

BRISBANE VALLEY FLYER

OCTOBER 2012

EARLY EDITION (PRE RA-AUS AGM)



**Watts Bridge
Memorial Airfield,
Silverleaves Road
via Toogoolawah,
Qld**

www.wattsbridge.com.au

www.qva.org.au

Birdsville or Bust (page 6)



A nail-biting finish to the 2012 Birdsville Cup saw Dancefloor Prodigy (second from the right) winning by a nose from Grey's A Rockin' on the rails.

A house divided

Last month we were all very surprised by RA-Aus Management's attempt, without Board approval, to submit a list of recommendations to the Lismore enquiry, some of which were clearly political in nature. I wrote to the three people connected with that submission, Steve Tizzard, Zane Tully and Steve Runciman, inviting them to justify their involvement, but did not receive replies. I did, however, get a lot of correspondence (from far and wide) in response to last month's Flyer, much of it from current and former Board members. It seems that there are many other outstanding issues.

So this month I again wrote to Steve Tizzard asking him once more about the Lismore submission, as well as the grounding of the Junior Flyers program on the day before Xmas Eve, and his failure to seek legal advice on that matter. (For an example of the personal repercussions caused by this action, see Cedric Rodrigues' letter on page 4.) I also asked Steve about his commencement of an action against Ian Baker using RA-Aus funds, the isolation of the same person's membership application, his failure to complete the RA-Aus Operations Manual after more than three years and a recent failure to provide continuous insurance cover for staff and Board members. So far I have not received any reply.

Furthermore, credible information has lately been received about suspect RA-Aus recruitment procedures and the lack of supervision of the former RA-Aus Technical Manager, which resulted in the eventual grounding of three types of aircraft. Pursuant to all these matters, David Isaac, RA-Aus member 025205 from NSW, has sent the Board 34 questions on notice for the AGM (see David's letter in full on page 14). Also, Peter Gilmour, long-time RA-Aus member 000527 from Victoria, who last month wrote to Board member Rod Birrell in support of Ian Baker (see BVF Sept.), has now written to RA-Aus President, Steve Runciman, calling for the resignation of the entire RA-Aus Board Executive (see next page).

Comment from SQ Board member, John McKeown

Arthur, the Board did not know of, or approve the CEO taking legal action against Ian Baker. The President approved this action on his own. I do not know if he had approval of the other ex-members. You would need to ask. Also note that the President can NOT approve any "out of budget" expenses, only the Treasurer can do this up to a limit, then further expenditure must be approved by the full Board. If the President did not have the Treasurer's approval, he is guilty of two issues: acting on his own in contentious issues, and approving expenditure he has no power to approve.

Re your request for comment on the questions you recently sent to the CEO, I would not expect formal comment from the CEO, and that is proper and understandable. The CEO is directly responsible to the Board, not the individual membership. He is directed and managed in his day to day duties by the President and the Executive. It is the President and Executive that you should be directing your questions to, not the CEO. You could do that individually, collectively, or even by both means. They are the persons directly responsible to the Membership and must answer your questions.

If there are failings by the CEO, (as you list) and they are not addressed, then you have failings by the President and the Executive for not having correct control, management and oversight of the CEO. If there are failings by the President and the Executive and they are not addressed by the Board, then you have negligence and failure by the Board members themselves. If you have negligence and failures by the Board that are not addressed by the membership itself, then you have ultimate failure by the Membership. This usually comes down to member apathy, and laziness.

My personal view is that individual members must first become informed and involved in their association, and secondly, demand honesty, transparency, and accountability, from their elected representatives. We continue to have people elected to the Board by default; that is, they are the only candidate, generally because of member apathy. When this happens accountability is lost.

Legal advice on the proposed changes to the Constitution (from RA-Aus website)

*Ladies and Gentlemen, you should all be aware that there are four proposed changes to the constitution that will be addressed at the AGM. I announced in my reply to the submission, put forward by Mr Ramsay and his team, that legal advice had not been received on the proposed changes and that as soon as it was received, you would all be notified.... The Secretary, Paul Middleton, received notification last week that there **is no problem with any of the proposed changes to the Constitution put forward by Mr Ramsay and his team.** Steve Runciman, President, RA-Aus.*

Going to the AGM? Flying or Driving? Contact Brooksy

The Club President, Paul Brooks has mentioned that the club would appreciate some feedback from members as to whether they are planning to attend and, if so, whether they will be flying or driving. He would also like to know who of those planning to fly might choose to drive if the weather is unfavourable. The club needs a rough estimate for catering, aircraft marshalling, car parking and seating requirements. While certainly not essential, particularly as many members may not receive this email, I'm sure the club would appreciate it if you could let Paul know via email brooksy68@gmail.com if you are thinking of coming. Further information about the airfield can also be obtained from ERSA, the GCSFC Club President or from their website www.gcsfc.org.au

Farewell Nick (and well done!)

My fellow recreational aviators, I'd like to take this opportunity to thank you for allowing me to be your Southern Queensland Board representative for the last six years. It has certainly been an interesting experience and I'd like to wish my replacement, Mike Smith, best wishes with his Board endeavours. Nick Sigley.

From: Peter Gilmour [<mailto:peter@gilmour.name>]

Sent: Tuesday, 18 September 2012 12:47 PM

To: 'sjrunciman@hotmail.com'

Subject: Unconscionable Conduct - Resignations Essential

Hello Steve,

Further to my email of 27 August 2012 to my State RA-Aus representative, Rod Birrell and which was forwarded to Board members, I am now writing to encourage you and your supporters to resign.

Note that I am not contacting you on behalf of Ian Baker ("IB") – he has a lawyer for that purpose. Also note I am not a personal friend of "IB".

There are a great number of governance issues which are of concern to me and others and which I believe cannot be rectified until the current incumbents; primarily, the Executive (Steve Runciman ("SR"), Eugene Reid ("ER"), Paul Middleton ("PM")) and the CEO (Steve Tizzard ("ST")) are removed. Board members that support this group should also resign.

