Official Newsletter of The Caboolture Aero Club Inc.

AIRWAVES

IMPORTANT NOTICES

EXTAORDINARY GENERAL MEETING

Wednesday, 6 December 2006, 6:00 pm in Clubroom, notices and proxies to be issued shortly.

TAXIWAY MAINTENANCE

Interim repairs to the taxiway which runs past the car park will commence shortly.

This will involve the damaged section being removed, drainage upgraded and road base laid.

The work will be scheduled to minimise inconvenience and once the date is known we will update the notice on the website.

INCOMING PRESIDENT'S REPORT

For those who were present at the Annual General Meeting, I wish to thank you for your time and interest in the activity of our Club. Following the work done by Lesleigh and the Accountant in resolving the financial discrepancy, a date will soon be announced for the Special General Meeting to complete the adjourned Annual General Meeting item, namely the presentation of the Financial report, and proposed changes to the club rules. The proposed changes to the club rules will be made available in time to consider the changes prior to the meeting.

Carl has been busy with the progress on the Clubhouse kitchen improvements to meet the food preparation standard. The tiled floor is complete and a second hand extraction fan hood has been purchased and is being installed.

As part of the Caboolture Northern bypass, Leighton Construction has established an access road and site camp adjacent to the Clubhouse Park. This road is to provide access to enable construction of the roads and overpass on the airfield side of the highway. Part of the work will require the removal of a considerable amount of earth from the site and Leightons have agreed to assist the Airfield by using this earth to shape and contour the eastern extension of runway 06-24 as well as improve the taxiway turn off on the northern end of runway 12-30. Please be safety conscious and patient during these activities. Myles Tomkins is our liaison person with Leighton Constructions and it would be appreciated if any concerns or requests were directed either directly to or via the committee to Myles. The assistance from Leightons is worthwhile and we do not want to spoil this rapport.

Bill Haynes is arranging to have the potholes repaired and this may have been done by the time you read this report. Safe Flying

Dave

President's Annual General Meeting Report

This report serves not only as my annual report to you: it is my final report as president, as the rules wisely ensure a lack of entrenched executive by limiting executive members to two terms (four years) in office. The rules provide for me to remain on the committee, to offer the mentoring and support that has been provided to me by Geoff Brown during my term. Accordingly, I will not dwell just on the last twelve months but will roam back over issues of the last four years - issues that can be considered as perennial as they will always be

(Continued on page 2)

Contributions for the next Airwaves close 10 December 2006 and can be sent to PO Box 240 Grange QLD 4051 or emailed to cabaero@optusnet.com.au.

Inside This Issue:

September / October 2006 Issue 12 Volume 1

Incoming President's Report	1
President's Annual General Meeting Report	1
Classifieds	7
Coming Events	5
Committee Details	6

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there and continue to require committee and member attention.

MAINTENANCE

If asked to state what I consider to be the most important issue I would, after recognizing the effort to keep our field, specify ongoing maintenance. When Ross Leach, who has managed the maintenance for so long, said that he would like to withdraw in order to enjoy his retirement, we were extremely fortunate that Jim Tedman immediately offered to take over. I wish to publicly thank Jim and to acknowledge again the work done by Ross. It does seem though that Ross is unable to completely disassociate himself as he still takes a lot of interest and contacts me regularly. In fact his last contact was to advise the committee that our mower is fast becoming 'time expired' and we need to approve the purchase of another. This is not to be confused with the big tractor. The smaller mower gets into the places the big one cannot. The cost is around fifteen thousand: a bit more than a normal ride-on but it is worthwhile getting a machine sturdy enough to handle the demands over a long period. As usual, I am inclined to accept Ross's recommendations and I will pass them on to the incoming committee. The large tractor was purchased on a favorable lease arrangement over a five year period, which culminates in early 07, when we must put up a balloon payment of $37000. I believe the tractor was a wise investment as it has, as Ross predicted, given us five years of great service without any maintenance outlay, and hopefully, will go on doing so for a few years yet. The 'work in lieu of maintenance levy system' seems to be working well enough but I suggest that all of you, in particular new members, familiarize yourselves with how this works so you know your options. The membership officer will work with Ted to keep the records of this up to date.

