



THE REDCLIFFE AERO CLUB

Airchat

AUTUMN 2004

Official Newsletter of the Redcliffe Aero Club
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INSIDE THIS ISSUE

Angel Flight Takes off at Redcliffe
"Out and About " Photos
Heard Around the Airfield...

Aviation Humour
Test Your Knowledge
Plus all the regular reports and more!

RAC COMMITTEE & STAFF

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AVIATION THEORY CLASSES

These will be on a numbers permitting basis and costs are yet to be finalised.

Classes could be offered for:

BAK, PPL, CPL & IREX

If you are interested, please advise an instructor on your next visit or contact us:

Ph: 3203 1777 or Email: Enquiries@RedcliffeAeroClub.com.au

CFI'S REPORT

Greetings to all!

In the absence of Rob Beaumont who is on leave, I have been asked in my role as Instructor in Charge to pen a few lines in place of the usual CFI Report.

Firstly, the club has had a very busy January and February, with many people taking advantage of our new discounted stand-by rates etc. Please also remember that instructors may be booked outside the "normal" 8am - 5pm hours and will do all that we can to be available to fly with you when it suits you most.

With the "Night VFR season" just around the corner, now is the time to start dusting off those ratings and regaining your night recency or perhaps completing that course of training which was started last year or the year before that.....? For those who haven't had the experience of night flying as yet, an excellent way to dip your toe in the water is by trying a dual flight at one of our monthly night flying socials. You'll get dual flying at solo rates plus a chance to talk flying with other club members and enjoy a BBQ dinner.

The month of March has unfortunately been dagged by a substantial amount of weather which is not aviation friendly. I suppose rain is great for the farmers and therefore the economy generally, but gale force winds are not much good for anyone (except perhaps suicidal sailboard riders!) Because of this and to benefit individual trainees, hirers and club members generally, it is important that when the weather is favourable we need to be in a position to take advantage of it.

It is very difficult to achieve this sometimes when we experience late cancellations or when people fail to arrive for their booking. So I'd therefore like to issue a polite request that people do their

utmost to honour the booking they've made or if they need to cancel, do so with as much notice as possible.

Whilst on the subject of requests, a couple more... Would trainees please ensure that they fill out the "totals" section at the bottom of the page of their logbooks when they have completed a page of entries. Doing this job before starting the next page helps to avoid a much bigger job and headaches further down the track.

Also, there have been a couple of occasions recently where pitot covers and control locks have not been refitted at the end of a flight or seatbelts have been left dangling. Please help save your club the time and expense of unblocking pitot tubes, repairing controls damaged by wind gusts or replacing seatbelts which have been jammed in doors or caught in seat adjustment mechanisms. This can be achieved by sparing a few minutes at the conclusion of your flight to ensure that pitot covers and control locks are fitted and seatbelts are fastened.

Finally, one of our esteemed life members, Jack Nally is now recovering from recent heart surgery and on behalf of all at the club, I wish him a speedy recovery. We need more people of his ilk around - a dedicated aviator and a complete gentleman!

Well, thats all from me for now. I look forward to seeing you all here at the club in the coming months to enjoy some aviating!

Brendan Power
Instructor in Charge

OUR CONDOLENCES

On behalf of the committee, members and staff, the club expresses its sincerest condolences to Treasurer Paul Gripske and his wife and family.

Paul's mother passed away recently after a long illness. Our thoughts and sympathies are with you during this difficult time.

CLUBHOUSE AVAILABLE FOR YOUR FUNCTION HIRE

COST: ONLY \$250!!!

This includes bar staff, plus all electricity and cleaning charges.

Capacity up to 100 guests!!!

Please contact the club on 3203-1777 for further information.

PRESIDENT'S REPORT

Dear Fellow Members,

Carrying on the theme from my last report regarding committee decisions to set some goals that we believe will benefit the club now and into the future, we have decided that there are a few things that we would like to achieve prior to 30 June 2005.

Apart from replacing engines etc as required, we are getting quotes to tidy up the interiors of our other aircraft. We would also like to replace the carpet in the club house. The big ticket item is to build an extension to the club's hanger. Given the absence at this time of preliminary figures and given the number of enquiries that we have had regarding the availability of hanger space, my gut feeling is that the project would be cashflow positive. However, we will be in a position to make a decision once the costings etc are done. I will keep you informed.

