



AUTUMN | 2016

# plane torque



Archerfield

Brisbane's Metropolitan Airport



Pictured: Instructor Samantha Bignell from Basair. Basair is one of the many flight schools supporting *Fly Neighbourly*.

## FLYING 'NEIGHBOURLY'

**Archerfield Airport tenants and flight training schools have given broad support to the airport's recently introduced *Fly Neighbourly* program.**

The voluntary code of practice aims to reduce aircraft disturbances around the airport and has been incorporated into most flight training courses. Many businesses operating at the airport have also adopted *Fly Neighbourly* principles.

*Fly Neighbourly* was developed by Archerfield Airport Corporation (AAC) in partnership with airport operators, the Archerfield Tower, the local community and other aviation stakeholders. The program encourages pilots to be aware of, and avoid, noise-sensitive areas such as residential areas where possible; recommends noise-reduction strategies on the ground and in the air; and

provides guidance for trainee pilots involved in circuit training.

Airport General Manager, Heather Mattes, thanked the airport community for their support of the initiative which is based on similar successful programs operating interstate and overseas. She said such programs fostered goodwill among local residents and business owners and led to greater community understanding of the challenges involved in airport operations.

"While noise will always be associated with an airport, *Fly Neighbourly* is about educating pilots and others who use the airport to be conscious of the impacts of their activities on nearby businesses and residents," Mrs Mattes said. "Safety is our priority, but wherever possible we encourage people to adopt *Fly Neighbourly* principles."

## Realigned flight paths

The Non Directional Beacon navigation aid at Archerfield Airport is being replaced as part of a nation-wide transition to a Global Navigation Satellite System as the main means of navigation. As a result, the flight paths for aircraft required to use instruments to navigate into Archerfield Airport will be realigned from May. No additional residential areas will be exposed to aircraft noise, but residents may notice some change in the direction of flights.

## Reminder: Aircraft washing

Airport tenants are reminded of their environmental responsibilities when it comes to washing aircraft. Aircraft must be washed only at the dedicated wash-down bay north of the terminal building. This facility has an Oil-Silt-Water Separator and an Oil-Water-Solids Separator which filter runoff to stop contaminants reaching the stormwater system.



### A message from the **GENERAL MANAGER**

We are well into Autumn now and have had some magnificent weather for flying and aviation activities throughout Summer. We are working closely with Airservices and CASA to optimise Archerfield Airport airspace given its close proximity to Gold Coast, Brisbane and Amberley Airspace. Airspace within the Brisbane Basin is being redesigned in preparation for the commissioning of the new parallel runway at Brisbane Airport, ILS at Gold Coast and the major expansion of military aircraft. These works will safeguard Archerfield Airport's ability to support all aircraft operations under instrument meteorological and flying training within established danger areas and enable more efficient aircraft operations.

One of our oldest tenants, Royal Queensland Aero Club, is now in voluntary administration. This is a very sad time for members, staff, students and the aviation industry. RQAC has a long, proud history and we extend our sincere wishes for its future and support to members, staff and students.

Safe landings,



**Heather Mattes**  
General Manager



### SPOTLIGHT ON:

## **Air Operations Unit Rural Fire Service Queensland Queensland Fire and Emergency Services**



**For three months every year, Hangar 623 at Archerfield Airport is a hive of activity. During Queensland's bushfire season, the hangar houses two massive 'water bombing' Bell 214B helicopters (pictured) plus a Twin Squirrel helicopter.**

The aircraft are leased by Queensland Fire and Emergency Services from McDermott Aviation and used to support fire-fighting ground crews in the State's south east.

The heavy-lift, single engine 214B's are each capable of carrying 2,800 litres of water – and thanks to their huge rotor blades and excess power, they can work all day unaffected by heat and altitude.

Water is taken mainly from private dams or water reservoirs. 'Bombing' does not extinguish bushfires, however it slows down and takes the heat out of a fire, creating a safety buffer for the fire-fighters on the ground. An Air Observer and an Air Attack Supervisor onboard the lighter twin engine Twin Squirrel provide directions to the 214B pilots.

Manager Air Operations, Martin Gibson, said the helicopters played a vital part in controlling bush fires in an extensive area from the NSW border north to Gympie and west beyond Toowoomba. He said the specialised pilots were highly trained and experienced, and flew only during the day for safety reasons.

Martin thanked AAC, airport tenants and the local community for their cooperation and support of this important fire-fighting operation during Queensland's bushfire seasons.