Your (I use this to include the above collective) action to deny "IB" (yes, it was deny - your deferral was a constructive denial) membership of RA-Aus without according "IB" natural justice was, in my view, a breach of s 50 of the Associations Incorporation Act 1991 (ACT). The fact that, at the time of the denial, "IB" was not a member, is of minor interest. He was an "interested party" and a prior member. I am confident that the Court would find this inclusive definition valid in determining the application of s 50. There are other Sections of the Act which I believe also capture your action against "IB". Acting outside the law puts you in conflict with the Deed between RA-Aus and CASA and gives "IB" a cause for action against RA-Aus.

Further, it has been suggested to me that the denial of "IB's" application may have been a move to stop him running for the Victorian State representative position. This is a serious issue and you can be sure it will be investigated. Leaving aside the legality of the denial of "IB's" application for membership, I can see no clear reason why "IB's" application would be considered by the Board on 22 September when the Board makes many decisions by circular resolution. On the balance of probabilities, there may be a sinister reason for the delay.

Not Acting in the Member's Best Interests

During the GYFTS evaluation process (I was the Chairperson of the Committee), I was, in my opinion, hindered by "ST". I contacted you and told you of my concerns and also told you it had been brought to my attention that he was not properly appointed to the CEO position, i.e., not a short-listed candidate. You stated that that others had brought this to your attention but that you have done nothing to rectify this and he apparently continues to lurch from tragedy to tragedy – Junior Flyers is an example where he disobeyed a Board directive, RA-Aus insurance is another – there are more.

You have failed to reply to Member emails about the "ST" coronial inquest submission.

As a past Treasurer and current President, you have failed to insure the implementation of management reporting. During this year's GYFTS process, I could not get an accurate figure of member contributions to the GYFTS fund – bizarre.

I regard the recent action against "IB" and the previous (I understand unauthorised) action by "ST", as indicative of a vexatious use of legal process and thus a misuse of members' funds.

What Is Required

Steve, RA-Aus has developed a disturbing culture under your stewardship. You, and the CEO who you blindly support, clearly lack the skills to manage the organisation and deliver maximum member benefit. Valuable Board members have been forced to resign and, as a result, RA-Aus has been denied access to considerable skills and is now left with a Board of which the majority, considering the above, are incapable of clear thought. You should resign now and so should the rest of the RA-Aus Executive and the CEO. The Board members that support you should also resign. None of you should ever offer yourselves for re-election again. I find the collective intelligence of the Board in supporting your move against "IB" disturbing. To even consider that you can prevent someone from flying because you don't like what they say about you shows a serious disconnect in your thought process. Do you think it was CASA's intention that you should have this power?

Steve, you are mistaken if you think that natural causes, resignation and failure at an election are the only ways you can be removed from office. CASA and the ACT Office of Regulatory Services have already been advised of your conduct. RA-Aus, as a Registrable Australian Body, is accountable to ASIC. They are yet to be advised of concerns about the use of member funds for vexatious use of legal process.

I have been provided with other information about election concerns, "ST" failings, constitution amendments etc. I have kept this email short but you can be sure if my concerns move to the investigation stage, other information will surface.

Please resign now and encourage your supporters to do so. An investigation by an external organisation will not be to your benefit.

Regards, Peter Gilmour RA-Aus Member 000525 Ph. 0418 337 909

One consequence of the grounding of Junior Flyers on 23rd December 2011

Attention: Board Members Recreational Aviation Australia.

Good afternoon all. My name is Cedric Rodrigues. I have been a member since 2007. Over eight months ago, my son Bailey Rodrigues was informed that his Junior Flying membership had been cancelled and therefore his ability to learn with an instructor was no longer possible. This occurred with little or no explanation that made any sense whatsoever. You can imagine his bitter disappointment (and mine) with this decision, particularly as it happened only days before Christmas.

I have a great deal of respect for this organisation, however this decision has yet to be justified to me and many other parents and Junior Flyers eight months on, and as such I have sought legal advice. I will if I have to take the legal path to find out who made the decision and on what basis. Was it a Board decision, or that of an individual? Did RA-Aus seek legal advice and if so, what was that advice? Did they follow the advice given? There are many questions that need to be answered to members now, not in another eight months.

In my absence from the AGM, I would appreciate this topic be put on the agenda for the meeting and I respectfully ask that a motion be put to the floor that "allows for the removal of the age restriction membership of RA-Aus". I would also request that Junior Flying membership be re-instated so that the next generation can learn to fly. Let's forget about politics and personnel egos, and start promoting a positive organisation that supports and listens to its members.

Respectively submitted, Cedric Rodrigues (Mackay QLD) Email: cedric@caruana.com.au

Ian Baker's membership application finally accepted (albeit per non sequitur)

In his letter to IB of 13th August, RA-Aus President, Steve Runciman's stated, "In accordance with By-Law 12, the Board of RA-Aus may reject an application for membership where the applicant's previous history indicates his/her behaviour has the potential to bring the RA-Aus into disrepute." On 6th September, after the intervention of IB's solicitors, Steve wrote again, first referencing IB's solicitors' letter, then stating, "The Board was unaware that it was illness that led you to become unfinancial and we have renewed your membership." The really interesting point is that IB's solicitors made no reference at all to any health issues IB might have had. Perhaps Steve read about it in the Brisbane Valley Flyer?

Wings Over



Sept 8, 2012 by Phil Goyne

Early risers were relieved to see a blue sky indicating that this year we would not have to abandon the event due to rain. However, the SSW cross winds with strong gusts which developed were to challenge most pilots through the day. Weather forecasts also indicated severe turbulence for area 40 and this kept some potential participants away. Nevertheless, approximately 65 aircraft were present and flying was non-stop with a number of warbird formations giving crowd-pleasing displays.



A good crowd of about 1500 attended and showed much interest in the vintage cars and model aircraft on display in addition to the many varied aircraft which flew in. The club ladies, with their helpers, maintained a continuous supply of food to the hungry aviators and appreciative public. The day was deemed a success and a donation will be made to the flying doctor from the proceeds.