On a completely different note, long time club member, former committee man and Redcliffe City Council Councillor Ian Poyitt and wife Lyn are leaving town and moving to New South Wales to be nearer to their children. Ian has assured me that they will drop in to the club when they are back in town from time to time.

Until next time, safe flying.

Peter Marshall
President

RAC NIGHT FLYING SOCIALS

**Held all year round!
3rd Saturday Night of every month.**

**THE NEXT WILL BE HELD ON
SATURDAY 17 APRIL.**

**Bar Open from 4pm.
BBQ Dinner.
Flying begins at 6pm.**

**All welcome including student pilots!
Fly with an instructor at solo rates!
Places limited so book early!**

Bring the family and friends along!

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TREASURER'S REPORT

It has been a very interesting time since I took over as Treasurer. There were no formal systems in the accounting department of the Redcliffe Aero Club. We were using two computer systems and we also had MYOB partly setup in the anticipation that it would be running by the 1st July, 2003. We had an officeperson that basically had been with the club for six months and had no set duties. We had incredibly high bills from our accounting firm for work that the Treasurer should have undertaken. We had creditors that had been paid amounts that did not match any invoices. We had money in the bank and overdue accounts. Needless to say, my first few weeks as Treasurer were a nightmare!

Since these bad old days, which I believe goes back eleven years and three Treasurers, we now have MYOB up and running. Our officeperson, Ann Carter, has set duties and has began an operations manual for her position for any Treasurer's that follow on. As of 1st January 2004, all overdue accounts were brought up to date. The club now has formal reporting systems in place for future Treasurers to take over. Also, we have found approximately \$1600 in savings every month, simply by improving the house keeping!

The club has made a small profit for both January and February, even after we take out the aircraft depreciation for engines, props and paint. This is a good sign! We had a meeting with our auditors at which the President, Vice-President and myself attended and were astounded by some of the comments. Indeed, it shows over time, the strength of the club that it withstood the way the finances and procedures of the club were run.

Also, I'd like to say that there are some sections of the club that believe we do not need an officeperson. The results of this have been shown by the thousands of dollars spent on auditors fees. These overpayments on auditors fees and the general loss of sales caused by not having an officeperson to answer phone calls and enquiries means that if the club cannot afford an office person, the club cannot afford a flying school. Any sort of idea that flying instructors can be officepersons, can be forgotten.

Looking towards the future, we have challenges with the amount of leasehold land we have, but this can be overcome by the building of hangars or the returning of leased land back to the Council. We also have a problem with most of our income being derived on weekends, so our weekday flying needs to be lifted. I believe we have to promote this aspect. Also, although most of you think that it is expensive to have an instructor sitting beside you, you may be surprised to know that in fact most months of the year, our profit is derived from private hire and membership.

This committee has increased bar takings and flying activities which has helped our bottom line considerably. But we also need to look not so much at our private hire charging, but our dual, which is the cheapest in South East Queensland. After considerable deliberation, the committee has therefore decided to increase dual and solo training rates \$5/hr effective 1st April, with automatic CPI increases 1st July each year. However, it is important to note that private hire rates have not changed.

There is no reason why the Redcliffe Aero Club can't be the strongest in the region with very modern aircraft. We have a great facility which is currently not being utilised to its potential. I believe that if every member who owned a business, had its Christmas Party at the club and if every member had a birthday party or function at the club once a year, we could afford to upgrade our aircraft, if not buy new ones.

What would also be nice is that if every member could fly as much as possible during the week. The staff are now taking flexible bookings by prior arrangement during daylight hours, so this is certainly a possibility. In addition, if every member told his or her friends to fly at the Redcliffe Aero Club and stay afterwards to have a few drinks at the bar, you would be surprised at the difference that would be made in twelve months time. Please remember that you are a part owner in our aircraft and club house, so it's to your own advantage to spend money and bring people to our club. Be an active member and be part of a new era in the Redcliffe Aero Club's history!

Paul Gripske
Treasurer

RAC BUSINESS PLAN

Strategic Goals: What you'll be getting for your money...

SHORT TERM GOALS (achieve by 30/06/05):

- * **Build new hangar**
- * **Install new engine in IVW**
- * **Refurbish interior of MSJ**
- * **Re-carpet clubhouse**
- * **Increase social events**
- * **Increase advertising**

LONG TERM GOALS:

- * **Increase membership by 10% p.a. (target 500 members)**
- * **Keep aircraft rates competitive**
- * **Keep membership fees minimal**
- * **Refurbish and repaint more aircraft**
- * **Purchase new aircraft**

"Out and About" Photos

Left: Gary Lippiatt at Wondai on his PPL Nav 1

Below: Stephen White joining the circuit at Goondiwindi in FRF to refuel on the club's first Angel Flight mission to Mungindi.



