



YMURmurs

MURWILLUMBAH AERO CLUB NEWSLETTER No. 8 April / May 2026

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

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

Welcome to another edition of YMURmurs newsletter. This edition includes reports on our mini open day, a presentation from CASA on decision making and about changes to Ballina airspace, info about our State of Origin Comp in June, and the second half of Bill's flyaway story from last century!! And a day trip to Tenterfield.

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

Snippets from April committee meeting

We welcomed new member, David Procida to the Club. David resides in Willow Vale Qld and has been flying for about two years. He's done all his flight training with Airways Aviation. Jason and has about 110 hours so far, all on 172s. Hoping to fly more and gaining his PPL. He's also interested in an instrument rating.

RYC had 35.6 flying hours during March with 568 hours to date on the engine.

A 50 hourly for RYC was due (and has been since completed). Other maintenance issues were refixing the cover for the co-pilot yoke, repairing the fastener which holds the co-pilot's door open, and repair/replacement of some of the dash panel.

We had a very successful Mini Open Day which incorporated passenger seats being made available to the young attendants of the Mini Open Day held earlier in the morning. Feedback from this endeavour was extremely positive with many thanks from prospective students. Thanks to Gary Field from 94.1 FM for his promotion for the day on his radio station. A list of prospective pilots and members attending on the day is held for follow-up.

Discussion on a security upgrade around the Clubhouse and RYC hangar. The committee approval installation of a moderately priced, 4 camera, mobile phone accessible, security system. Bill Dennis volunteered to install an appropriate system.

Snippets from May committee meeting

RYC flew 21.8 hours in April

The **annual membership fee is due by June 30th**. We won't be sending invoices as that just costs money. All members are requested to transfer \$85 into our club bank account with a reference stating "annual fee [your name]" (eg annual fee Martyn Jackson) before July 1 or you will no longer be current and not able to hire RYC after that date. Bank details are:

Account Name: Murwillumbah Aero Club. BSB: 032563 Account No. 560358

And a reminder to all members that when you fill out the flight docket **THE WHITE SHEET REMAINS IN THE BOOK**. Please take the **blue sheet** as your copy.

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



Gary Clarke is preparing a standard for Club flight reviews so that pilots can prepare better and perform better on the day.

The State of Origin Flying Comp against Redcliffe will be on Saturday 13th June. There will be a dinner at the Imperial Hotel in the evening for the presentation of the trophy to the winning team. It's important that we retain the trophy as it was a very close result last time Redcliffe visited YMUR in 2024. Please let us know if you're taking part in the comp and also if you're joining us for dinner at the Imperial Hotel. It should be a great day and night.



ANNUAL SPOT LANDING COMP

13TH June 2026



The annual spot landing state of origin between Redcliffe and Murwillumbah will be on Saturday 13th June at YMUR. Join us for practice sessions next Sunday 17th May and again on Sunday 7th June to ensure we retain the trophy.

RAC arrive 0800 on 13th June for safety brief.

Event commences 0900. Each pilot to complete:

1. Powered spot landing
2. Flapless spot landing
3. Glide approach spot landing

RAC overnighting at the Murwillumbah Motor Inn.

Presentation dinner at Imperial Hotel Sat evening.

RAC depart for YRED after breakfast on Sunday.



Murwillumbah Aero Club Calendar 2026				Updated 14 May 2026
Month	DATE	TIME (NSW)	TIME (QLD)	
January	Sun 18 Jan	08:00	07:00	Working bee at clubrooms (Garden and Interior)
February	Sun 1 Feb '26	08:00	07:00	Club Flying Comp
	Mon 9 Feb '26	19:00	18:00	Monthly Committee Meeting
March	Sun 1 Mar '26	08:00	07:00	Club Flying Comp
	Mon 9 Mar '26	19:00	18:00	Monthly Committee Meeting
April	Sun 12 Apr '26	08:00		Club Flying Comp & Quiz
	Mon 13 Apr '26	19:00		Monthly Committee Meeting
	Sat 25 Apr '26			Anzac Day Fly Over
	Thurs 7 May '26	19:00		CASA AvSafety Seminar in clubroom
	Mon 11 May '26	19:00		Monthly Committee Meeting
	Sun 17 May '26	08:00		Club Flying Comp & Quiz
June	Sun 7 Jun '26	08:00		Club Flying Comp & Quiz 1hr Pilot info session in clubroom
	Sat 13 Jun '26			"State of Origin" spot landing comp at YMUR
	Mon 15 Jun '26	19:00		Monthly Committee Meeting
	Sat 27 Jun '26			Gatton Airpark Breakfast Fly-in
	Tue 30 Jun '26			Club Membership renewal deadline
July	Sun 5 Jul '26	08:00		Club Flying Comp & Quiz Club Open Day
	Mon 13 Jul '26	19:00		Monthly Committee Meeting
August	Sun 2 Aug '26	08:00		Club Flying Comp & Quiz
	Mon 10 Aug '26	19:00		Monthly Committee Meeting
September	Sun 6 Sep '26	00:00		Club Flying Comp & Quiz
	Sat 12 Sep '26			Shute Harbour Runway Dinner Possible fly-away
	Mon 14 Sep '26	19:00		Monthly Committee Meeting
		08:00		Inter Club Challenge
October	Sun 4 Oct '26	08:00	07:00	Club Flying Comp & Quiz 1hr Info session
	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
	Sun 29 Nov '26	12:00	11:00	End of Year Party / Presentations
December	Mon 7 Dec '26	19:00	18:00	Monthly Committee Meeting



You need to pay your membership fee
by 30th June to fly RYC

At just \$1.63 per week it's the best value in the land

Transfer your \$85 to:
Murwillumbah Aero Club
BSB 032563
Account 560358
before July 1st

Mini open day

Our mini open day on April 12th was a great success. After a breakfast BBQ and a welcome from President Marty, Gary Clarke ran a pilot briefing session for would be student pilots of various ages from 8.30am to 9.30am. The purpose of the morning was to provide budding pilots with a "How to get started in aviation as a pilot" session as well as the chance to fly as passengers on a few circuits. The content included

1. Getting an ARN
2. Getting a medical
3. Getting an ASIC
4. What a TIF involves
5. What books to purchase
6. Headset options
7. Maps / Charts.

There was a starter kit ready for them which included the ARN application form, DAME contacts and locations, ASIC requirements, recommended books / log book, headset options and costs...etc It was handed out in the morning so they could go away and start the process of getting ready to fly.