A number of aircraft subsequently flew on to Goondiwindi to attend the Macintyre Aero Club's fly-in.

Kreisha is writing for the Flyer? Now that's a twist!

Ausfly – an event extraordinaire by Kreisha Ballantyne

"I hope you have organized the weather with the gods of the sky." These were the parting words of my last phone call to David Brown, Vice President of SAAA and organizer of Ausfly. "Of course I have!" he scoffed.



Clearly, Mr Brown has a direct line to the elemental organisers, as the weather was as well planned as the rest of the event. Aside from the Thursday (the day I was scheduled to fly in, incidentally) the weather was splendid. Admittedly, it was a tad windy on the Friday morning, and for those of us doomed to tents, it was a bit nippy in the wee hours (truth be told, my eyelashes welded together with frost and the idea of 'glamping' – glamorous camping – was just that: an idea). Happily, though, Saturday was stunning.

As the newly appointed editor of AOPA's Australian Pilot magazine, I arrived on the

Thursday. Unable, or rather unwilling, to brave the enormous front moving towards Narromine, I hopped on Qantas to Dubbo and hired a car. When I arrived at the aerodrome on Thursday evening, the place was already abuzz.

Friday afternoon was spent catching up with all the old regulars – Bose, CASA, RA Aus, Jabiru, Pacific Avionics, Brumby, etc. We at AOPA had a display stand inside; it was fabulous to see so many of our members in the flesh. The air displays on Friday were marvelous, and the barbeque a roaring success. Someone (who shall remain nameless) persuaded me of the anti-freeze qualities of red wine, and encouraged me to drink a-plenty to fight off the frost. Saturday was taken up – after several paracetamol – with the AOPA safety seminars, the OzRunways seminar (packed!) and many visits to the coffee stall (their caramel tarts were to die for!).

The dinner, held in the hangar, was wonderful. The tables were laid with candles and stars, and the speeches were inspirational, particularly those from Peter Pretorious and young Ryan Campbell. Ryan is attempting to fly solo around the world, breaking the record of youngest soloist by four years. Greg Hood from CASA played a very charming game of 'flight longevity' leaving the oldest aviator in the room standing. The gentleman in question gained his pilot's licence in 1952!



Sunday began with the sound of aircraft departing. AOPA conducted another morning seminar on the changes imminent in avionics, particularly pertaining to ADS-b. I took off around lunchtime, having scored a seat in AOPA president Andrew Andersen's 182. The journey home to Bankstown (one hour and thirty seven minutes) provided us with the perfect time to dissect the event. We both agreed that the most delightful ingredient of the event was seeing all factions of aviation together in one airshow – AOPA, SAAA, RA Aus, CASA, AWAL, etc.

Andrew's conclusion: "It's easy to be dominated by half-informed emotional negativity. Doing is harder than complaining. AOPA is working hard to represent the interests of everyone actively involved in General Aviation. We appreciate immensely the support of our members and the friendship of the greater kindred organisations." That summed up the event perfectly in my opinion. Word is that Ausfly will be on again in 2013. One thing's for certain: I'm booking accommodation right away; no glamping for me next year.

Birdsville or Bust

For a while it seemed as if it really was Birdsville or bust as we battled headwinds through to Quilpie on the first day of our trip west. I found the best situation to be 500ft above the ground although by early afternoon it was more than a little rough down there. The country between Millmerran and Roma and west of Charleville is not at all inviting but the treed areas are so vast it wouldn't matter at what height the engine failed. It was better to get across it as quickly as possible. The more southerly route we followed on the return journey, via Thargomindah, Cunnamulla and St George is far safer for single engine aircraft; definitely the way to go west in future.



Refuelling at Charleville

Certainly, the worst experience of the trip was my first mouthful of Quilpie water (see page 10). However, the town itself is as friendly as every other town we landed at. I have to say that the Queensland country people we encountered along the way were all extremely hospitable, but the standout town was St George (see page 11), particularly the guys (and girl) at Jones Air Services, who simply could not do enough for us. Thank you Doug, Tessa, Mick, Scott, Sev, Damo and Shane!

Steve, Lesley and I were first in to Birdsville on the Thursday. From our reading of the Birdsville AIP Supplement, we had expected an event bigger than Ben-Hur, but not so; more light aircraft turn up on a good day at Watts Bridge. There were only a few aircraft there before us and by the end of the weekend less than a hundred had arrived, mostly VH registered. That is not to say that the Birdsville races were not well attended, however; because most people came by road. And they came in their thousands, even tens of thousands! From Windorah to Birdsville, we followed the highway and it was only the great plumes of dust behind every camper trailer toting four-wheel drive that prevented the traffic from being bumper to bumper. As we flew in over the racecourse on initial approach, we could see that Birdsville itself was one huge camping area with tents erected in all directions out to about five miles radius. Ken and Jim saw the same sight as they arrived the next morning, managing to fit the Nynja neatly between the Savannah and the Sapphire in the front row.

The Diamantina Shire Council had hired a company called Integrated Airport Solutions to organise airport security and parking. Either these guys had private aircraft at the bottom of the priority list or they didn't even have the ability to organise a chook raffle. They put us downwind of the twin-engine charter aircraft parking and the dust generated by these King Airs, Navajos and Cessnas was just horrendous, by far the biggest reason for never going back to Birdsville on race day. Even some of the locals had a problem with the dust. One local lady told me the only way she had been able to come to terms with Birdsville dust was to think of it as she thought of talcum powder – then it was only a matter of colour.