Left: The club's newest Commercial Pilot Maina Wambugu at Hervey Bay during a training nav in the Piper Arrow NUS.

Below: Paul Gambling and John O'Brien turning onto final approach at Coffs Harbour. A nice day out for fish and chips!



Left: Former club owned C152 BUE was recently spotted in Mackay. (For our newer members, this is how BUQ once looked three years ago prior to its refurbishment).

Below: On short final into Tangalooma airstrip (600m length!)



Left: MSJ diverting low level around weather between Rocky and Mackay during a recent charter to Laguna Quays.



Heard Around the Airfield...

The propeller at the entrance to the club carpark belonged to what type of aircraft?
Hint - it was recovered from the ocean off Moreton Island by a trawler and donated to the Club by founding member Norn Thurecht.

Free drink at the bar for the first correct entry!!

The propeller governor cover was gone at the time of recovery and so was replaced with the base of a Sunbeam pressure cooker!! It was a perfect fit!

The DeHavilland Dove we mentioned last Airchat is in the process of being dismantled and packed into 2 shipping containers for onshipment to the owner who lives in the USA. It really looks a sad case. The carcass can be viewed outside Pat Harringtons hangar at the western end of the aerodrome.

However you can be assured that Pat will have everything categorised and safely packed away, and hopefully the Dove will again fly.

Warwick Woinarski's tiger moth BJE is again in the air after an extensive rebuild. The new red and cream paint scheme looks really great.

Who's for Oshkosh?? With the Ausie dollar the strongest in years, now is the best time for the ultimate light aircraft pilgrimage to the EAA Oshkosh fly-in at Wisconsin, USA. The event takes place in the last week in July.

There are several Club members already planning to attend. If you would like to join the party let the Club Vice President Ron Ennis know and he will point you in the right direction to sign up!
(M: 0414 883 864 or Email: VicePresident@RedcliffeAeroClub.com.au)

Also check out the airshow's website: www.airventure.org

BAR OPEN!!!

Every Friday and Saturday Night from 4pm!

Meet other members and share your aviation tales!

All Welcome.

Angel Flight

Takes Off at Redcliffe...

By Stephen White



On the 18th of March John O'Brien and I carried out Redcliffe Aero Club's first Angel Flight mission. What's Angel Flight? It's a new Australian charity that co-ordinates non-emergency flights for financially and medically needy people. You, as a registered Angel Flight pilot donate your time, skill and the cost of the aircraft (Angel Flight is a registered charity so your donation is tax deductible). The missions usually involve ferrying one or two people from the bush to their doctor or hospital in a major city for treatment. These people don't have the financial means to go by commercial or charter flight and are usually not physically up to a long and arduous road trip.

Our mission involved picking up a 69 year old lung cancer sufferer and her carer from their home in Mungindi (70 nm west south west of Goondiwindi) and transporting them to Toowoomba for a 10:30 am chemotherapy appointment at Toowoomba Base Hospital. An "earth angel" Jack (also an Angel Flight pilot) met us at the airport and transported them to hospital. The next day Jens Meinecke (based at Archerfield) flew them back to Mungindi in his Bonanza. To get them to Toowoomba by 10:30 am, we were up at 3:30am to complete flight planning and notification for a 5:30am first light departure in Piper Archer FRF. ATC cleared us to 8500 feet for a very smooth flight to Goondiwindi where we refueled (no fuel available

at Mungindi). With all the recent rain there was an incredible amount of water dotted about the landscape. Many paddocks were lakes and numerous roads were cut by flood water.



Top: A beautiful sunrise over the Brisbane Valley.

Above: Paddocks flooded and roads cut after recent rains SW of Goondiwindi.

We arrived at Mungindi's long sealed strip about 8:15am. The flight to Toowoomba was also quite smooth which was just as well since after take off we found out our passengers didn't like heights and hadn't flown much before, especially in light aircraft! But they both really enjoyed the flight and appreciated not having to spend five or so hours in the car. (Our patient had made one trip to hospital by road and needed a couple of weeks to fully recover).

Not long after arriving back at Redcliffe, John organized an article and photo in the local Redcliffe newspaper to help promote the club and Angel Flight's activities.