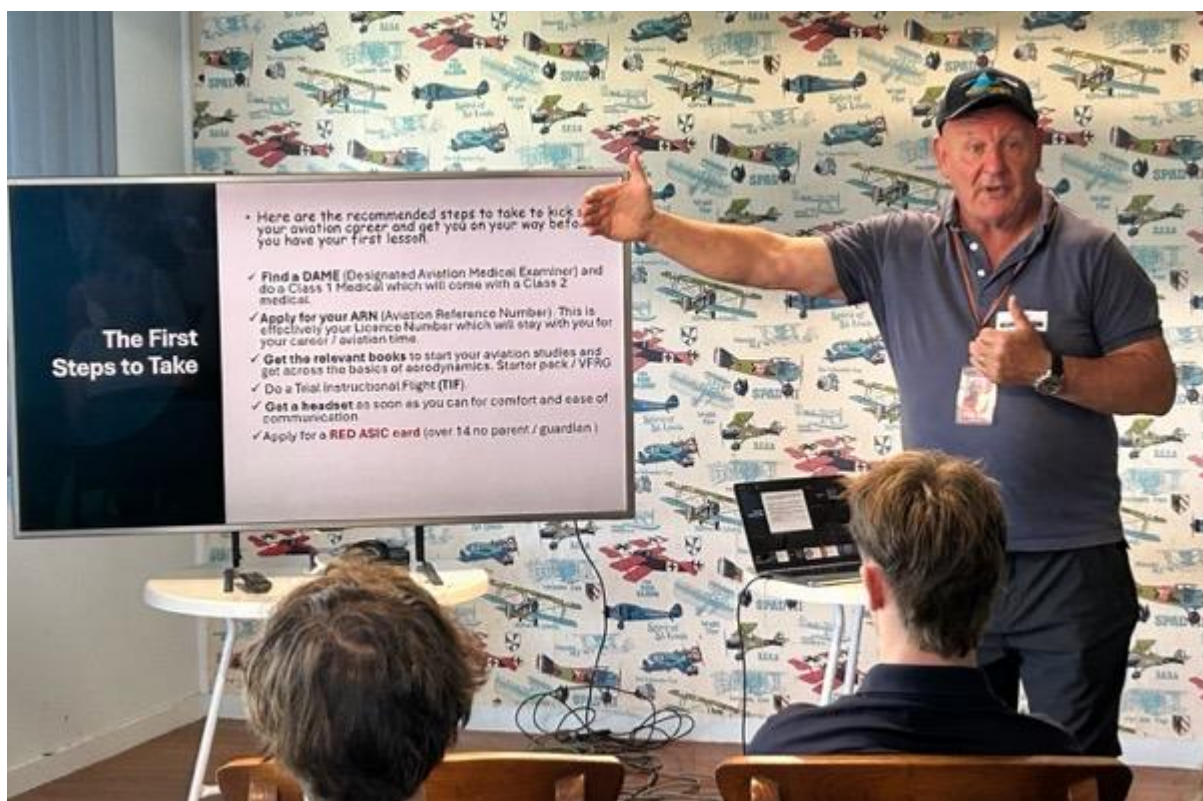


We had some great feedback from the day. Some examples:

"Thank you for the fantastic day Sunday; I'm really interested in learning what it takes to potentially become a pilot so it was a very special visit for me. Since Sunday I have gotten myself an ARN and am booked in for a class 1+2 Medical Exam tomorrow; I hope everything comes up golden."

"Thank you Murwillumbah Aero Club. Really appreciate how you inspire our youth. My son can't wait to get underway in his desired career."

"If you want to learn to fly - or at least look under the bonnet so to speak, I highly recommend having a chat to Gary! He's super passionate and has all the info you'll need to make the leap."



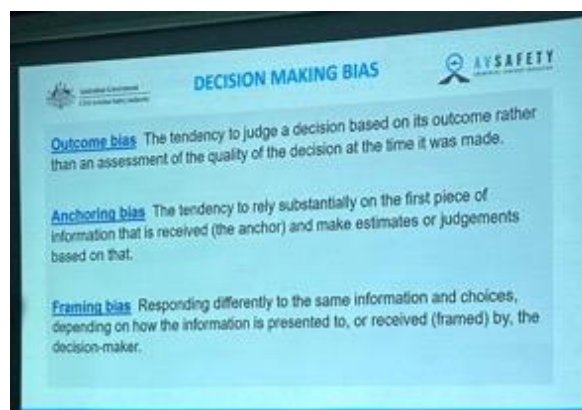


April flying day results

Name	Normal	Flapless	Glide	Total
Nick Christian	15	0	25	40
Bill Dennis	0	0	0	0
Jason Prigoone	0	0	0	0
Gary Clarke	5	0	0	5
Neville Newell	0	0	0	0
Alan Peacock	0	0	25	25

CASA presentation

About 40 club members turned up on the evening of Thursday 7th May to meet with representatives from CASA and Air Services. After a brief welcome from Vice President Brenton, Rob Whittle from CASA talked about how we, as pilots, make decisions, how to improve our decision making and how to avoid pitfalls. Some decisions are made when we have plenty of time, like when we're preflight planning, while some are time critical when we have to react quickly. We need to be prepared for eventualities, while not rushing our decision making. In aviation we're operating in a hostile environment with numerous threats to deal with. Some threats we need to be aware of are the weather, our aircraft itself, other aviators, our passengers, LAMEs, employers or other club members. We need to anticipate "what ifs" and use resources we have on the ground before we depart (maybe deciding not to go flying that day). In-flight resources include the information available on electronic flight bag software like OzRunways and AvPlan, air traffic control, other pilots in the vicinity, and our own passengers.



After a break when everyone chatted while enjoying some delicious food prepared by Fay Gard, Rob presented about the introduction of controlled airspace around Ballina from 9th July. The airspace has been the site of some incidents in past years, so in 2017 CASA formally recognised the airspace risks and started to look at ways

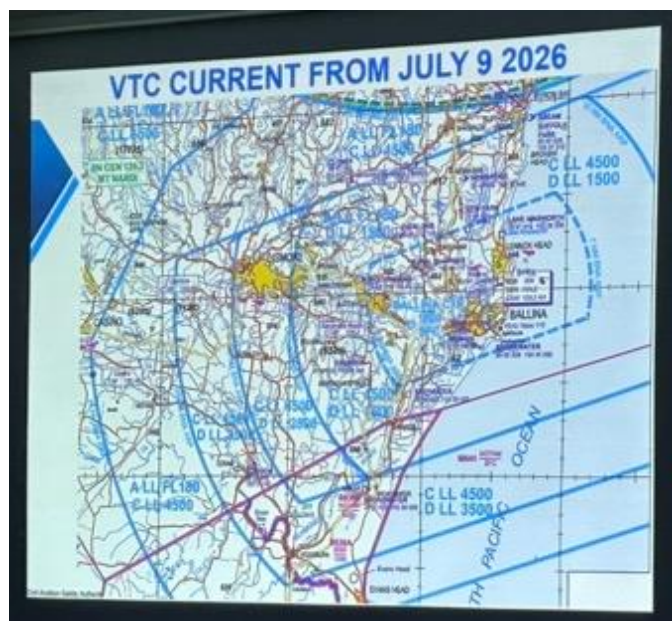
to keep aircraft separated. Initially they put in a radio service but it created a few more problems than it solved such as radio frequency congestion.