The two projects which will affect us are the works on the NE end or r/w 06. This work is to accommodate a runway end safety zone (RESZ) on the SW end. This is a mandated take-off safety zone between the runway threshold and the development to the SW giving a 1000 meter length of area without suburban housing (It will accommodate a water feature so presumably you are allowed to crash (splash) there). The r/w 06 threshold will be moved in 300 meters to allow this, and the developers, QM Properties, are clearing an equivalent area to the NE and the runway will extend out to the now replaced McNaught Road. This has the effect of giving us the same landing distance but, as the displaced threshold is a landing threshold, we have effectively gained an extra 300 meters of take-off distance. This is very good as r/w 06 is our preferred take-off runway. (Please note this – as not everyone does use it as required in all but winds in excess of five knots favoring another runway. And bear in mind that r/w 24 should only be used for take-off when weather conditions dictate) QM have advised the work, already commenced, should be completed within a year.

The other major work is the freeway work by Leightons on our western boundary. This is a major job which will also take about a year to complete. The work itself does not impinge greatly on the field but does require that Leighton's set up a site office to manage it. Leightons, in return for the club's co-operation, have agreed to leave their fenced security compound for us, to pay all the electricity bills (theirs and ours) for the duration of the work, and to leave the three phase power facility behind when they go. Leightons are being very considerate of ways in which spin off from their work can benefit the club. Gary Smith set up the original arrangements with Leighton's and ongoing club liaison will be handled by Myles Tomkins.

Throughout the year our 'silent achiever' Dave Walsh, has quietly done a number of those tedious but important repair/improve jobs around the field. Dave's unopposed move to the club presidency ensures we go on getting the benefit of his willingness to work on behalf of the club, and his long history with the CAC.

Michael Mc Shane, who has hung up his flying helmet, is still prepared to come and put in long ours on maintenance tasks and the committee has recognized his work by granting him an honorary membership. I feel sure you will all endorse that. Congratulations and thanks Michael.

In concluding this part of the report allows me to thank all who have done maintenance work. To all of you – be proud of your airfield and acknowledge those that keep it that way

AIRSHOW

I am asked on an almost weekly basis by folk from far and wide as to when we are holding the next Caboolture Airshow. The show obviously has a very good reputation. After our last show in 2004 the management committee more or less said 'never again' – the financial risks are too great. I wonder if in time we should re-visit that decision and consider another show, benefiting from what we have learnt. By all standards the last show was a great aviation spectacle and drew great praise however, we only just a little better than broke even on it. As a ROI it was terrible.

The show was born out of a number of wishy washy and conflicting resolutions by members and committee. After deciding to go ahead for a September 2003 show we were approached by professional show organizers, planning an Archerfield show on the same date, and asked if we

(Continued on page 3)

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President's Annual General Meeting Report ... continued from page 2

would move two weeks back. We declined and, to our surprise, a week or two later were approached by the organizers and asked if we could plan and run their flying display. We agreed to this an on the basis of the Archerfield owner paying Caboolture a $25000 fee towards our show, which we agreed to reschedule until the following May. Archerfield went ahead and our planning was appreciated and the owner, despite the show being a financial loss, duly presented our club with the 25K cheque.

Another complication was that the Antique Aircraft Association of Australia (AAAA), in an attempt to encourage their Qld members, decided to run their annual fly-in convention/airshow at about the same time at Caboolture. We agreed to combine the two events and whilst this worked alright on the day it did have both planning and subsequent complications which I am able to report have been satisfactorily resolved.

Should we consider another show we must analyze what went wrong and what we would have to do differently.

One problem was that we did not have a significant and committed management team; just a few individuals such as Murray Barker, doing their best. We had to rely on a professional event manager who was both expensive and who did not deliver the sponsorships she thought she could.

If we do it again, and I don't mind going on record as saying we should, we would need to hold two planning meetings as follows:

Hold an EGM at which the members voted convincingly to hold the show, contingent upon the club's management committee, within a specified time, being able to form a management team committed to the eighteen months of preparation (I think 2008 would be the earliest it could be held.) There must be two teams and two managers – one for overall planning, sponsorships etc, and the other for display planning and oversight,. Club members must be prepared to be part of the planning teams over the entire period.

Initial planning must include seeking sponsorship, military participation, and possibly, Queensland Government support. These are necessary to move forward with confidence. A second review meeting should be held to review progress and recommend a final go/no-go decision.

We should basically go it alone and only involve another party if the benefits are very clear, well defined and subject to a legal contract.

We should not use employed or contract organizers but should devote our resources to a well run office and staff. Last show we relied heavily on a long term, full time, unpaid commitment by Jan Webster in that role.