I would encourage other RAC members to get involved in Angel Flight missions. You would be helping someone in need, keeping your skills current, utilising club aircraft and promoting the Redcliffe Aero Club. You can visit Angel Flight on the web at www.angelflight.org.au to get all the details or alternatively phone me on 0418 980 172 and I would be happy to tell you how you could get involved.

Stephen White

Right:
Approaching
Toowoomba.

Below:
Stephen about to
turn onto final
approach at
Mungindi.



Above:
Patient Violet
Cranham (right)
and daughter Lyn
Brown (left) about
to climb aboard
FRF at Mungindi.

Left:
Violet on the Angel Flight to Toowoomba.

AVIATION ENTHUSIASTS GROUP OF QLD

SLIDE NIGHT:

**Saturday 29 May
from 6.30pm**

**Pacific Airliners
Classic Props
Ansett and BOAC**

COMMITTEE MEETINGS

**3rd Wednesday Night of
every month at 7pm.**

Next meeting 21 April.

All members encouraged to attend.

CLUB CAPTAIN'S REPORT

RAC FLYING COMPS

For all those members that have been asking what happened to the flying comps **THEY'RE BACK**, so come down and participate on the **1st Sunday of EVERY month** and be in the running for the trophy presented at the Wing's dinner for best club pilot 2004.

For those that have not met me yet, my name is Steve Westcott, and earlier this year I took over the daunting task of club captain from the competition master, Alan Eustace. It was evident that more participation was desperately needed in the club, and one initiative to improve participation was to bring back monthly flying competitions and night flying socials.

The first competition was held on 8 February 2004. Nine entrants turned up on the day for some fun and a great lunch cooked by our President, Peter Marshall.

The agenda for the day included:

- * Departure with ASI and ALT covered, then nominating when at speed and altitude;
- * Instrument turns under the hood;
- * Flour bomb drops; and
- * Spot landings.

A big congratulation must go to Nick Funnell. First time performer and only a student pilot, he produced a very impressive 214 points coming 3rd overall. But the club's cleaner cleaned up the competition with Phil Ware, an ex RAAF Neptune EW warfare officer and ATC check and training, winning the day's events with an impressive 230 points. Indeed, his flour bombing skills were exceptional!!

Results for RAC flying competition for 8 February 2004 were:

Phil Ware	230pts
Steve Westcott	218pts
Nick Funnell	214pts
Peter Marshall	174pts
Alan Eustace	170pts
Joanna McBride	171pts
Michael Strano	167pts
Andrew Learmonth	164pts
Gary Lippiatt	145pts

On 7 March 2004 another day of aerial battles was to unfold, with Caloundra Aero Club coming down in force.

Marking the runways for the day's events does take time (around 30-40minutes). With the help of John O'Brien, we decided that the easiest way was to mark the runway the night before. All marked, we left at around 1830 ready for the big day. Around 2130 that night, a very small rain-shower,

most likely only the width of the runway, kindly washed the runway and our chalk. A great start to the day's events!

11 participants entered the competition with some special surprises on the day.

For those of you that like a little challenge, next time you're flying try this and see how you fare.

- * Compete a 360 degree turn using only rudder, trim and power whilst maintaining an altitude tolerance of +/- 50ft.
- * A flapless spot landing to hit a target 5 metres wide.

For those who succeed you must attend the next flying competition!

Overall results for the day were:

Steve Westcott	239 (RAC)
Michael Strano	236 (RAC)
Phil Ware	195 (RAC)
R Loeken	186 (CAC)
Graham Schott	170 (CAC)
Stephen White	159 (RAC)
P Orton	143 (CAC)
A Poszjay	140 (CAC)
Alan Eustace	140 (RAC)
Paul Gambling	136 (RAC)
Peter Marshall	118 (RAC)

THANK YOU TO IAN POYITT

Ian has kindly donated one print of a Spitfire with the autographs of the Battle of Britain pilots valued at approximately \$1500.

This picture is currently hanging in the front office area.

Both Ian and his wife Lyn have been long time members and supporters of the club and are now moving interstate.

The club wishes you both all the best for the future!

A big thanks must go out to Graham Schott and the team from Caloundra Aero Club for coming down and sharing the fun filled day that club competitions have to offer. For those that were present on the day Graham Schotts magnificent KR2 was on display, a small but very fast little aeroplane.



A reminder that all levels of pilots can participate in comps, Student to Commercial.

A big thanks must go to the following people, who without their valued contributions and help, these days cannot be possible...