Later a mandatory broadcast area was introduced and recently a flight information service and that's what is operating now, with air traffic controllers based in Brisbane. However, there have still been problems. As a result, from 9th July it will become a CTR with D Class controlled airspace, similar to Archerfield and Sunshine Coast, with an on-site "tower" staffed by Air Services air traffic controllers. The tower will operate from 7am until 8pm, 7 days per week. It will have its own ATIS frequency.



Rob listed and explained the numerous preferred visual approach waypoints to the north, south and west. A new VTC is already available online but it will only be relevant from 9th July. You can access it here now if you want to check it out:

https://www.airservicesaustralia.com/aip/pending/aipchart/vtc/Gold_Coast_VTC_09JUL2026.pdf



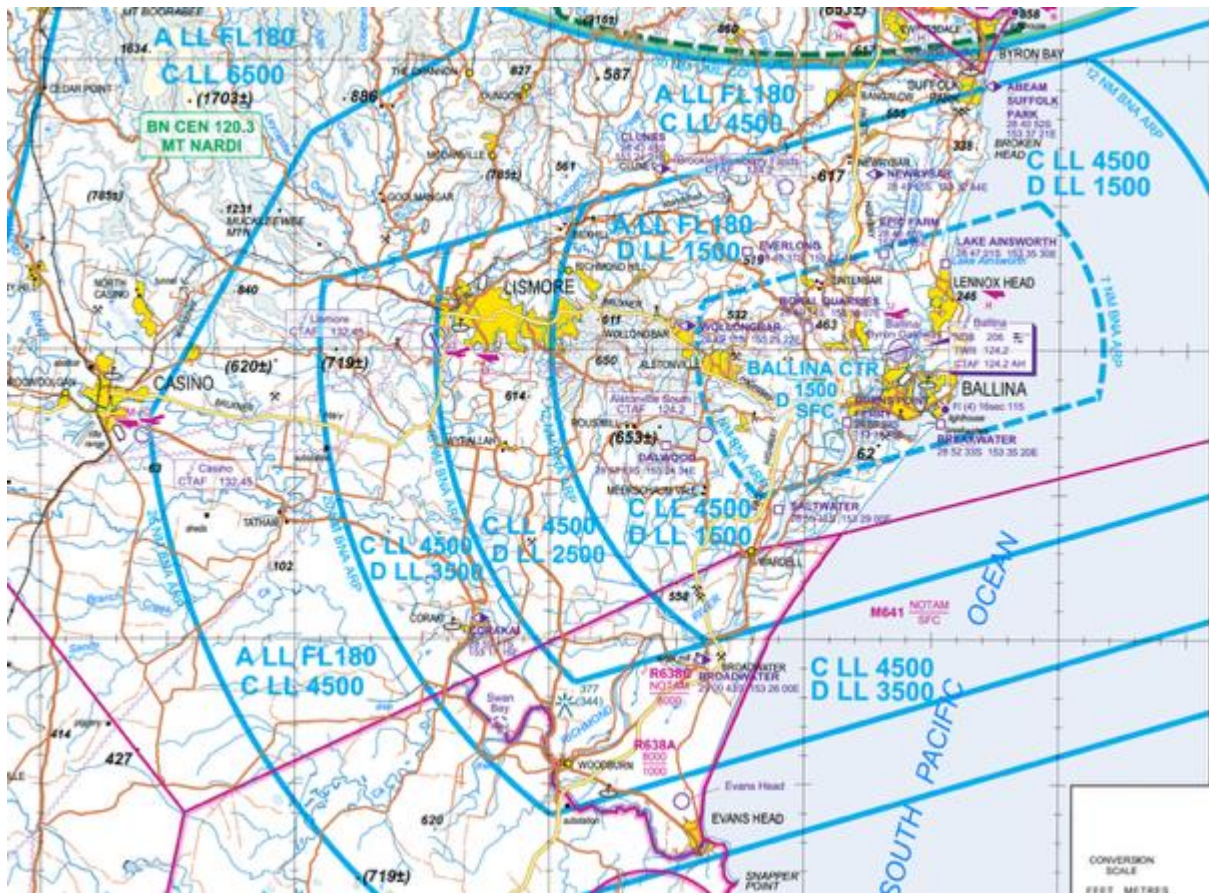
More information about the airspace changes can be found here:

<https://consultation.casa.gov.au/stakeholder-engagement-group/ballina-preferred-airspace-design/>

The Ballina CTR will extend from the surface to 1500ft AMSL with Delta airspace above to 4500ft. There will be Charlie airspace above 4500ft. The control zone will be active from 7am – 8pm. We will need to squawk 3000 on the transponder and call up the tower and receive a response from the controller before entering the control zone, similar to Archerfield and Sunshine Coast.

Two ALAs that are presently in the mandatory broadcast zone will be outside the CTR. These are Blueberry Fields and Alstonville South. Alstonville will operate on Lismore frequency 132.45MHz from 9th July. Blueberry Fields will be on 127.55MHz, the same frequency as Tyagarah and YMUR.





Section of the new Gold Coast VTC valid from 9th July

Plan for a flying school at YMUR

Martyn Jackson, Cam Baines and Gary Clarke are planning to start a Part 141 (non-integrated) Flight Training operation (Murwillumbah Flight Training or MFT) at YMUR in the second half of this year. MFT will be a stand-alone organisation that operates as an independent financial entity and will have no financial dependency on MAC. It will rent space from the aeroclub and work with the aero club to maximise the benefit to our members. The aim is to use a number of aircraft, including RYC, to undertake check flights and flight reviews for members, as well as train members and student pilots for RPLs PPLs, CPLs and Instructor Ratings. They will also be able to test for Manual Propeller Pitch Control (MPPC) and Retractable Undercarriage (RU) endorsements. MFT will provide Flight Theory support for students to help them pass flight theory exams. They are currently obtaining the requisite approvals from CASA and will be presenting their ideas to an Extraordinary General Meeting of the Club in the coming weeks.

Tenterfield day trip

By Bill Dennis

On Saturday 9th of May, Philip Arthur, Bill Dennis and Bruce Gard set off for a day trip out west. We answered the invitation from the “Friends of Tenterfield Airport” to attend their fly-in. Weather was perfect with a light easterly and CAVOK conditions.

After an early morning local flight by Dean Litherland, we filled RYC’s tanks to the brim, added some oil and cleaned the windscreens. It was like an F1 pitstop! With W&B checked, Philip lodged his flight plan from his iPad, pre-flighted RYC and we were ready to go.

Philip suggested we go via Warwick to visit friends who have a house/hangar on the airfield.

We took off from runway 19 and Philip’s climbing left turn saw us depart to the west from overhead YMUR. Bruce, sitting in the copilot’s seat, set up the Garmin with the two waypoints for the leg to Warwick. With a flight time of about 50 minutes, we cruised at 6,500ft to clear the range and to meet hemispherical guidelines.