## Looking to the future

**For students from Indooroopilly State High School, a recent visit to Archerfield Airport was the perfect opportunity to check out potential career options in the aviation sector. The students are enrolled in Aerospace Studies and the visit included tours of the control tower, runways, taxiways and flight schools. Airport GM, Heather Mattes, also addressed the group about future airport developments.**

Since the school introduced Aviation Studies in 2000, dozens of students have learnt to fly at Archerfield Airport's various flying schools. Aerospace Studies was added in 2007 to provide a broader focus on the aviation industry; and each year the school hosts a study trip to the airport.

In a rewarding twist during the recent visit, Aerospace Studies teacher (and pilot), Peter Rolandsen, was approached by a commercial pilot working at the airport. The young man was a former Indooroopilly State High School student who told Peter that a similar school excursion six years ago had launched his career in aviation.

## Mozzie trapping update

Exotic mosquito-borne disease is topical this year with cases of people arriving in South East Queensland carrying virus in their blood. A mozzie trapping program at Archerfield Airport between November last year and early March collected some 2,650 mosquito eggs or an average 130 eggs a fortnight. Fortunately tests have shown that the eggs were not laid by mosquitoes carrying dengue, chikungunya or zika viruses, however the sheer number of eggs collected suggests that more needs to be done by tenants to reduce mosquito breeding habitats, especially water-bearing containers.

## RQAC news

Voluntary Administrator, Nigel Markey of Pilot Partners, has been appointed to the Royal Queensland Aero Club which has operated at Archerfield Airport since 1931. In a statement, Board Chairman Clif Hefner said Mr Markey "...has commenced the process of reviewing the position of the RQAC group and will provide advice to directors, creditors and members and students... people are working tirelessly to explore all avenues and options to develop a proposal that will allow the entities (RQAC, Airline Academy of Australia and ATAE) to emerge from voluntary administration."

## VALE Patricia Toole

**Australia's aviation sector has lost a pioneer with the recent passing of Patricia Toole (nee Graham) of Brisbane, the first woman to hold a commercial pilot's licence in Papua New Guinea and a founding member of Australian Women Pilots' Association with Nancy Bird in 1950 at the Royal NSW Aero Club.**

Pat, whose association with Archerfield Airport spanned several decades, gained her Commercial B class licence in Australia in the 1950s. At the time, there was only a handful of women worldwide with a commercial pilot's licence. Unable to find work in Australia, she took a position with Gibbes Sepik Airways operating in PNG. Pat was just 22 years old with limited flying hours.

"Oh, flying in New Guinea in the '50s was a lot of fun", she said in an interview in 2006. "We worked hard, and we played hard and flew seven days a week. We operated mostly into one-way strips. You only got one go at it because you couldn't go 'round, so you had to be pretty spot-on with your approaches... a patrol officer would walk in and select what he thought was a reasonable site for a strip, and get all the natives to cut the grass. They'd stamp it down a bit, then one of us would go in and land on it!"

Pat was known widely as "that flying girl" and quickly earned a reputation for courage and airmanship, as well as respect from her male colleagues. Among this group was airline manager Colin Toole who Pat later married.

The airline used sturdy Auster and Norseman aircraft to carry supplies of all descriptions plus passengers. One former colleague described his first impressions of Pat as "a slip of a girl with 'shiny wings' and only a few hours, getting her aerial baptism over some of the toughest flying country in the world."



Patricia pictured last year with Archerfield Airport GM Heather Mattes.

Pat flew Austers loaded with anything from mission supplies to government officials. The only thing she never had on board was a radio. Pat's first plane was an Auster J5 KSK in which she made an emergency landing in a riverbed. Unhurt but with a damaged aircraft, she spent two nights waiting for rescuers. The plane was pulled apart after the incident, and some 50 years later was discovered in a shed in Australia less than an hour from where Pat lived.

In her later life, Pat regained her fixed wing licence currency at Archerfield Airport after a break of 40 years behind the controls – and learning to use a radio in the cockpit for the first time in her flying career, she went solo in just seven hours. Her grandson Jacob was her first passenger on a flight after this. Pat's involvement in aviation continued until her recent death. Last year, she was a special guest at the 65th anniversary celebrations of the Australian Women Pilots' Association and Archerfield Airport's first Brisbane Open House.

*(Information taken from an article by Phil Smith, Aviation History, 2006)*

## Lores Bonney book launched

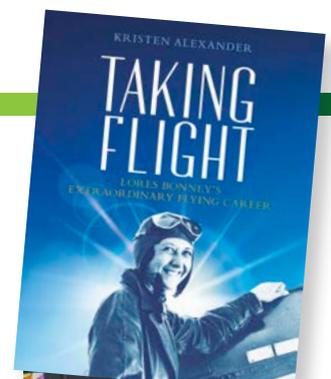
**Archerfield Airport rates more than a passing mention in a recently-released book about pioneer aviator, Lores Bonney. It was from Archerfield that Bonney departed on many of her record-making flights in the 1930s.**

*Taking Flight. Lores Bonney's Extraordinary Flying Career* is by aviation writer Kristen Alexander. It was launched on March 8, exactly 88 years after Bonney met Bert Hinker, the catalyst for her aviation passion.