On a slightly different note I would also like to propose an 'aviation trash and treasure' event. Guy Kendall ran the QVAG table at Watts this year and has agreed he would be keen on one at Caboolture. We did one before in conjunction with the Museum but relied heavily on a volunteer who was going to 'move mountains' but completely let us down. Again, we learnt a lot of lessons. I believe that with enough notice and a planning budget it could be a very good event. Who knows what is lying around in the garages of Caboolture and surrounds.

The combined event with the Sunshine Coast MG Car Club was a good day and they have asked us to consider making it an annual event and widening it out to include some other interest groups.

AIRFIELD USERS AND SAFETY

We are a recreational aviation airfield as defined by the Department of Natural Resources and Mines, the owners. This means we need to accommodate recreational aviation in all its various forms.

Some years ago we worked through the issue of skydivers landing on the field. Legitimate concerns were raised about safety and about the legal liabilities of our members that owned hangars. The Skydivers agreed to operational procedures and the Caboolture Council reworded our leases in such a manner that the insurance issues were addressed.

We have had issues with the Gliding Club over non standard circuit procedures. A recent safety conference addressed these and the glider pilots have been briefed by their instructors and you have been informed by articles in Airwaves as to the vagaries of glider operations; and to your responsibilities under the new circuit joining procedures. We do have a membership issue with the glider members that I believe must be resolved. Some time ago our sec/treasurer, Jenee Molyneux, proposed that an equitable access fee for the gliding club would be a fee equal to the membership subscriptions of fifty members. This was very practical as the Glider Club probably has that many or more and they make full use of the field. Our rules do not define a category of group membership and I think we need to tidy this up. A possible solution is to have fifty of their members processed by the normal proposer/ seconder, committee approval process or, if they can't raise fifty names, we should process the number they put up, and then calculate a monetary amount equal to the shortfall. That would regularize our membership role and legalize the voting rights and privileges of the gliding club member.

We have Gyrocopters, ultra lights and even a number of powered hang gliders. What I wish to stress to you is that they are all recreational flyers. Inevitably there will be times when there is conflict. Please, in these cases, keep your cool and discuss your experience with the other person (on the

(Continued on page 4)

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ground). If it seems like an ongoing unsafe situation, or a deliberate unsafe action please report it to the committee for follow up.

From time to time one of these bodies may wish to hold some form of special function; requiring tolerance and co-operation of other groups which I hope will be forthcoming with good grace

CLUB FACILITIES

Dawn and Carl continue to operate the club house at times when it is possible for it to be a viable operation. This is mainly associated with the Ulysses Club activities but they do keep it open on Saturday and Sunday mornings unless they know of a fly-away or something that will take our members away from Caboolture. Dawn and Carl are also able to cater for a few other functions all of which adds to the viability of their operation. When considering club facilities the committee has tried to weigh up just what you want. There are those that would like a more active social side to the club, which would bring with it an ability to afford longer hours of meal and bar service. The amount of support these had in the past suggests there is not sufficient interest amongst you to justify it. The membership demographic and the DD enforcement (with which we certainly agree) make a few beers at the club house a fond memory

Whilst it would be great to have a club house open for longer hours providing meals and bar, we simply do not have the membership requirement to justify it. In the mean time your use of the facility when it is open helps to keep it going.

Airwaves has mentioned the formation flying group that meet on a Saturday or Sunday morning. This little group of enthusiasts has achieved a tidy level of formation flying and feels they have added an interest to their flying. It has died off a bit lately but I hope it will be rejuvenated. It is informal, undemanding and fun and allows a new skill to be added to one's flying repertoire. Big tasty and entirely unhealthy English breakfasts are provided by Dawn. If it gets up again I will put a notice in Airwaves and anyone is welcome to join in. We have an email circuit you are welcome to join. One formation activity planned for the future is to accept an invitation for a weekend flyaway to the Lismore Aero Club.

You may have noticed the landscaping work around the club house. The Ulysses club did this as a gesture of appreciation for the use they make of our club. I am sure you will agree it is a vast improvement. It is much appreciated.

PERSONNEL

The club's size makes it difficult to manage. We are not big enough to justify, except perhaps at airshow time, a full time staff member. We are big enough to require a fairly consistent and regular demand on somebody to be doing something, and that is handled by part time volunteers; who have families and full time jobs.

The lack of feedback from members (there is almost none) could be interpreted as apathy of the members or it could, as I choose, be a vote that we are traveling satisfactorily. We are always available for comment and the members can use the rules to call an EGM should there be an issue they consider important enough.

The Secretary/treasurers job is very demanding. It is no cliché to say that Jenee's departure left a very hard act to follow. Bill Grieves, Sandra Mauger, Gary Smith, Richard Terry and now, Lesleigh Fisher have stepped into the role over the last three years. The latter two even upgraded their membership status from 'social' to 'full' to be able to take on the task.