Overhead the Scenic Rim with Mt Lindsay at 1 o'clock

After landing at Warwick, we taxied directly to our hosts' open hangar. Coffee and cake was then served on their balcony overlooking the road which ran along the houses on the non-airside side.

After an hour of chatting and inspecting the hangar toys, Philip set off for the second leg to Tenterfield, this time with Bill in the copilot's seat. With an elevation of 2,600ft, circuit height at Tenterfield is 3,600ft. Something unusual for us sea-level folk!



Warwick



Tenterfield

We arrived just before the 11am cut-off. The grass strip was undulating and dotted with tough grass clumps that rattled the landing gear although RYC handled it without complaint.

We were among the last aircraft to arrive, parking at the end of about 30 aircraft of various shapes and sizes. It was an excellent turnout.

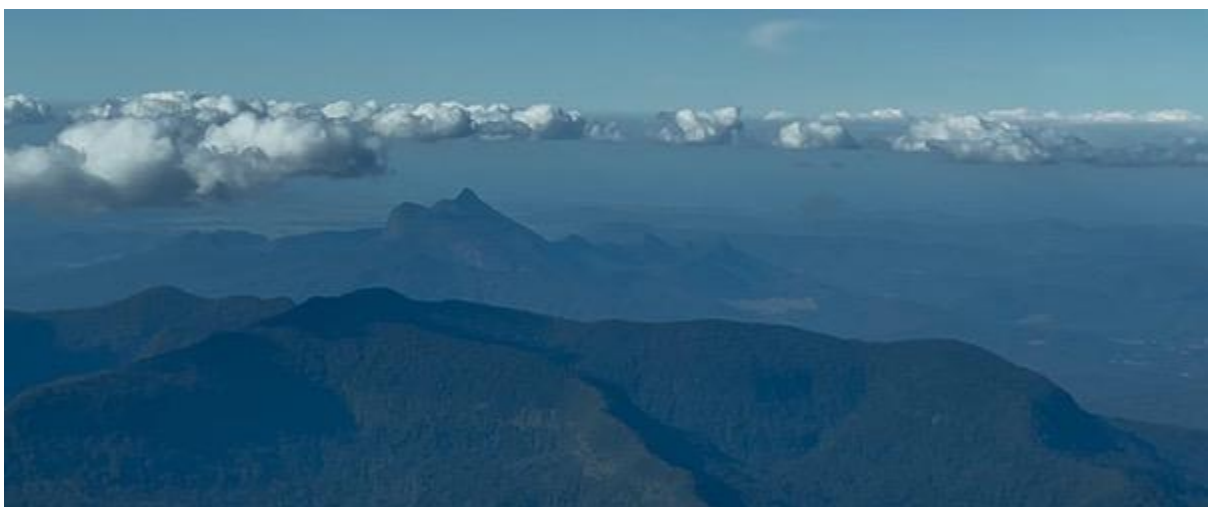


We made a beeline for the BBQ tent for a sausage and egg burger thing. There were a couple of air displays including water bombing for bushfires and flying demonstrations by model aircraft. We walked among the selection of classic cars that had all three of us reminiscing about our youth. Of course there were plenty of local crafts, preserves and sauces for sale, some of which followed us home! There were many other displays from local community interest groups. We saw a well-used but much loved DeHavilland Beaver and warbirds including a Beechcraft Mentor and beautiful T6 Texan.





Bill flew the final leg from Tenterfield back to Murwillumbah. An uneventful straight shot at 7,500ft saw us back at YMUR in under an hour. All in all, a great day making full use of our fantastic club aircraft and the privilege to fly it anywhere.





Phillip, Bruce and Bill at Tenterfield

My passion for flying

By Gary Clarke

At the age of 65, I am still as passionate about flying as when I was 12 years old. So where did this appetite to become a pilot come from?



Well, it started when I was growing up in Parkes, NSW. I attended an open day at the Aero Club and was invited to take a joy flight in a Cessna 310 with a pilot named Jack Broderick. He sat me in the front seat and when we were in the cruise above town he said, "Ok Gary, your turn to fly". I took the controls and he guided me to climb, descend, turn and keep it level.

I got out and said to Dad, "I want to be a pilot and fly the big planes". He said, "Ok let's work out how we can get you there."

I used to ask Dad to take me to the airport to watch the Fokker Friendship land and take off. One night the plane came in early. I asked the pilot could I check out the cockpit and he took me into the cockpit and sat me in the left seat. I was in awe of the gauges and switches. I was so excited to have been in that seat and made it my goal that I would one day be flying commercially.

I went to the aero club at the age of 16 and met the flying instructor (Rob Glenn) and he said "It's \$24 per hour to learn but I ferry the aircraft to Forbes every Saturday so you can have a free lesson over and a free lesson back". I was earning \$60 per week at Woolies so I was given 3 hours a weekend (a discount for being at school).

I was on my way and could not wait for each Saturday to come around so I could do my flying. Everyone at the Forbes Aero Club was so supportive and helpful, it was amazing. I was part of this great community of aviators.

One of my fondest memories is when I was doing circuits with my instructor and he said "Pull up on this one. I need to do a wee". He got out, closed the door and said through the window "Oh Gary, go and do a circuit on your own and come back and pick me up." I taxied back and took off and did one circuit on my own and when I landed and picked up the instructor, he said "Well done. That was your first solo flight!" I was just so excited. I had achieved this amazing milestone and now nothing was going to stop me.

Interestingly when I was at school, I told my teachers that I wanted to be a pilot and they laughed and told me I wasn't smart enough to be a pilot. Then one teacher, Des Wann (Maths Master) called me aside and told me that I could do whatever I wanted to do and not listen to the other teachers. I achieved 172 out of 500 in my HSC but I wasn't focussed on the school subjects, just what I was doing in aviation. The moral to that story is don't ever let anyone tell you that you can't achieve something.

When I left school, I worked two jobs and all my money went towards my flying. The aero club at Forbes gave me opportunities to tug gliders and take aircraft for maintenance, supporting my goal to gain experience and accumulate hours.



Once I had my PPL and Night Rating, I would take school mates away for weekend trips to get more hours and experience. Mum and Dad were very supportive of my flying, but they didn't have the finances to help with my CPL.

I had a good job working at Telstra in Sydney and I would save up money and study my CPL subjects. I went to TAFE and passed my CPL and IREX exams and then I focussed on my flying out of Bankstown Airport. All of a sudden, I was on my way to taking the next step and finally passed my CPL and Instrument Rating. I then went on to do my instructor rating and started working part time on weekends to build more hours and gain more experience. I love instructing, as it enables me to support others to achieve their aviation goals. So, from that point till now, here's a snapshot of my achievements:

- Grade 1 Flying Instructor
- Opened a flying school at Bankstown Airport
- Flew for a regional airline out of Newcastle
- Flew for the Royal Flying Doctors out of Sydney
- Obtained my Flight-Testing approvals
- Now flying for a regional airline out of Brisbane

And so much more!!