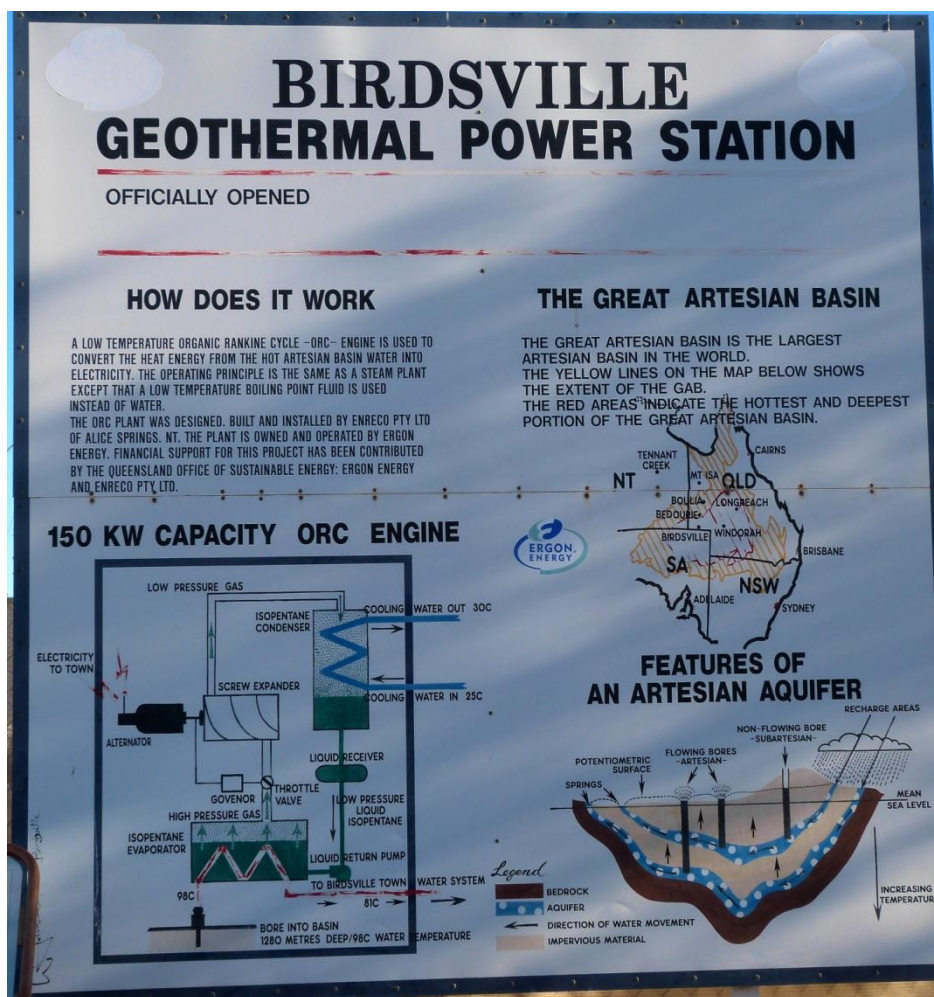


There are two additional reasons to stay away from Birdsville on race day weekend, however they are both perhaps a matter of opinion. Firstly, there is the drinking culture. I have to say that I saw no one behaving anti-socially, but a prodigious amount of alcohol is consumed in this town over the two days of the races and all the empty cans end up in the street (a local tradition) from where they are scooped up by a bobcat at 4am. The second reason is that extremely loud rock music and fireworks make it impossible to sleep until after two o'clock in the morning (unless, like Steve and Lesley, you have been smart enough to bring earplugs). As I said, though, these reasons are a matter of opinion. Ken and Jim attended the rock concerts and had a great time. Their particular favourite nightspot, though, was the Fred Brophy Fight Tent (see photo on right).



Birdsville or Bust (continued)

According to Wikipedia, the 2011 census recorded a permanent Birdsville population of 283. The settlement was originally known as Diamantina Crossing (from 1881). The eventual name change was supposed to be on account of the prolific bird life in the district. Located just north of the border between South Australia and Queensland, Birdsville was proclaimed a town in 1887. The main business of the town in those days was to collect tolls from the droves of cattle being moved interstate. Many of Australia's pioneering European explorers travelled through the Birdsville district well before the town was gazetted. Monuments to acknowledge the feats of Captain Charles Sturt, Burke & Wills, Madigan and others are located throughout the town. Birdsville had a population of over 300 at the turn of the twentieth century. It had three hotels, a cordial factory, blacksmith store, market gardens, police and customs facilities, but after Federation in 1901, the tolls were abolished and the town fell into decline. The population fell to about 50 die-hards throughout the 1950s. Livestock trade kept the region alive and in recent times tourism has joined cattle as the major industry in the area.



Birdsville has a geo-thermal power station. The whole town runs on hot rocks as described on the front fence sign above.



The Race Meetings (Friday and Saturday)

They were like most Australian country race meetings; the main difference being the horses racing on dirt, not grass. Two distinct groups of people are usually seen on a race course, these being the punters, who hang around the bookmaker ring, and the horse people who get together down at the stables. Of course there is always a bit of cross-over, but not as much as you would think. One thing about Birdsville race course is that there is no grandstand. Actually, there are no seats at all. Everyone either brings their own chair or stands up all day. The highlight of the meeting for many people was the aerobatic display performed by the RAAF Roulettes flying Pilatus PC-9 aircraft.



The neddy on the left looked much better than he ran.



The RAAF Roulettes over the Birdsville Racecourse



Sunday morning departure



The AIP Supplement was right about one thing and that was the mass exodus at daybreak on the Sunday. After joining the pre-dawn takeoff queue, our three aircraft headed into the south-east just as the sun was coming up. Savannah and Sapphire went via Innamincka (for fuel) while the two boys in the Nynja flew direct to the Dig Tree strip on Cooper Creek.



Refuelling at Noccundra was a simple matter. The taxiway became a driveway and even connected to the main road.



Fuel figures

The Savannah and Sapphire flew together, the former logging 24.4 hours and the latter logging an hour less (having started from further west). The Savannah used 17 litres per hour mostly running on Avgas. The Sapphire used 10½ litres per hour (and 5½ litres of 2S oil) mostly running on 95 Mogas. Ken's brand new Nynja (only 30 hours or so TT at the start) used 18 litres per hour on both Avgas and 95 Mogas (and about 1/10th a litre of oil). All three Rotax engines performed without missing a beat.



