mandatory broadcast area (MBA), where no SFIS is active, what broadcasts must you make?
- a. taxi, airborne, entering an MBA, joining circuit, clear of runway
 - b. taxi, entering runway, entering an MBA, joining circuit, clear of runway
 - c. taxi, entering runway, departure, entering an MBA, joining circuit, clear of runway
 - d. taxi, airborne, departure, entering an MBA, joining circuit, clear of runway

Answers on last page

Get up to speed with RYC's avionics at home

If you want to gain more knowledge or experience with the Garmin GNX375 in RYC before you fly, download the app for free anytime and gain some practice. <http://www.garmin.com/en-US/p/685256/>

How it appears on an iPad:



Private Pilot Theory Lectures

by Bob Tait



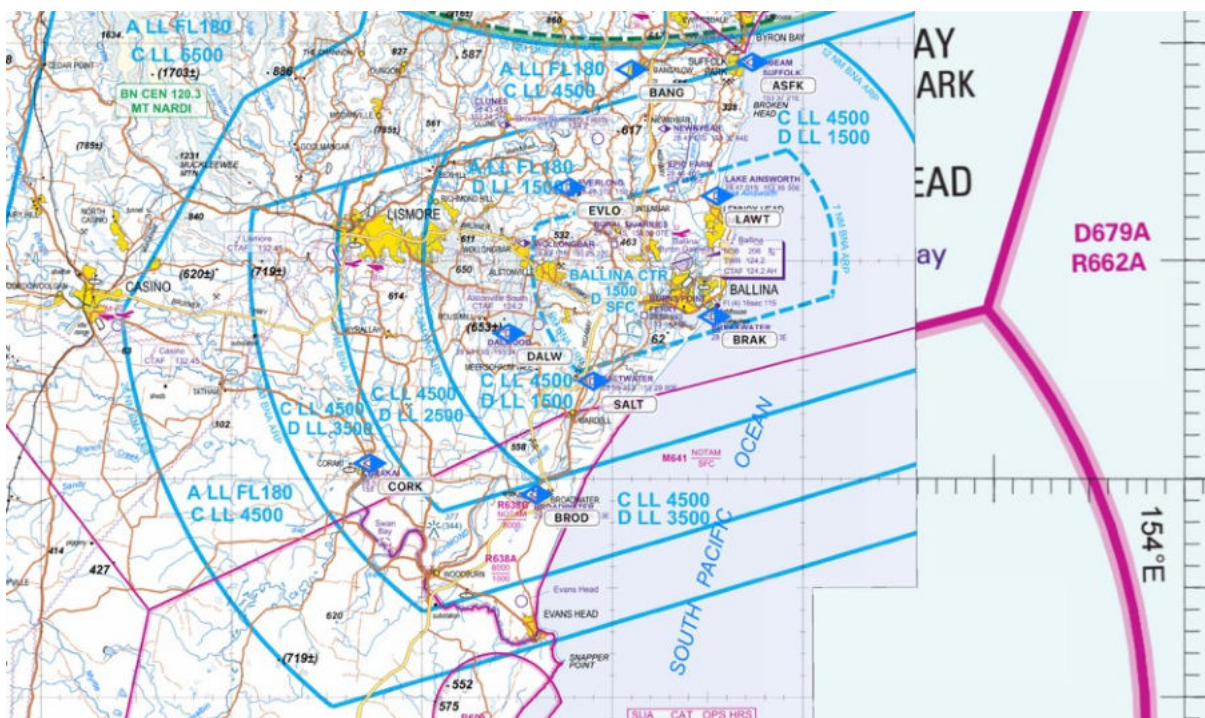
Private Pilot Theory Lectures for the beginner with no previous experience!

Full details at www.bobtait.com.au

Remember - Ballina is now a CTR – clearance required

The Ballina CTR has been active since 9th July with an actual presence by air traffic controllers on the ground in a purpose-build control hut. It is Class Delta controlled airspace with Class Charlie around and above it. During tower operating hours you'll need to squawk 3000, obtain the ATIS and contact the Ballina Tower for a clearance before entering. Approach and Tower hours are 7am to 8pm daily.

If you're planning on flying south of Byron Bay first familiarise yourself with the latest ERSA and VTC, either on paper or on Avplan/Ozrunways. Note that to be airside on the ground at YBNA you need to display a valid ASIC and wear a high-vis vest.



The new VTC chart

There's a new CASA Stay-on-track flying the Gold Coast publication with more details:

<https://www.casa.gov.au/sites/default/files/2021-09/stay-ontrack-flying-the-gold-coast.pdf>



Australian Government
Civil Aviation Safety Authority



Stay OnTrack:

FLYING THE GOLD COAST REGION

Procedures
Ground operations
Hotspots
Radio frequencies
Tracking points

BALLINA/BYRON GATEWAY**ELEV 7****AVFAX CODE 2005**

NSW

285002S

1533345E

UTC +10

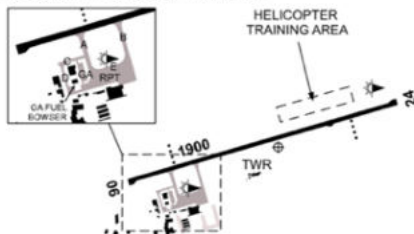
VAR 12 DEG E

YBNA

CERT

AD OPR Ballina Shire Council, PO Box 450, Ballina, NSW, 2478. PH Airport 02 6681 1858 BH.

ARO H24 0414 482 584. Council PH 02 6686 4444 BH.