We do not have a nomination at this AGM for the position of Treasurer.

Paula Hodgson, who we paid to produce Airwaves, advised that she wished to give it up. We really appreciated the effort Paula put into the magazine and knew she would be difficult to replace. Lesleigh offered to step up to the plate so now Lesleigh is Secretary, Treasurer and Editor of Airwaves I am sure you will agree that Airwaves is looking good and is being enhanced by the inclusion of her husband, Mathews, photography around the club. Airwaves has drawn two unsolicited compliments from other clubs.

You can help with Airwaves by forwarding articles, preferably original ones that you write yourself. And don't forget your access to classified ads.

Daryl Webster is a retiring committee member. He need not have been as he was nominated for the committee but decided to withdraw his nomination upon realizing that, for once, we had enough nominations to more than fill the positions required. In doing so he has stated he wishes to remain involved and will undertake work as allocated by the committee. We are fortunate to have his services with the amount of historical knowledge he has of the club.

THE FUTURE

The committee appointed a sub-committee to negotiate on behalf of the club. I have reported little more to you than to say that discussions have taken place at council and state levels, and with a potential owner/developer. I have withheld only those details which must be considered sub judice or 'commercial in confidence'. Frankly there are not many.

We are aware of just how important the issue is and that we must try to achieve security of our future before we move into single digit years to run (in 2008).

I am aware of a Motion that has been forwarded to the secretary for debate at the AGM. I will not take unfair advantage of this report to pre-empt the debate on that

(Continued on page 5)

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President's Annual General Meeting Report ... continued from page 4

motion. My comments can wait until that debate.

COMMITTEE CHANGES

WE have some new blood coming to this year's committee.

Michael Hockin is an aviator with academic, managerial, flying and aircraft ownership experience. Mike held senior positions in Qantas maintenance before taking over as maintenance manager of Virgin Blue. He used to own a DH Dragon which he flew with the RAAF museum at Point Cook. He has bought a hangar at Caboolture and moved in his recently purchased Chipmunk.

Andrew Griffon is a new club member who is trying to purchase a hangar to house the aircraft he and his partner intend building. Andrew is a Qantas Second Officer on B747-400s.

Our retiring committee members are Daryl, Ian McGregor, Bill Haynes, John Hitzke and Greg Lane. I would like to thank them all for their time and to say I hope they will return to the committee at some time in the future.

Greg Lane has upgraded the club's website which has gone through a number of changes since Roy Molyneux retired as webmaster and since the passing of Joe Mikus who had replaced Roy. Greg has a job that keeps him overseas regularly so it has been quite an effort to accomplish the upgrade and has relied upon the use of a number of his company's resources.

Vice President, Bryan Carpenter is at the field and has always been willing to help with matters needing urgent attention. It is good to see Bryan's flying school powering on and joining the other three flying training organizations we have of the field.

CONCLUSION

A major event at the field this year was the unfortunate accident that befell Guy Kendall, one of the club's originals. We are all delighted that he survived such an horrific accident and admiring of his gutsy recovery.

Mostly the silent, majority has been behind me. Please stay there as I line up behind our new president, Dave Walsh.

Dave and I flew 727s (TAA) together as Captain and Flight Engineer respectively. Your in the left seat now Dave so it's over to you Skipper.

Ray

KANGAROO AND BIRD HAZARD

Pilots, please be vigilant on all flights for potential conflict with kangaroos and birds.

COMING EVENTS

November			
19	Caboolture Airfield YCAB Hangar 52	Contact: Eric Kneen 07 3269 8575	*S.A.A.A. Chapter 22* General Meeting
26	"Greenfield" Boren Point	Contact: Tony Green 07 5485 1016	Antique Aeroplane Association of Australia National Annual Toy Run Also occurring in NSW, SA & Vic see website for details antique-aeroplane.com.au
December			
6 6pm	Caboolture Airfield YCAB Clubroom	Contact: Lesleigh Fisher 0423 310 669	Extraordinary General Meeting This meeting is to present the Financial Report and elect the auditor for the current year which were held over from the AGM. Changes to the rules, in accordance with recent changes to the "Incorporated Association Act 1981"

The Events listed are taken from the aeroclub.com website, the websites of clubs in the region and from members of the Caboolture Aero Club.

If you have an event you would like included in Airwaves please contact the Editor at airwaves@cabaeroclub.org.au or by telephone on 0423 310 669.