The three BVSAC aircraft parked next to each other at Birdsville

Amy Johnson in Quilpie (history discovered en route to Birdsville)

Quilpie is a town I had never heard of before planning my flight to Birdsville. It sits on the banks of the Bulloo River, about 1000 kilometres due west of Brisbane, the administrative centre of the Quilpie Shire, the other main shire townships being Adavale and Eromanga. The estimated resident population of Quilpie Shire at 30 June 2011 was 1,034 people.

Quilpie was declared a town in 1917 when the railway arrived. The name "Quilpie" is derived from the local aboriginal word for the stone curlew (a type of bird) that lives in the area. A post office was opened in Quilpie in 1921 and a telephone line arrived in 1923. A court house was built in 1927. In 1933, a bore was sunk into the Great Artesian Basin and Quilpie has been famous for the distinctive taste of its water ever since. The major economic activity in the area is grazing with boulder opal, oil and gas mining being major secondary industries.

Quilpie is also famous for accidentally being on the flight path of pioneer British aviatrix Amy Johnson, on her historic flight from London to Brisbane in 1930. Amy was the first woman to ever make that flight. Her planned route was actually to Charleville; however, her information was that Charleville was the terminus for the railway line, not Quilpie. Flying over very featureless country, she was keenly looking for that particular landmark, and when she came across it she naturally concluded that she was east of her planned track, (when she was actually west of it). So she followed the railway line west expecting to come across Charleville but found Quilpie instead. She managed to land just outside the town and was looked after very well for the night, refuelled and sent on her way next morning by the good people of Quilpie. [The photo on right shows Amy in Cloncurry before arriving in Quilpie.]

The town of Quilpie have never forgotten the day Amy Johnson arrived. In fact, they have dedicated their airport to the memory of her flight. The walls of the terminal building and the walls around the outside water storage building are a photographic gallery to the memory of this courageous early flyer. There are more than photographs, even the words to some of the songs that were composed about Amy at that time.



[The photo above shows Amy preparing to depart Charleville.]

Tragically, Amy Johnson was the first British woman pilot to die during the Second World War. She drowned after parachuting from the Airspeed Oxford aircraft she had been delivering after running short of fuel in bad weather over the Thames River. One of the people trying to rescue her also died that day.

[The photo on the left shows Amy being given a bouquet of flowers after landing at Eagle Farm in Brisbane.]

[The photo on right was taken sometime after Amy received the Order of the British Empire for services to Aviation.]



Len Waters, a much respected son of St George

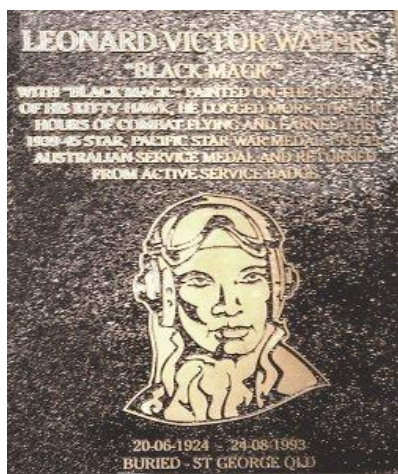
While the good people of Quilpie honour the memory of aviatrix Amy Johnson, it is another valiant flyer that is remembered by the people of St George. The town claims as their own the only Aboriginal fighter pilot to serve in World War II, Warrant Officer Leonard Victor Waters. Even though Len Waters was actually born in NSW, he grew up and went to school just outside St George in Nindigully. There are two monuments in St George, standing next to each other on the banks of the Balonne River, one to Len Waters and the other to another WW2 Australian pilot, John F. Jackson, a local grazier there prior to the war.



inherited the aircraft from another pilot who had already given it this name, but Len saw the appropriateness of the name straightaway. During one mission, the aircraft was struck by a 37 mm cannon shell that embedded itself behind Len in the cockpit without detonating. He flew for another two hours, with the possibility of the shell exploding at any time, a situation he likened to having a loaded gun against his head. "I'll tell you what", he said after returning to base, "that was the smoothest landing I ever made". By the end of the war, Len Waters was commanding operations which included commissioned officers. A colleague described him as a "gaunt, genial figure, humble despite his daring feats". In addition to his combat flying, Len also held the RAAF middleweight boxing title.

By the end of the war, he had risen to the rank of warrant officer. Following his discharge from the RAAF in 1946, he attempted to start a regional airline but was unable to secure financial backing and government approval. While racism in the military during World War II was considered to be minimal, Len and other aborigines who had served their country found that the skills they had acquired were not valued in peacetime. He wrote later that, having taken off his uniform, he simply "returned to being a blackfellow".

Four weeks after his discharge from the Air Force, Len married Gladys Saunders, with whom he had six children. He began working as an automotive mechanic, but was forced to cease by union rules, which required him to serve an apprenticeship. He was then briefly



employed by a local council in Queensland as a road worker, before returning to shearing, which took him away from his family to properties stretching from North Queensland to Victoria. He personally estimated that he sheared a million sheep during his life. Len Waters applied for Housing Commission accommodation and was allocated a house in Inala, Brisbane, in August 1956. He eventually bought the property and lived there for 33 years. He died on 24 August 1993 at the age of 69 in Cunnamulla, and was buried in St George Cemetery.

On March 8, 2003, the City of St George unveiled the two monuments. Ironically, one of the dignitaries present was the Mayor of Moree, a town in which Len Waters had once been gaoled for being on leave without his identity card during WW2.