In summary my message to you is that aviation is a passion. It's addictive and runs in your blood and makes you feel amazing. If you're reading this short story, embrace your flying and enjoy the amazing adventures that comes with it. If you're looking to start your flying, then remember, it's all about the passion and the desire to get there. Don't ever let anyone tell you it's not possible. Dream BIG !

Finally, when I got my first airline job, I told Mum and Dad that all their support and hard work was paying off. My Dad just happened to be at the Parkes Leagues Club that night and saw the teachers standing around having a beer. He walked over and said "You know that imbecile son of mine? He just got a job as a pilot flying for an airline." That beer went down so well.

Interest in flyaways?

The good weather time of year must be arriving soon so there'll be chances to get away. We'd like to gauge members' interest for flyaways this year. Some suggestions are:

- Gatton Airpark for lunch (or they have a breakfast there on 27th June)
- Yamba (Palmers Island) for lunch at the beach
- Evans Head aviation museum with lunch at the surf club
- Straddie Breakfast at Dunwich



Yamba



Gatton Airpark

If there is interest, some members have access to aircraft apart from RYC so we could go as a group. Register your interest on the WhatsApp group or text/phone Philip Arthur on 0412117510.

Gatton Airpark Social Club
invites you to our
Annual Breakfast Fly-In

Saturday 27th June, 2026
 Breakfast served between 8.00 - 9.30am
\$15 for cooked breakfast
\$5 barista coffee
 Fly or Drive
RSVP Gina Mathers, Message 0427 546 511

The MAC flight review process

By Gary Clarke

Hi Folks,

In reviewing the flight review process at MAC, the committee has decided to implement a more structured approach that will provide more consistency and enable members to better plan prior to conducting their VFR flight review.

REMEMBER: The flight review is NOT a test but it's to ensure that the pilot is competent and maintains the tolerances provided in MOS schedule 8. Refer: <https://www.legislation.gov.au/F2014L01102/latest/text>

Here is the Flight review process going forward.

1. There will be a **ground component** which comes from the PPL Flight Test form 61-1488 (see below). You can study in the VFRG and the purpose of the ground component is to ensure that a base line of VFR flight knowledge is maintained. This will also open up further discussion on certain areas and again is not a test but to ensure sound VFR flight knowledge.

2. **The flight component doesn't have to be a fixed menu.** It will consist of a nav via the training area to another airport for circuits and a landing. That could be Ballina (class D as of the 9th July 2026), Gold Coast (class C) or Lismore, depending on your preference. In the training area we will do upper airwork including stalls, steep turns, a practise forced landing and some instrument flying / unusual attitude recovery. At Ballina/Gold Coast/Lismore we will do some circuits then land, do a full stop and taxi off. We will then start up and depart back to YMUR where we will finish up with a precautionary search & landing and full stop.

Note: For those that want to, we can arrange to do a communications failure arrival at YBNA so you can follow the procedure and get a light signal on arrival. (We will need to give ATC prior notice for this procedure).

3. The **flight Tolerances** (excerpt below) are those laid out in MOS schedule 8 - Aeroplane general flight tolerances – private level.

3. Flight tolerances

Flight path or manoeuvre		Flight tolerances
Taxing aircraft	Document: Part 61 Manual of Standards Instrument 2014	±1.5 metres of centreline
Nominated heading		±10°
Climb airspeed		-0 / +5 kts
Level off from climb and descent		±150 ft
Straight and level	Altitude	±150 ft
	IAS	±10 kts
Power descent airspeed		±10 kts
Glide		-5 / +10 kts
Turns		Angle of Bank ±5°
Turns onto nominated headings		Heading ±10°
Steep Turn		Heading ±10°
		Height ±150 ft
Final approach airspeed		-0 / +5 kts
Landing	Touchdown	±120 m
	Centreline tracking	±2 m

Remember to bring your licence, medical and logbook to the review. For the flight, ensure you have current maps and charts, documents etc. These may be installed on your IPAD if you use Electronic Flight Bag (EFB) software like Oz Runways or Avplan. You may also use your EFB and also the aircraft GPS during the flight. Some members may want to gain more knowledge or experience with the Garmin GNX375 during the review. If so, you can download the app for free anytime and gain some practice. <https://www.garmin.com/en-US/p/685256/>



GPS Trainer Aviation App



How it appears on an iPad:





Remember if your flight review deadline is approaching you can contact Cam (cambaines@bigpond.com) or Gary (geclarke777@gmail.com) to arrange a date that suits and also have a chat about the review and we can assist with answering any questions or concerns you have prior.

If you have any questions, just ask!!





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✓ Satisfactory X Unsatisfactory TR Training records N Not tested