John O'Brien, Peter Marshall, Dave Carpenter, Jack Nally, Jim Cable and Allan Eustace

Thanks Guys!

Steve Westcott
Club Captain

NEXT COMPETITION

SUNDAY, 2 MAY at 0900
Training area NAVEX
(See Below)

RAC FLYING COMPETITION

Sunday 2nd May from 10am

Held first Sunday of every month!

Test your skills and have loads of fun during a training area navex!

\$50 up for grabs if you hit the flour bomb target!

BBQ lunch available.



**Email: ClubCaptain@RedcliffeAeroClub.com.au or
phone 0400 707 737 for more details.**

Aviation Humour

Been to Frankfurt Before?

The German controllers at Frankfurt Airport were a short tempered lot, they not only expected you to know your parking location but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground and a British Airways 747 (Speedbird).

Speedbird: "Good morning Frankfurt, Speedbird 206 clear of the active."

Ground: "Guten morgan, taxi to your gate."

The BA 747 pulls onto the main taxiway and stops.

Ground: "Speedbird, do you not know where you are going?!"

Speedbird: "Standby ground, I'm looking up the gate location now."

Ground (with typical German patience): "Speedbird, have you never been to Frankfurt before?!"

Speedbird (coolly): "Yes, in 1944, but I didn't stop."

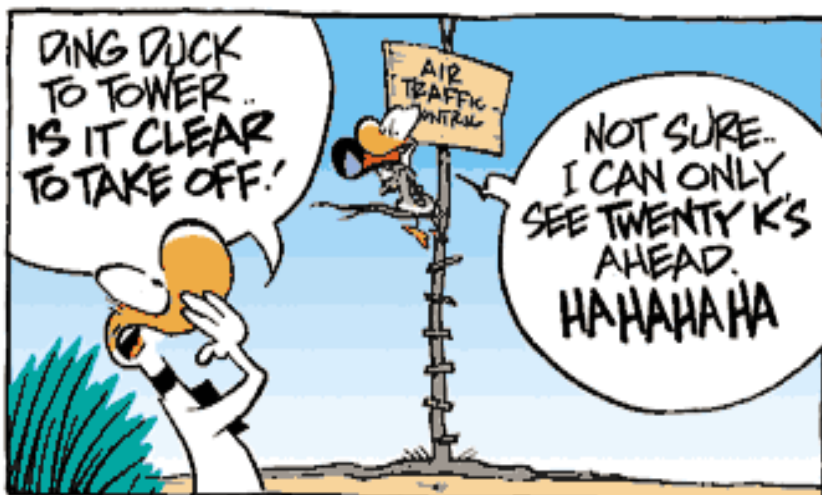
"Good morning, everyone, and welcome aboard American Trans Air flight 458. Before we take off, I'd like to call your attention to some safety features we have on board. Each seat on board comes with a safety information card; we'd like you to read very carefully through this in preparation for the mid-flight test later on. I'd also like to call your attention to the smartly dressed flight attendants standing before you, who will be pointing out exits and other aircraft equipment. There are six exits on board, two at the back two in the middle and two at the front. Should there be a sudden loss of cabin pressure, oxygen masks will automatically drop from above. Place these over your mouth and nose and begin breathing normally. Adults, put your own mask on before helping a child or an adult who's acting like a child.

"Once we have reached a comfortable altitude, the captain will turn off the seat belt sign and you will be free to move about the cabin. If you need to use the bathroom, we have six on board, three forward and three aft. If you're unfamiliar with the terms 'fore' and 'aft,' you're in some trouble, aren't you? We'd like to remind you that this is a no-smoking flight and, to ensure this, smoke detectors are installed in all lavatories. Federal law prohibits tampering with this device or with the hidden camera. Photographs will be available at the end of the flight.