Leonard Victor (Len) Waters (20 June 1924 to 24 August 1993) was an aboriginal and, as a young man, experienced significant discrimination and disadvantage, such as restrictions on movement, residence, employment, and access to services and citizenship. Len started his working life as a shearer but the entry of Japan into the war opened opportunities and he joined the RAAF in 1942. Training initially as a mechanic, he volunteered for flying duties and graduated as a sergeant pilot in 1944. He flew P-40 Kittyhawks in the South West Pacific theatre with 78 Squadron, where he completed 95 missions, mainly close air support. Len Water's aircraft was named Black Magic. Actually, he



Now for something completely different: Marty Hone (from Gatton Airpark) reviews the PAT Avionics G-HULP heads-up-display system for recreational aircraft

The HUD, or "Heads Up Display" is now a common feature in military and commercial aircraft, projecting critical data such as airspeed, altitude and navigation information onto a transparent screen in front of the pilot while allowing him/her to maintain an outside vigil. Very handy when landing or maneuvering close to the ground. Not surprisingly, this technology has now filtered down to the recreational flying arena with Italian outfit PAT Avionics showing its G-HULP system at the Experimental Aviation Association's annual gathering at Oshkosh in the USA.



Like the military versions, the G-HULP HUD uses laser projection technology, superimposing information on a transparent 7 x 3.5-inch (178 x 89 mm) display attached to the top of the instrument panel in front of the pilot. The system is made up of a pair of modules called Bricks. The ATRBrick is an inertial platform that acquires the necessary flight data, either on its own, or via proprietary equipment such as Dynon's popular Skyview or other digital gyro-based Air Data Attitude Heading Reference Systems (ADAHRS). The manufacturer says that it is not limited to a data acquisition from the various sensors, but can elaborate the initial data to verify and validate sensor functionalities.

The second module, called HUPBrick, interprets data acquired from its own ATRBrick, or other avionic systems installed, to graphically visualize data through a miniature laser projector on the dedicated glass screen. It comprises a remotely located CPU (within 10 feet/3 m), a projector, which is mounted on the windshield and a glass panel on which the information will be shown. The system is controlled via seven large buttons and multi-function joystick that can be either mounted in the instrument panel or anywhere within easy reach of the pilot.

So what does this mean to pilots? The addition of an HUD means you can keep focused on the outside of the cockpit for other traffic or terrain, whilst still receiving critical information on airspeed, attitude and engine functions, even flight planning and navigation details.

When announced at the EAA Convention this year, the complete, stand-alone version of the G-HULP was quoted at US\$6000, and if you already have a Dynon Skyview or other third party avionic system, the price is reduced by \$1000. That's a lot of "wow" factor in a little ultralight, and makes me wonder whether we might see it in cars some time soon.



G-HULP HUD functions:

- Airspeed represented through a rolling scale
- Personalization of common aircraft speeds: VNE, VFE, VLE, VNO, VX, VY, VS, VSO
- Altimeter height represented through a rolling scale
- Ability to set the altimeter based on the QFE, QNH or standard regulation
- Personalization of a reference flag "bug" on the Altimeter
- Artificial Horizon: pitch and roll axes and reference lines or points
- Turning rate
- Yaw rate
- Compass
- Outside Air Temperature (OAT)
- True Air Speed (TAS)
- G-meter
- Unit measures (meters, feet, etc.) selectable by the pilot in real time

The Editor is interested to know which BVSAC members are going to Monto?

SQ Board member, Myles Breitzkreutz and his team have been putting a lot of effort into ensuring the success of the NORR-Aus 2012. Check out September Sport Pilot magazine (page 55) for more information about planned attractions.



**NORR-AUS
MONTA FLY-IN**

29TH SEPTEMBER—1ST OCTOBER 2012

- Presentations
- Workshops
- Musical Entertainment
- Raffles
- Vintage Aircrafts
- Food Vendors
- Bundaberg Rescue Helicopter
- RFDS
- Angel Flight
- TIF's
- Caravan Club
- Agricultural Machinery Stalls

Event Manager Myles Breitzkreutz 0418 198 016
All enquires please email admin@raa.asn.au

 **LIGHT
AIRCRAFT**



 **Australian Government
Civil Aviation Safety Authority**

Other Aviation Events

Sep 29-30	Willobank airfield (YWIN), QLD	'The Few' Spitfire fly in	Willowbank
Sep 29-Oct 1	Yarrowonga, VIC	AYA Grumman Light Aircraft Fly In	Yarrowonga
Sep 29-Oct 1	York, WA	WESTFLY 	
Sep 30	Serpentine, WA	Annual Fly-In 2012 	Serpentine
Oct 7	Wagga Wagga, NSW	Wagga City Aero Club monthly BBQ Lunch	Wagga Wagga
Oct 10-12	Hyatt Regency Coolum, QLD	RAAA 2012 Annual Convention	
Oct 13-14	Innisfail Airport, QLD	Cassowary Flyers 	
Oct 13-14	Jamestown, SA	Jamestown Airshow	Jamestown
Oct 13-15	Arkaroola Wilderness Sanctuary, SA	C200 Series Association Spring Fly In	
Oct 20	Nhill, VIC	Nhill Aviation Heritage Centre Fly-In	Nhill
Oct 27	Kingaroy, QLD	Motors in Motion 	Kingaroy
Oct 28-29	Kingaroy, QLD	QVAG AFM Wings of Yesteryear Fly-In	Kingaroy

The Secretary and the Board
Recreational Aviation Australia Incorporated

Questions with Notice for R A Aus Board response at the AGM Heck Field 22nd September, 2012.

Dear Sirs,

The president, when announcing he could not make the AGM due to work commitments, asked for any questions from members so that he could arrange for answers at the AGM. The following allegations and questions are provided in advance of the AGM at Heck Field in order for the Board of RA-Aus to comprehensively respond to the members in relation to the matters raised. They are expressions of concern that have been raised by me and several concerned members over a period of many months.

The CEO has drawn significant attention to himself over the last several months. In my opinion, there have been a number of indiscretions that, in most organisations would have resulted in dismissal or sanction.

There have also been actions by the President that have been called into question. Below is a summary of various issues and incidents that involve the CEO, President, the Executive and the Board that I respectfully request the Board to respond to, with explanations and answers at the AGM.

These questions have been placed on the public record and I would ask that the Board apply rigour, transparency and accuracy around the answers and explanations to the members attending the AGM.