Item No	Activities and Manoeuvres	MOS	Result	Item No	Activities and Manoeuvres	MOS	Result
Ground Component				3.4 Test specific activities and manoeuvres			
2. Knowledge Requirements				Sch.5			
(a)	Privileges and limitations of the licence with category rating	2(a)		(a)	Enter and recover from stalls – 1 must be in the approach configuration and at least 1 stall and 1 wing drop at the stall	A5.1 A5.2	
(b)	Applicability of drug and alcohol regulations	2(b)		(b)	Conduct steep level turns of at least 45° bank	A5.3	
(c)	VFR aircraft instrument requirements	2(c)		(c)	Perform full panel instrument flying	IFF.2	
(d)	Emergency equipment requirements	2(d)		(d)	Using full instrument panel, recover from at least 2 unusual attitudes	IFF.3	
(e)	Requirements for landing areas and aerodromes	2(e)		(e)	Manage engine failure after take-off	A6.1	
(f)	GNSS and its use in VFR navigation	2(f)		(f)	Conduct precautionary search	A6.4	
(g)	Fuel planning and oil requirements for the flight	2(g)		(g)	Manage a malfunction during start or shutdown and 1 of: a system malfunction, fire or radio failure	A1.1 A6.5 C3.2	
(h)	Loading and unloading fuel	2(h)		(h)	Perform forced landing	A6.3	
(i)	Managing passengers and cargo	2(i)		3.5 Descent and arrival			
(j)	Aircraft loading system	2(j)		(a)	Conduct descents and descending turns	A3.3 A3.4	
(k)	Aircraft performance and landing calculations	2(k)		(b)	Plan and conduct arrival and circuit joining procedures	NAV.9	
(l)	Pilot maintenance authorisations	2(l)		3.6 Circuit, approach and landing			
(m)	Aircraft speed limitations	2(m)		(a)	Conduct normal circuit pattern, approach and landing	A3.6 A4.1	
(n)	Aircraft systems	2(n)		(b)	Conduct cross-wind landing	A4.2	
Flight Component				(c)	Conduct short field and flapless landings	A4.5 A6.5	
Sch.2				(d)	Perform a go-around procedure	A4.3	
3.1 Pre-flight				(e)	Perform after-landing actions and procedures	A4.1	
(a)	Perform pre-flight actions and procedures	C2.1 C4.1 NAV.1		3.7 Shut down and post-flight			
(b)	Perform pre-flight inspection	C2.2 C4.2		(a)	Park, shut down, secure aircraft and complete post-flight administration	C2.3 A1.1	
(c)	Refuel aircraft	C4.3		3.8 General requirements			
3.2 Ground ops, take-off, departure and climb				(a)	Maintain effective lookout	NTS1.1	
(a)	Complete all relevant checks and procedures	A1.1 A2.1		(b)	Maintain situational awareness	NTS1.2	
(b)	Taxi aircraft	A1.2 IFF.1		(c)	Assess situations and make decisions	NTS1.3	
(c)	Plan, brief and conduct take-off and departure procedures	A2.2 A2.4 C3.3 NAV.3		(d)	Set priorities and manage tasks	NTS1.4	
(d)	Conduct crosswind take-off	A2.3		(e)	Maintain effective communications and interpersonal relationships	NTS1.5	
(e)	Conduct short field take-off	A2.5		(f)	Recognise and manage threats	NTS2.1	
(f)	Conduct climbs and climbing turns – must include any 2 of maximum rate, maximum angle or cruise climb	A3.1 A3.4		(g)	Recognise and manage errors	NTS2.2	
3.3 En route cruise				(h)	Recognise and manage undesired aircraft state	NTS2.3	
(a)	Maintain straight and level and turn aircraft	A3.2 A3.4		(i)	Operate in controlled airspace	NAV.2 CTA.1	
(b)	Navigate aircraft en route	NAV.4		(j)	Operate in Class G airspace	NAV.2 OGA	
(c)	Maintain any 1 cruise configuration for turbulence, holding or range	NAV.4		(k)	Operate at controlled aerodrome	NAV.2 CTR	
(d)	Navigate at low level	NAV.5		(l)	Operate at non-towered aerodrome	NAV.2 ONTA	
(e)	Perform lost procedure	NAV.6		Continued page 2			
(f)	Perform diversion procedure	NAV.7					
(g)	Use instrument navigation systems	NAV.8 RNE.1					



Australian Government
Civil Aviation Safety Authority

Flight test report
61-1488
Private pilot licence—Aeroplane
refer to 61.515 (2) (c) of CASR

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✓ Satisfactory X Unsatisfactory TR Training records N Not tested

Item No	Activities and Manoeuvres	MOS	Result	Item No	Activities and Manoeuvres	MOS	Result
(m)	Use correct radio procedures	C1.1 C1.2 C3.1 NAV.2		(o)	Manage fuel system and monitor fuel plan and usage	C4.2	
(n)	Manage relevant aircraft systems	A3 Nav.4		(p)	Manage passengers and the carriage of cargo	C5	

Refer to the Flight Examiner Handbook for Requirements and Recommendations.

Details of the flight test

Test number		Result	Pass ☐	Fail ☐	
Applicant	ARN	Name	Signature		
Aircraft	Date	VH-	Type	Ground time	Flight time
Examiner	ARN	Name	Signature		
Examiner's comments:					

Flying safaris in the “olden days” – Part 2

by Bill Dennis

Gone are the days when we used AvFax for accessing weather and NOTAMs, and pretty much also gone are the days of NDBs, DMEs and VORs. However, it's worth remembering that not so long ago there was no such thing as the internet and GPS was a novelty and pretty basic. How times have changed. Bill Dennis wrote the following article about one of several fly-aways he did in a Cessna 210 from his home base in Latrobe Valley via Moorabbin. On this trip, Bill logged over 27 hours of flight time in 10 days, providing invaluable experience.

The article was printed in the monthly magazine produced by the Aircraft Owners and Pilots Association (AOPA) in March and April 1995. It makes interesting reading when you compare it to how we do things these days. This is part 2. The first part was in the previous edition of Murmurs.

By Bill Dennis, AOPA 27150

Bill continues with his story of a pilot's perspective of the trials and tribulations of a flying safari.

Continued from last month

I honestly can't remember his name but I think it was Allan. A nice enough sort of bloke dressed neatly in navy shorts, long socks and a white short sleeved pilot's shirt complete with epaulettes. A prayer wheel was visible through his shirt pocket giving the appearance of having regular use and a fist full of AICs trying to escape into the breeze. "Where are you off to today?", he asked, and I explained that we had come from Moorabbin a few days ago and we hoped to make Alice Springs that afternoon. After admiring the aircraft, Allan asked to see the aircraft flight manual and maintenance release. I passed these to him and as he thumbed through them, I realised that I had not religiously signed and dated the daily inspection log. I thought I would take the initiative and point this out. The obligatory reminder that it was now mandatory for PPLs and higher was issued. After a short time he was happy with the aircraft documents and now wanted to see my log book and licence.

He checked the endorsements and closely examined the medical certificate which he noticed was due to expire in five days time. Flipping it

over, he could see that the medical was extended for three months following the medical I had a fortnight earlier. No problems here and it was onto my flight plan. Have you lodged it with the CAA including a Sartime? "YEP". Have you received a weather briefing? "YEP", and I flipped over the plan to reveal my AVFAX briefing. Have you received your Notams? "YEP", and I flipped over the weather info to reveal my Notams for Mt Isa and Alice Springs. Do I have Head Office and FIR Notams? At that point he had me on toast. Although my knowledge of AVFAX was improving, it was not yet strong in the Notam department. Whenever I lodged my plan by phone, I would gain the relevant information but I had faxed this plan. A fear I have had with Notams on AVFAX was the horror of receiving thirty pages of irrelevant garbage at \$1.00 per page from the Mt Isa Hilton. I mentioned my search for instructions in the various publications and he gave me a compassionate glance before detailing the correct AVFAX codes and prefixes. Allan was genuinely helpful and gave me a better understanding of the jargon associated with Avfax Notams, too

frequently used in this game.

Finally it was onto weight and balance; an area in which I admitted I could be "on the nose". As he scanned the baggage strewn out in the shade of the wing, he asked how many passengers I had. Four was my reply and he said two of those would be smaller girls wouldn't they? "Well actually, no", but I added that they have strict luggage rations and I have just refuelled, leaving one hour out of each tank. That would give me an endurance of 240 minutes as stated on my plan and with a 45 minute fixed reserve, gave me a 65 minute margin. "Fair enough", he said, "but what is the basic empty weight a maximum take off weight?". I quoted the two figures in pounds and out popped that old prayer wheel. Looking over Allan's shoulder, I was dreading the thought of those gorillas showing up at this critical moment. "That gives you a total margin, of about 700kg, do you think you are within that?". I believe so, I replied and proceeded to add up the weight of the fuel and my knowledge of the actual passenger weights leaving me with about 95 kg of baggage capacity. He rescanned the bags and picked up a few to test the weight. "OK", he said, "that looks close enough for me", and with that, he wished me a good flight and said good bye.