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2006/2007 Committee & Volunteer Directory

	Home Phone	Work Phone	Mobile	Proposed E-mail Address
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SECRETARY / TRESURER				
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WEBMASTER				
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Please note the club's email addresses are currently being updated to the correct person. In the interim please direct all email queries to cabaero@optusnet.com.au.

DR. HEATHER PARKER

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CLASSIFIEDS

For Sale / Wanted

For Sale Ultralight Boorabee MK II - TT
560 hrs flying Rotax 582 (blue head), 65HP,
Water Cooled 70 kts cruise, 95L Wing Tanks,
Full instrumentation. Electric trim. Epirb. I20 Icom.
Date of completion: Mar 1999. Always hangared at
Caboolture Designed in Kyogle (NSW) $27,000
PS: there is a hangar which can be sold with it.
Please contact: Tatyana Everest (07) 3391 0102,
0405 717 106 or tatyana3391@aol.com

Experienced aeroplane builder and qualified
tradesman, just completed One Design
Aerobat. and looking for new project, metal
construction, rag & tube, fiberglass, airframe
welding, custom made parts and engine
installations Have own tools and machine shop
Ph. 0408 698 235

Hangarage

For Rent

Hangar Space For Rent
Please contact: 3391 0102 or 0405 717 106

Wanted to Purchase

Aircraft: Vans RV-8 (under construction).
Please Contact: Andrew Griffin
Mob: 0411 144 246
Email: andrew__griffin@hotmail.com
(double underscore)

Wanted to Rent

Hanger Required For As350 Helicopter
15 Metres X 11 Metres with
3.5 Metres clearance
Long-term rental agreement
would be preferable.
Please Contact Lynda Gunn on 0417 608 068

Hangar Space Suitable for a
Europa aeroplane
Please phone John
Mobile: 0418 637 345
Email: bampfylde@ozemail.com.au

Hanger space to suit a
Cherokee 180
Contact Rod
chinarjma@hotmail.com

Urgently required Hangar Space
to suit Ultralight Zenith 701
Will pay 12 months in advance
Owner overseas and aircraft
seldom used
Contact Michael
0432 681 321
or email
michael@webscan.com.au

Wanted to Buy or Rent

Hangar to suit
Maule MT7

Contact Adrian Carroll
Ph 0419 424 878
adrian.carroll@hipvale.com.au

Classifieds & Advertising Terms & Conditions

The CLASSIFIEDS is free to members of the Caboolture Aero Club. Non-members are welcome to list items at the rate detailed on the website.

Classified extends to hangars, aircraft, equipment and associated classifications, but does not include commercial operations.

These may be advertised as Display Advertising, the rates are detailed on the website.

All advertisements, excluding Hangarage and the Directory of Trades & Business, will run for a maximum of 3 issues .
The listing of any advertisement is not an endorsement of the product, service or item by the Editor, Aero Club or its Committee.

To place a classified or display advertisement contact the editor at airwaves@cabaeroclub.org.au or 0423 310 669.

Full Terms & Conditions can be found at cabaeroclub.org.au under Classifieds.

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CLUBHOUSE

OPEN HOURS

Kitchen

Wednesday
3.00pm to 8.30pm

Weekends
8:00am to 2:30pm

Bar Open

Wednesday Nights to 9:00PM
&
Weekends 10:00am to 3:00pm

Hours extended when clubhouse is hosting a function & on the last Sunday of each month.

MENU

All day Breakfasts

Morning & Afternoon Tea

Burgers

Chips & Wedges

Light meals / Snacks

Sandwiches

Cold Drinks

Ice Blocks

Tea & Coffee

Pressed for Time
Feel free to pre-order or phone an order in & pick up at an appointed time.

We can cater for groups
Ask about our smorgasbord breakfasts.

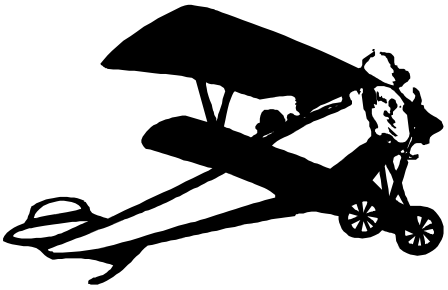
Clubhouse and catering available for meetings, parties or fundraisers

Live music last Sunday of the month

Members, Their Guests and bona fid Visitors Welcome

Enquiries: 0416 254 868 (anytime) or on 5495 3882 (during Clubhouse open hours)

AIRWAVES



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