1. The CEO's grounding of Junior Flyers on 23 Dec 2011 without reference to the Board appears to have been in direct disobedience of a Board Resolution. The resolution was passed when the CEO was present at the Board meeting. The problem was compounded in that the CEO was unavailable for approximately 10 days following his grounding action. It has also been alleged that the CEO was asked by the Board to obtain legal advice on the status of Junior Flyers and failed to obtain this advice for a period in excess of eight months. Compounding this issue, it has been further alleged that the President attempted on several occasions to excuse the CEO's behaviour on the basis of a miscommunication where the CEO had believed he had the President's authority to proceed with the grounding – the President's authority would not be sufficient, a board approval was required. What should be eminently clear is that the President and the CEO cannot override a Board Resolution no matter what miscommunication errors might occur.

Questions: Would the Board please explain to the members:

- a. How the CEO was held accountable for his actions; and
 - b. What has been the final outcome for Junior Flyers; and
 - c. On what basis the outcomes were made; and
 - d. Why a constitutional change has not been proposed to deal with a junior class of membership; and
 - e. Why the Board did not immediately dismiss the CEO for his disobedience of a clear Board resolution; and
 - f. How the Board decided to grant the CEO a salary increase in these circumstances?
2. RA-Aus have previously faced difficulties in obtaining liability insurance cover for the Board and the Staff. With the full knowledge of the previous difficulties, it is alleged the CEO allowed the insurance cover to get within a few working days of expiry before submitting the paperwork to the Broker for the renewal process. As might be expected it took around a month for the insurance cover to be obtained. During that month, there were periods when the cover was provided only by the good grace of the insurer and there were periods when there was zero cover. It is further alleged that the lack of insurance and the potential liability to Board members individually was a significant factor in the resignation of at least one of the competent Board members and potentially a factor in the resignation of another.

Questions:

- a. Would the Board please respond to these allegations and detail what was done about the CEO's lack of performance; and
- b. What current level of association insurance is held in terms of Public Liability, Product Liability and Professional Liability; and
- c. What level of Directors Liability insurance is held; and
- d. The total annual cost for all such insurances in the last year of renewal; and
- e. What the cost increase has been for that insurance over last year's cost?

3. It is alleged the CEO commenced legal action against Ian Baker, the owner of the Recreational Flying Forum website, without first obtaining Board or Executive approval for what was largely a personal action. Allegedly this action was excused by the President on a technicality, that the CEO hadn't actually filed proceedings. If this is true, the President's response is merely a play on words as we all know legal proceedings are typically initiated with a letter threatening legal action.

Questions: Would the Board please explain to the members:

- a. What action was taken in this regard and what costs RA-Aus was subject to as a result of the CEO's unauthorised actions; and
 - b. Whether or not the Board intends to recover those costs from the CEO; and
 - c. Whether the Board intends to pursue action against Ian Baker and his Recreational Flying website and if so, on what basis and what the litigation risk exposure will be to RA-Aus?
4. The most recent activity by the President was to defer Ian Baker's application for membership. The President did this by his personal actions without consulting the Board. This action is in my opinion an abuse of power. I would also argue that the application of By-Law 12 (a potentially unlawful By-law) shows a callous disregard for procedural fairness. As I understand it, the President does not personally vet membership applications. In my opinion this strongly indicates that the CEO and presumably also the President have prejudged Mr Baker's fitness for membership, and have done so despite their known personal grievances with Mr Baker. I base my opinion on the fact the CEO previously commenced action against Ian Baker for his free speech and criticism of the CEO on his website Recreational Flying.

Questions: Would the Board please explain:

- a. On what basis this inappropriate action was permitted and how it was taken without the knowledge of the full Board of RA-Aus; and
 - b. Why this matter could not have been dealt with immediately on the Board forum as most other Board matters are; and
 - c. How this action could have achieved a constructive outcome for either the membership or Mr. Baker; and
 - d. Whether the Board intends to ensure that in the future the executive demonstrates good governance by consulting the full Board before undertaking actions of such a serious nature; and
 - e. Its understanding of the impacts on licensing and registration in respect of ultralight aircraft in Australia pursuant to the deed of arrangement with CASA in the light of By-law 12.
 - f. Whether it will rescind the highly controversial By-Law 12, which is quite probably unlawful as it goes beyond the scope the RA-Aus constitution gives the Board to create By-laws; and
 - g. Whether it intends to put a special resolution to amend the RA-Aus constitution to include such a provision properly worded and constructed with an appeal process to ensure procedural fairness?
5. The alleged Tizzard / Tully Coroner recommendations (apparently made without Board approval), if true, demonstrate that the CEO made a serious error of judgement and some of these recommendations are enough on their own to question the CEO's fitness to hold the position. It was a gross indiscretion and he should be called to account publicly for his actions. The sad irony of the list of recommendations is the last mentioned one, namely that the completion of the RA-Aus Operations Manual be given the highest priority. This is what the CEO was originally employed to do in his previous role with RA-Aus! More than three years have elapsed since he was given that task. The Operations Manual is such a critical document to the operation of RA-Aus that, even if the CEO had been too busy to do it himself, he should have seen that it was written, reviewed and approved by other qualified people by now!

Questions: Would the Board explain to the members:

- a. What their actions were or, if they have done nothing so far, what they intend to do in relation to this action by the CEO; and
 - b. What actions will be taken in relation to the incomplete Operations Manual; and
 - c. Why the failure to provide a completed Operations Manual at this point in time is not in itself enough to call for the CEO's resignation / dismissal?
6. The President attempted on a number of occasions to dismiss the Constitution Review Committee (CRC) of which I was a member, by sending Don Ramsay emails to that effect. On each occasion, Mr. Ramsay reminded the President that he had no such power and that it was improper for him to attempt to do so as the CRC was established by a unanimous Board Resolution. The only way the CRC's commission could be withdrawn would be by another Board Resolution rescinding the appointment. Eventually, the President conceded this but not without a heated email exchange (which I personally witnessed), eventually obtaining the Board Resolution required to shut down the CRC. But this was not before refusing to communicate with Mr. Ramsay anymore on the subject. The President stated, in writing, words to the effect that clearly Mr. Ramsay was not listening and that he would not reply further to Mr Ramsay on this matter. Personally, I viewed the President's tactics as bullying, arrogant and unacceptable. This left Don Ramsay with no alternative but to communicate directly with the Board. Clearly the actions of the President and the Board did not stop Don Ramsay, David Hunt, Andy Saywell and myself from working on constitutional issues, prioritising four of them and then presenting motions for

Special Resolutions. All the President achieved was to remove the need for us to report to the Board and to withdraw the funding of our meeting expenses. In my opinion this is an example of where the President confuses his function as President of an Association with that of a Military Major. What the membership would not be aware of was that there was considerable obstruction by the President to Don Ramsay getting his article on the proposed special resolutions published in the Sport Pilot magazine in order to explain the reasons for the proposed changes.