It was about 11:00am, about 35 degrees and I felt like a Tooheys or two! Unfortunately that had to wait because shortly after I had the plane packed, the boys arrived and without any further ado, we were off for the Alice.

Except for some turbulence from the heat, this was a pleasant flight. The biggest challenge was to maintain the climb to 8,500 ft without over-heating the engine with both CHT and oil temperatures on their upper limits. The thermals were powerful, and while maintaining a constant airspeed of 130kts, we fluctuated between descents at 500 fpm to climbs at 1000 fpm. Some of my passengers weren't enjoying the roller coaster and frankly, I could have used a little still air at that point. Pressing on however, we levelled off at 8,500 ft and the ride improved for the duration of the flight. I called Alice control at Jervois with an estimate for Mt Benstead and he cleared me according to my plan. Following a request for my estimate for Alice, I was instructed to report again at Emily Gap on descent to 4000. Having no radar at Alice, the

controller's problem was that he also had an inbound 737 estimating the field at the same time. Upon reporting at Emily Gap, I was to further descend for a runway to be nominated. The ATIS said to expect runway 12 but it looked like the 737 might get that one.

Now in a perfect position to join base for runway 12 and with the 737 nowhere in sight, I requested further instructions. The controller spotted me as I turned on my landing light and seeing I was well in front of the 737, cleared me for a landing. As I turned onto final, I too could see the traffic and man it looked like he would catch me real soon if I didn't get a move on. Another fast approach until short final was in order and I made a special effort to hold off to minimise a high ground speed in the heat. I applied the brakes soon after the weight settled to try for the earliest taxiway. This was not to be, as the brakes faded dramatically and we rolled through to the next exit to vacate the runway just as the 737 was cleared to land. As I taxied, I glanced back at the threshold to see the big beast touch down gracefully not 30 seconds behind. Pity the controller didn't give him a caution for wake turbulence following our landing!

The plane was unpacked in about 30 seconds and I went off to hire the car. Returning 20 minutes later (and a few dollars poorer), we loaded up and headed straight for town and the nearest pub because I had a thirst you could photograph.

Alice is a pretty spot with many sights to see both in and around the town. We had planned to stay only one night so we were up early on Friday morning to get a heap of sandwiches and hit the road. As only two of us had been here before, we decided to do the standards of Simpsons Gap and Standley Chasm. The latter was particularly interesting to me as I had never seen the Chasm without water in it which normally created a natural barrier from going further into the Chasm itself. I was amazed to see that it extends for another 100m or so and the climb becomes more dramatic. It would be great to take a cut lunch and compass for a day's hiking there on another trip. Back in the car and leaving the Chasm, we continued West toward Ormiston Gorge but soon realised that we would not be back at the airport by 4pm as planned. We decided to press on to Ellery Creek Big Hole which

none of us had seen, running the gauntlet of being uninsured in our hire car while driving the 3km stretch of gravel road off the highway. To our delight, Ellery Creek had a Big Hole of water to swim in, and we raced back to the car in the 35 degree heat to grab our togs and dive in. It was beautiful and gave me strong memories of swimming in the various lakes in the Katherine Gorge. It was a pity that we had to disturb the two bikini clad girls sunbaking right under the Tarzan swing!

Back into the plane and taxiing at 4:30pm for the 45 minute hop across to King's Canyon, we were cleared for takeoff. Knowing the density altitude on this day was very high by Australian standards, I elected to use the full runway. The run up was normal and we soon found ourselves accelerating down the centre line. The Continental IO-520 fitted to the 210 is among the largest piston engine fitted to modern aircraft and even fully loaded in these conditions, you can't help but be impressed by the pressure in the small of your back as the throttle is fully opened. A normal rotation and climbout at 90kts to raise the gear then reducing RPM, manifold pressure and fuel flow at 120kts, the climb continued. This time however, we experienced what to me felt like we were flying through corrugated turbulence, a kind of soft and regular thumping through the airframe. Engine indications appeared normal and we continued to climb as expected but before turning onto our outbound track, I notified the tower and requested we carry out some operations in close proximity to the airfield in case we were on the verge of something big. This was approved and I commenced to vary the power settings as much as is possible in flight, opening and closing the cowl flaps, checking the doors to see if anything was hanging out in the slipstream and so on. The thumping was found to be worse on climb and it did vary with changes in power settings but did not disappear altogether. We elected to land back at Alice for a closer look and I advised the tower accordingly. He immediately offered to call out the RFF boys but that did not seem necessary. We made a normal landing and taxied for the maintenance hanger. Now all we had to do was find a LAME at 5pm on a Friday night! Roger Leach

was located and after a ground run, and other tests, diagnosed the problem as a faulty magneto. I asked if he had a replacement. "Nope", he said, "this is a Slick brand which I would not fit to an aircraft. We use Bendix but they are not interchangeable". With nothing to do now but find another hotel and consider our limited options, we agreed to call Roger the following morning to make a decision.

Alice was rapidly filling with visitors due to the start of the Master's Games. We managed to book into the Toddy Hotel for the night and over dinner discussed at length how we are entrusting our lives to the 1950's technology typified by the magnetos. A situation brought about in no small part by the US legal system where grieving relatives litigate against aircraft manufacturers for failing to place placards such as "Caution - High speed impact with ground may result in death". They seek to exonerate their husbands/brothers/sons of their actions by shifting the blame to the manufacturer 10,15 or 20 years after the thing was built. I had reached the conclusion that the magneto itself was OK but the points were shot. How this could be within 20 hours of a 100 hourly beats the hell out of me. Even more unbelievable is that the inspection of the points is not routine at a 100 hourly yet for any 20 year old car sporting such equipment, most wouldn't lift the bonnet unless they had new plugs and points in the tool box ready to be fitted.

The following morning, Roger located a spare in Darwin and had it sent by Ansett Airfreight. This was great because if we could get the part in the afternoon and have it fitted, we could be on our way losing only one day. This plan was thwarted by Ansett's inability or unwillingness to provide a service on a Saturday afternoon and this situation continued into Sunday, when in desperation, a \$100 call out fee was offered and this did the trick. Roger kindly fitted the magneto that afternoon and at 3:30pm (and \$1,000 lighter) we were ready to go, the only problem was where? Our original plan was to arrive home in Melbourne at this time but due to the loss of the first day, we decided to extend the trip until Monday. Since the boys wanted to at least fly around Ayers Rock, we decided that we should fly to King's Canyon as originally planned for the night then an early departure the next morning for a "standard scenic". We would then fly back to the

Ayers Rock airport for fuel and set off for Moorabbin via Leigh Creek and Mildura. Our original itinerary had us staying overnight at Roxby Downs but this was now out the window.

