



## Angel Flight Mission Bundaberg – Chinchilla to Brisbane

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VH EQD

One of our recent Angel flights saw me depart Bundaberg at 0615hrs in fog with an instrument departure and head west to Chinchilla to retrieve Kayla and Pam.

Kalya is a 16 year old female whom unfortunately has had two failed kidney transplants and is being kept alive by ongoing dialysis treatments in which Angel Flight pilots fly Kalya and family members in and out of Brisbane 3 times a week.

On this particular flight I was lucky enough to use a newly installed Microair M760 radio proudly sponsored by Microair Avionics Pty Ltd (Bundaberg).

At 0710 hrs we commenced our decent into Chinchilla but due to heavy fog we were diverted by Terry @ Angel Flight to the Oakey Military base. Again this airport was covered by heavy fog and we were diverted to Toowoomba. The time was now 0750hrs and the fog in Toowoomba was just as bad. ATC instructed me to orbit over Toowoomba to gain an instrument fix on the airfield and give an in-flight meteorology report which was fully covered in fog. All this time my radio transmissions were under full IFR conditions and the M760 never missed beat.

I returned to Oakey but the TAF issue had a fog base of 200ft so again was instructed to return to Toowoomba.

Again a NDB fix located the airport which was still not visible due to the fog. At 0905hrs I saw a partial view through the fog of the bottom end of the runway 29.

Due to the fog and low cloud base I flew out over the Toowoomba range and then tracked back to the airfield for a practice run over the runway. At 1500' above the airfield the fog would not allow me to descend to maintain visual.

The time was now 0915 hrs and I decided to fly back out over the range and descend to a lower level bringing me directly over Toowoomba from the range and track directly back to the airfield.

This took a low level long final approach so I could remain below the fog and cloud. I passed the Toowoomba CBD Heritage building which is 8 stories high level with the roof on my left hand side. I can say that they grow big trees in Toowoomba especially when your about 600m from the threshold.

I walked into the Darling Downs Aero Club with a smile on my face and a well deserved cup of coffee.

At 1000 hrs Kayla and Pam arrived from being Transferred via road from Chinchilla to Oakey Military base and then to Toowoomba. With EQD already prepared we set off to Archerfield at 1010hrs. At 1030hrs we landed in a fine and sunny Brisbane. We taxied up to the set down point where Kayla and Pam where then taken to the PA hospital by the earth angels where I waited at the airport for Kayla to be returned to me at 1545hrs to turn around and do it all again back to Chinchilla and then home to Bundaberg.

We departed YBAF at 1555hrs and were IFR cleared direct to YCCA.

I departed Chinchilla at 1710hrs and just on take off watched the sunset into the west. At 1755hrs the lights of Bundaberg in the distance brought a smile to face and I commenced my pre landing checks for Bundaberg. At 1815 hrs the wheels touched down back at Bundaberg not without a small glitch as one of my navigation aids the ADF / NDB failed in flight 40 nm before I landed into Chinchilla.

The day had seen myself flying solo for nearly 4 and a half hours with no Autopilot and a total of nearly 6.5 hours flying from starting the engines to shutting down all in one day. The equivalent flight time and distance in our aircraft would have got me from Bundaberg to Adelaide and some to spare

I must admit starting that day at 0500hrs to check the NAIPS, weather, prep the aircraft conduct the mission and return home to Bargara at 1850hrs after shutting and tying down EQD – It didn't take much rocking to put me asleep.

A big thanks to Microair sponsorship for the M760 radio. This made dual radio communication much easier as I could flick from my TSO IFR radio to the M760 with ease and with no clarity change or even a drop out. It's a shame the unit is not TSO'd as you would certainly have my vote. Well done on a great cost comparable unit for the aviation industry

Kind Regards

Wayne Condon  
Angel Flight Pilot - EQD