Questions: Would the Board please explain to the members:

- a. On what basis it decided to disband the CRC given the relatively urgent need to deal with some of the constitutional matters; and
- b. What possible problem there could have been (perceived or otherwise) in leaving the CRC functioning without a Board member present at the CRC meetings, given that the CRC was bound to report their actions to the Board in any case; and
- c. Why they allowed obstruction to Don Ramsay's article on the basis of the proposed special resolutions to continue for nearly 10 days prior to the eventual publication of the article in Sport Pilot magazine?

7. It appears the CEO failed to provide appropriate surveillance of the previous Technical Manager for the whole of the time that he was the Technical Manager's immediate superior. This lack of supervision allowed serious errors with regard to registration of LSA aircraft to go uncorrected until detected by CASA who issued a Safety Alert to RA-Aus. Three aircraft types whose LSA credentials were not correct even though their registration had been accepted by RA-Aus, were involved in either fatal, multi-fatal or potentially multi-fatal accidents. This appears as another example of how the CEO has clearly demonstrated that he is not suited to the role.

Questions: Would the Board please explain to the members:

- a. The current status in relation to the aircraft manufacturers and importers so affected by the registration issues; and
- b. Whether any provision has been made for the replacement of the CEO with a person who actually has successful general management experience of a not-for-profit organisation?

8. It would appear that proper procedure was not followed by the Board in the recruitment of a replacement CEO when the previous appointment of Mr. Robbie Costmeyer as CEO was not sustained.

Questions. Would the Board please explain to the members:

- a. Why five other short listed candidates, all described by the recruitment panel as excellent candidates were passed over in favour of the current CEO, allegedly a personal friend of certain Board Members; and
- b. If the Board considered the other five short-listed candidates were not up to the job, why was the position not re-advertised nationally; and
- c. How the Members entitlement to a transparent recruitment process was not violated by the Board by what appears to be a 'cronyism' approach to filling the most senior management role in RA-Aus?

9. It would appear that when Mick Poole left RA-Aus a proper recruitment process was not followed by the Board and the administration for the appointment of his replacement.

Questions. Would the Board please explain to the members:

- a. Why was the position advertised as 'A position in the Operations Area' rather than 'Operations Manager'; and
- b. Are these further examples of the Board's failure to provide good corporate governance and to look after the Members interests as they were elected to do?

Yours faithfully,
David P. Isaac
RA Aus Member 025205

Reply received 18th September

Dear Mr Isaac,

Thank you for your e-mail and attached letter highlighting some concerns you and other members have. The content of your letter will be considered and a full and frank reply will be forwarded in due course and will be tabled at the AGM.

Regards,

Steve Runciman, President RA-Aus

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 3rd SEPTEMBER 2012 GENERAL MEETING

MEETING LOCATION:	Terminal Building – Archerfield Airport
MEETING DATE:	3 rd September 2012
MEETING OPENED:	8:12PM
MEMBERS PRESENT:	10
APOLOGIES:	Ian Ratcliffe, Liz Cook, Bryan Schollum, Arthur Marcel
VISITORS:	Steve Cattanagh, David Watson
NEW MEMBERS:	David Watson
MINUTES:	August meeting of the BVSAC. Proposed: Mal McKenzie. Seconded: Peter Freeman Motion carried.
PRESIDENT'S REPORT:	<p>Peter and David Ratcliffe have all but completed the timberwork around the steel beams in meeting rooms.</p> <p>The gas bottles for the hot water system are now installed, thanks to Peter Freeman for the concrete and cabinet work.</p> <p>Feels that the club is "Cooking along nicely!"</p>
SECRETARY'S REPORT:	Nothing to report.
TREASURER'S REPORT:	Not present at meeting. Emailed to advise the club's finances have been audited prior to the Annual General Meeting.
WBMA REPORT:	The transpiration area of the sewerage system is to be expanded with additional area of vetiver grass plantation. Scheduled for early September.
BUSINESS ARISING:	Nil
GENERAL BUSINESS:	<p>Mal McKenzie updated the planning for the proposed Fun Flight day in November.</p> <p>Two aviation related events were mentioned: MAF Ride2Fly on 08/09/2012 and the Motors In Motion at Kingaroy 27-10-2012.</p> <p>Rod Ward thanked the club for the use of the meeting rooms on behalf of the South East Queensland Aerochute Group and made a well received donation.</p> <p>Richard Faint provided a brief report on the highly successful "Gathering Of Eagles – Australia" fly in and noted that both the All-In Fly-In and Gathering Of Eagles are planned for 2013.</p>
NEXT MEETING:	06 th October at the BVSAC Clubrooms Watts Bridge at 10AM. This will be the BVSAC Annual General Meeting, followed by a normal monthly meeting.
CATERING:	A vote of thanks was moved for Priscilla Smith for providing the supper refreshments.
MEETING CLOSED:	There being no further business, the meeting was declared closed at 8:50PM Supper was held after the meeting.

**Next meeting: 10.00am, Saturday October 6th at the
Watts Bridge Clubhouse (BBQ to follow).**

**PRESIDENT: Mike Smith 0418 735 785 TREASURER: Ian Ratcliffe
0418728238**

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