"We'll be showing two movies on today's flight. Our first is entitled The Hijacking of Flight 458 [this flight's number], followed by Jet Crash '98. Both movies are based on real-life events, as told by American Trans Air cabin attendants. For the moment, sit back, relax, and enjoy the flight, as I and the rest of the cabin attendants go below deck to begin searching through your luggage."



www.swamp.com.au



Test Your Knowledge

General Knowledge

1. **Spark plug fouling would be most likely during:**
 - a. long periods of ground operation at low power
 - b. climbs at high power settings
 - c. cruising flight in cold weather
 - d. operation in conditions where carburetor ice is likely to form
2. **During flight a centre zero ammeter shows an abnormally high positive reading for an extended period of time. The correct interpretation of this is:**
 - a. electrical instruments will over read
 - b. the alternator has failed and the battery is powering the system
 - c. the battery is being overcharged and may boil
 - d. no particular meaning
3. **What is the difference between aviation gasoline (avgas) and aviation turbine fuel (avtur)?**
 - a. avgas is blue or green while avtur is red
 - b. avgas is red while turbine fuel is green
 - c. avgas is clear while turbine fuel is blue or green
 - d. avgas is blue or green while turbine fuel is clear
4. **Which instrument would suggest that the static vent has become blocked during a climb?**
 - a. the vertical speed indicator reads zero
 - b. all pressure instruments read zero
 - c. the altimeter reads zero
 - d. the airspeed indicator reads zero
5. **What effect does the application of carburetor heat have on mixture and power?**
 - a. mixture becomes leaner and power is unaffected
 - b. mixture becomes richer and power is reduced
 - c. mixture becomes leaner and power is reduced
 - d. mixture becomes richer and power is unaffected

Answers and Explanations

1. a One of the most common causes of plug fouling is oil deposits on the spark plug electrodes. Engine oil contains a considerable amount of carbon, a by product of combustion. Carbon is an excellent conductor of electricity and acts to short out the plug. At low power there is insufficient heat to burn the oil that finds its way into the combustion chamber.
2. c If the battery will not accept the charge, a high current continues to flow through it causing it to heat up. If allowed to continue, this can cause severe damage to the battery.
3. d The colour in avgas is actually dye put in to aid identification.
4. a If the static vent is blocked, the VSI is isolated from the ambient air and can no longer register any change in pressure.
5. b Since the hot air is less dense than the cool air, the manifold pressure drops resulting in a reduced power output. Since the carburetor continues to supply the same quantity of fuel, the mixture becomes too rich.

RAC WEBSITE

Stay tuned to our website featuring upcoming events, contact details, training documents, Airchat Online and other useful information.

www.RedcliffeAeroClub.com.au

Welcome to New Members

Name:	Occupation:	Licence Type:
Chris Weir	Panel Beater	SPL
Daniel Walker	Student	SPL
Dave Robinson	Trader	SPL
Lesley Taylor	Community Service	SPL
Mark Howarth	Student	SPL
Marie Hunter	Administration	SPL
Sue Stubbs	Yoga Teacher	SPL
Christopher Elder	Electrical Contractor	PPL
Bryan Chalk	Director	PPL
David Kelleher	Electrician	PPL
Luc Berthouze	Researcher	PPL
Ron Pinfold	Boiler Maker	PPL
Maina Wambugu		CPL
Justin Sinclair	Pilot	ATPL
Lester Lewis	Pilot	ATPL
Phil Heggie	Pilot	ATPL

Achievers

Congratulations to the following members on their achievements:

FIRST SOLO:

Allan Bottomley
 Matthew Campbell
 Matthew O'Keefe
 Clinton Mohaupt

FIRST NIGHT SOLO:

Michael Strano

GFPT:

Adrian Devene
 John Hillcoat
 Mike Iveson
 Mike O'Reilly
 Nick Funnell
 Rob Shinnars

PPL:

Stephen White
 Phil Perkins
 John Zoanetti

CPL:

Maina Wambugu

BFR:

Ian Poyitt
 Keith McNutt
 Jack Nally
 Ken Copeland
 Nick Clarke
 Peter Ashley
 Trevor Phillips

RADIO EXAM:

Jereme Baker
 Matthew Campbell
 Matthew O'Keefe
 Clinton Mohaupt

PRE-SOLO EXAM:

Jereme Baker
 Matthew Campbell

Matthew O'Keefe
 Clinton Mohaupt

PRE-AREA SOLO EXAM:

Nick Funnell

BAK EXAM:

Nick Funnell
 Adrian Devene
 Allan Bottomley

PPL EXAM:

Phil Perkins
 Emmanuel Murray
 Andy McIntyre
 Gary Lippiatt

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\$400/Year

Advertising in *Airchat* provides a valuable opportunity for local businesses to network amongst each other and to advertise their products and services to a specific target audience.

Each edition (approximately 6 per year) is distributed to over 275 club members and their families in addition to being made available on the club's website for download by an infinite worldwide audience.

For further enquiries or to place an advertisement, email: Airchat@RedcliffeAeroClub.com.au

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