Bonney went on to set an Australian record for a one-day flight by a woman; was the first woman to circumnavigate mainland Australia by air and fly from Australia to England; and the first to make a solo flight from Australia to Cape Town in South Africa.

As well as tracing her career and detailing her accomplishments, the book draws on Bonney's diary entries to reveal her fears, weaknesses and amazing strengths. It was launched at the National Library by Gaby Kennard, recipient of the Australian Women Pilots Association's Lores Bonney Award and the first Australian woman to fly solo around the world.

The book (\$39.99) is available from booksellers including Queensland Museum's bookshop, just metres from Hinkler's Avro Avian in which Bonney took her first flight. For a signed copy, visit [www.kristenalexander.com.au](http://www.kristenalexander.com.au)





**Archerfield Airport is 'home' to QGAir's Brisbane Rescue Helicopter, Rescue 500, which is the world's highest flight time AW 139 operating as a search and rescue/emergency medical helicopter. Yet despite the 'miles on the clock' (more than 4,800 flight hours in the past eight years), Rescue 500 now flies and looks like a brand new aircraft.**

A state-of-the-art paint booth recently installed at QGAir's Archerfield maintenance facility has played a key role in the eight-year inspection and upgrading of Rescue 500. In what is believed to be the first major service and refurbishment of this type on an AW 139 in Australia, Rescue 500 has undergone repainting, airframe and engine upgrading, and refurbishment of its fuel, engine, flight control, hydraulic power and landing gear systems.

The \$150,000 paint booth has proved to be a major time and cost-saving initiative for QGAir. It allows painting activities to be done simultaneously and onsite. In the past, the helicopters were completed to flying stage, flown to a painting facility, dis-assembled, painted, then re-assembled and flown back for final completion.

## FOR LEASE

The following airport premises are now available for lease.

**Buildings 013/014** – Comprise admin/multiple offices/classrooms and recreational area.

**Hangar 203** – A steel hangar north of the airport on Qantas Avenue suitable for aircraft hangarage and own maintenance only.

**Hangar 655** – A well positioned immaculate hangar on the Mortimer Road side of the airport.

**Room 028D** – A small 12 sq.m. air-conditioned room in the terminal building.

**Aeroport 103** – Suitable for smaller aircraft, this 9m x 8m aeroport is fully enclosed with metal clad roof and walls, and natural floor. Height: 2.7m.

**Hangar 607** – A Colorbond clad hangar 15.30m x 12.36m.

**For more details, visit [www.archerfieldairport.com.au](http://www.archerfieldairport.com.au) or call AAC Property Manager, Claudia Birnbreier on 07 3275 8000.**

# towertalk

**When the control tower is not manned (outside the hours of 7am to 5pm local), the Class D Control Zone reverts to a Class G CTAF (Common Traffic Advisory Frequency).**

As most pilots would be aware, aircraft operating in a CTAF must maintain full situational awareness and broadcast their intentions when inbound and also when established or operating in the circuit (AIP ENR 1.1-47 and 48 refers).

CASA does not allow parallel runway operations in a CTAF, so it is important that pilots only use Runways 10 Left/28 Right or Runways 04 Right/22 Left. It is possible that ground staff may be conducting work on the non-CTAF designated runways and safety could be compromised if those runways are incorrectly used for a takeoff or landing.

Left circuits must always be conducted in the Archerfield CTAF. This direction may be different to the circuit that is normally used for that runway when the tower is active. All broadcasts in the CTAF should be on 118.1. The Pilot Activated Light (PAL) frequency has also been changed to this frequency.

**Happy and safe flying.**

**George Lane**  
Manager, Archerfield Control Tower

## Safety focus

Your clothing can be very important in protecting you from everyday hazards in your workplace, so always make sure you wear appropriate Personal Protective Equipment (PPE) at all times when working at the airport.

PPE includes boots, face masks, hard hats, ear plugs, respirators, gloves, safety harnesses and high visibility clothing. One of the simplest and most effective ways to stay safe airside is to be seen.

Please remember that it is an operational requirement working airside to wear a reflective vest or high visibility clothing so other people, pilots and drivers can see you. 'Hi viz' clothing is also mandatory when working in the manoeuvring area.

**Sheryl de Bruyn**  
Airport Planning and Compliance Manager

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