With the engine running smoothly, we took off for King's Canyon in the heat of the day and climbed to 4,500 ft. It was quite turbulent and we resolved that in future, we would do our flying in the mornings before the thermals grew into monsters. At that instance, we were subjected to the worst "pothole" I had ever experienced. Flying straight and level on autopilot, it felt like the wings had disconnected themselves temporarily from the fuselage. My clipboard and all the papers and maps contained therein filled the cockpit, headsets flew off and two passengers struck their heads firmly on the cabin ceiling. It was like driving a car blindfolded, with no suspension, off the edge of a 20 ft ledge then hitting the road again with a thud. The autopilot did not automatically disengage, so I flicked it off manually and took stock of the situation. It became apparent that despite the disarray we found the cockpit to be in, we were still

flying and the aircraft was none the worse for the experience. Most of us had our Poo Poo flaps lowered 20 degrees and we silently looked forward to our landing at King's Canyon still 20 minutes away. We made it there OK and landed well on a pretty rugged strip.

For years I have heard of the problem of the low turbulence penetration speed in a 210 and that if you suddenly enter turbulence at cruise speed, the wings will depart. Perhaps this belief has come from the fact that the 210 is one of the few Cessnas without wing struts. The bottom line is that it's a load of rubbish! The wings on the 210 are as strong as anything and they are well connected to the fuselage. Sure, you should slow down in turbulence and if it is bad, this is best achieved by "dangling the Dunlops". In these conditions, most pilots would slow down anyway; not just to reduce airframe stress but for a smoother ride.

Monday morning came and we were at the strip before sunrise. Soon after, we were heading for the Rock. This is truly a magnificent feature and every Australian should see it. Due to our time losses

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along the way, flying over the top would be as close as we would get. We landed at Ayers Rock airport at 8:30am as planned and found a real hubbub of commercial GA operators. I taxied up to the Avgas bowser in use and shut down behind a 207, the pilot of which was topping off the tanks. I asked him what the procedure for payment was and he explained that the bowser was strictly for use by the commercial operators and I would have to wait for the refueller to arrive at about 10:00am. "Terrific", I thought, and thanked him for all of his help. As I needed to get a weather briefing and lodge a plan to Leigh Creek, I walked over to the terminal where the others were waiting. With only a bowl of Corn Flakes under our belts and a long trip ahead of us, I wanted to buy some goodies to eat en-route. Too bad the terminal didn't open until 9:00am and the kiosk at 10. Bloody brilliant I thought. This typifies why we had specifically decided to give the Yulara accommodation a big miss as you get this overwhelming sense that for the local operators, the first call of duty is not the service they can provide, but how much money they can wrest from a visitor with limited choices. So we phoned through our plan, bought several cans of drink from the machine and even managed to talk the refueller (who was working in his depot) into topping us off before he officially started. Three cheers for him.

We had a good trip to LEC and the lady unicom and fuel operator was very helpful. Upon landing at about midday, I was to plan the next leg while Ian refuelled and topped off the oil. The others were to catch a taxi into town to buy sandwiches and munchies. This was fine until we discovered that there is no taxi in Leigh Creek, snookered again! In an extraordinary gesture of generosity, the refueller offered us the use of her car for the trip to town and this was accepted with thanks. With full tanks and bellies, we were airborne again for Moorabbin via Swan Hill, not Mildura, as Swan Hill has no landing or refueller callout fees. This flight also went well with temperatures slowly but surely on the decline. Approaching Mangalore, we could see a cloud mass extending from Seymour well to the South. Knowing it was solid over Melbourne, there was no point in climbing on top so we planned to arrive through the Kilmore gap with quite a

reasonable cloud base of 3000 ft. Fifty minutes before last light, it was dark and murky but not getting any worse and it was clear to me that we would definitely make it home. Approaching Kilmore, I called Melbourne Radar to advise my position and request he assign a code to me so he could assist in getting me to the Academy without busting controlled airspace. No problems again and with a few minor changes in our heading, put us over the Academy where I thanked him and called Moorabbin Tower inbound. I was immediately cleared for a straight in approach to runway 17 left where we landed with a sigh of relief to be back home. With a distance of around 1100 nautical miles behind us that day, it was about as far as I would ever wish to fly single pilot in an aircraft of this speed.

We knew our itinerary was optimistic and the last day was gruelling, but we accepted the challenge and part of the fun is the flexibility essential for this mode of transport. We flew 3,200 nautical miles in 27.3 hours with the shared costs amounting to \$1,600 each. Largely, I was happy with my performance as a pilot, with the clearest reminder from my training being to never have fewer than two options available as you fly into a marginal weather situation. At least one of those options should have no doubt attached to it whatsoever so that it is easy to turn back if required. For long distance flying, VFR is almost certainly more difficult than IFR because of the constant possibility of diversion due to weather and the reduced Flight Service facilities at your disposal. I only wish I did enough flying to warrant the rating and apparently you will then be regarded as real traffic by the CAA. You get to fly FULL SAR and you don't pay any additional taxes! Previous trips of mine have not been as challenging as this and I strongly encourage new pilots to get out and get the experience while your training is fresh. I'll do it again in two years' time, only this time, I want to travel in the company of one or two more aircraft. ■

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.

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 0409 646 242	Cam 0488 198 544
Dominic 0423 283 893	Jason 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**. This helps our bookkeeper immensely.

Also remember that it's up to you as pilot in command to **include any landing/parking fees** (if applicable) along with hours flown in your invoice and pay on the day of your 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. **And if you buy fuel away from YMUR you may deduct an amount for the fuel from your bill. If the fuel costs you less per litre than at YMUR then deduct the amount you actually paid. If it costs more, then deduct the amount you would've paid at YMUR for that many litres. So if you fill up at Bourke and it costs you \$4 per litre, only deduct the amount it would've costed you at YMUR (say for example \$2.90).**

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 currently \$290 per hour.**

MURWILLUMBAH AERO CLUB INC.
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FLIGHT DOCKET **9999**
TAX INVOICE/RECEIPT



MURWILLUMBAH AERO CLUB

AIRCRAFT	DATE OF FLIGHT	TIME OF HIRE
VH-RYC		UNTIL

PILOT IN COMMAND (PRINT)		
Mobile: 04 _____ Wt: _____ kg		
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.

PASSENGERS / INSTRUCTOR

1. _____
 Mobile: 04 _____ Wt: _____ kg

2. _____
 Mobile: 04 _____ Wt: _____ kg

3. _____
 Mobile: 04 _____ Wt: _____ kg

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

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

CHARGE TO: _____

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SIGNATURE: _____

BANKING DETAILS

MURWILLUMBAH AERO CLUB

BSB: 032563 ACC NO: 560358



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Invite others along if you're planning a flight
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Nick Christian on 0413 171 664

or

Philip Arthur on 0412 217 510

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