**REMARKS**

1. This AD is a Security Controlled Airport.
2. The RPT apron is a Security Restricted Area. All non RPT ACFT must obtain prior approval of AD OPR to gain access to and from the RPT apron.
3. Terminal is closed to airside access except for RPT services. Prior approval of AD OPR must be obtained for access to the terminal building. Passenger and baggage screening may be in operation.
4. Access to GA apron area via pedestrian gate 1A. GA access to terminal building not AVBL.
5. AD Charges: Landing fees all ACFT. Parking fees apply to all non RPT ACFT.
6. High visibility safety vest (or equivalent) and valid ASIC or BBGA VIC must be worn/ displayed airside.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI.
2. AWIS Phone 02 9353 6402 - Report faults to BoM.
3. AWIS FREQ 134.8 - AVBL outside TWR HR - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

06/24 062 62a PCR 225/F/B/1.20 MPa/U Grooved. WID 30 RWS 150

1. All ACFT takeoff, landing and taxiing to be confined to sealed surfaces only.
2. Transitional SFC at W end infringed by transient vehicles.

AERODROME AND APPROACH LIGHTING

RWY 06/24	MIRL	PAL+AA 121.3		SDBY PWR AVBL
RWY 06/24	PAPI(1)	PAL+AA 121.3	3.0 DEG53FT	SDBY PWR AVBL
RWY 06/24	RTIL	PAL+AA 121.3		SDBY PWR AVBL

(1) Left Side.

1. Outside TWR HR:
 - a. PAL+AA 121.3 AVBL
 - b. AFRU 124.2 AVBL.
2. RWY 06/24 edge light spacing: 60M

OTHER LIGHTING

1. Secondary PWR switchover time: 15 SEC.
2. TWY LGT: Blue edge.
3. RWY 06/24 RWY guard lights:
 - a. OPR at RWY HLDG points.
 - b. Not provided on road access points.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	BRISBANE CENTRE	120.3 CCT area. On ground COM CTC
		126.05. Outside TWR HR
APP	BALLINA APPROACH	118.35
ATIS	BALLINA ATIS	128.65 (1)
TWR	BALLINA TOWER	124.2

(1) During TWR HR.

1. Ballina AFRU disabled during TWR HR.
2. TWR and APP HR: 2100-1000 UTC DLY (1HR earlier HDS).
3. Phone BNA TWR: 02 6618 7750 BNA APP: 07 3866 3694 BN CEN: 07 3866 3224.
4. Ballina TWR provides Class D TWR services within Ballina CTR, SFC to 1,500FT AMSL. CTC TWR for CLR.
5. During TWR HR, BNA APP provides ATS:
 - a. W1 Class D CTA steps up to 4,500FT AMSL and
 - b. W1 Class C airspace above the Class D CTA steps, up to FL125.
6. Outside TWR HR Brisbane Centre provides:
 - a. ATS within Class C airspace ABV 4,500FT AMSL.
 - b. Class G service at and below 4,500FT AMSL.

*Note: Outside TWR HR, CTC Brisbane Centre for TAX and on ground reports in this airspace.**Note: TWR and APP may operate independently, hours or airspace responsibility may change at short notice. Check status of airspace with ATS, NOTAM or Ballina ATIS.*

A simple guide to RYC's GMA 340 audio panel

co-pilot and if you pull out the small knob, controls the rear passengers.



INTERCOM CONTROLS (SUMMARY)

Intercom volume and squelch are adjusted using the following front panel knobs:

- LEFT SMALL KNOB** — Pilot Intercom volume and power ON/OFF
- LEFT LARGE KNOB** — Pilot Intercom Squelch level.
- RIGHT SMALL KNOB** — **IN** position: **Copilot** Intercom volume.
OUT position: **Rear Passengers** Intercom volume.
- RIGHT LARGE KNOB** — Copilot and rear passengers mic squelch level.

PILOT isolates the pilot from everyone else and dedicates the aircraft radios to the pilot exclusively. The copilot and passengers share communication between themselves but cannot communicate with the pilot or hear the aircraft radios.

CREW places the pilot and copilot on a common Intercom communication channel. The passengers are on their own intercom channel and can communicate with each other, but cannot communicate with the crew or hear the aircraft radios.

ALL *PILOT & CREW lights are not lit.* Allows full intercom communication between everyone plugged in to the GMA 340. Aircraft radios are heard by all.

Answers to Quiz

1. (a) Part 91 MOS 2.05, PEG p 62, AIP ENR 1.5 para 12.3
2. (d) CASR 91.370, PEG p 111
3. (a) Part 91 MOS 11.02, PEG p 99, AIP ENR 1.7, diagram 2.2.2
4. (b) AIP ENR 1.1 para 9.4
5. (d) AC 91.02
6. (b) CASR 91.267, MOS 12.02, PEG p 103, VFRG Ch 1 minimum height rules
7. (a) CASR 91.335, PEG p 47, VFRG Ch 1 rules for prevention of collision
8. (c) CASR 91.360, PEG p 112
9. (b) AC 91-10, AIP ENR 1.1 para 9.1.13
10. (d) AIP ENR 1.1 para 9.1, AC 91-10 para 5.11
11. (c) AIP ENR 1.1 para 9.1.14, AC 91-10 para 8.6.6
12. (a) CASR 91.380, PEG p 113, AIP ENR 1.1 para 9.11
13. (d) AIP ENR 1.6 para 7
14. (c) CASR 91.370, PEG p 112, VFRG Ch 3 circuit procedures at non-controlled aerodromes
15. (b) Part 91 MOS 21.09, PEG p 50, AIP ENR 1.1-35

