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Issue 11



Jones Air—Aerial Agriculture & Aircraft Maintenance



Peter Jones 'Handing Over'

As most of you would already be aware Rosie, our children and I are hitting the road east for a sea change at the end of June. I always figured that I would be out of St George by the time I was 43, however the climatic conditions, desire for a career change and opportunity have brought it forward a couple of years.

We have purchased a block of land 15 minutes north of Byron Bay between Mullumbimby and Brunswick Heads where we will be taking up residence. We chose the area for the salt water, green hills and its diversity. Another attraction to the area is the 5 minutes drive to the Tyagarah airport. It is becoming more difficult by the day to find coastal airstrips of this convenience.

I went to a Tyagarah airstrip meeting the other day to listen to the discussion about the drainage problem. In big rain events the drains that run down either side of the strip don't disperse the water quickly enough due to the overgrowth of weeds. Out here we would just run the grader up either side of the strip, solving the problem in a few hours.

However the council want to do a \$20 000 environmental impact study of the effect on the critters that have taken up residency in the drain. I am sure there will be a few little differences over there if that is anything to go by.

When asked by some of the locals on the coast what we are going to do, one of my answers is, 'To introduce aerial spraying to the district.' This sure gets a bite. The real answer to this question is that we are not totally sure what the future holds for us. Rosie is going to pursue a career as an artist and I am yet to find exactly what I will do. I will be involved in some land development projects, so I will see where that leads over time.

My involvement in Jones Air will be as a director and shareholder. I still plan to commute and give assistance as required. The depth of involvement will depend on many factors, such as the drought, seasonal demands and my time availability.

Scott has taken on my role as managing director. I know he will do a great job. Due to his passionate dislike of sitting at a desk for more than 5 minutes and using a computer for anything more than producing a spray order or a game of Patience, he has convinced Amanda to throw the work boots on again. This has been a welcome challenge for us in the office as she is slowly pulling us into shape and getting things up to her efficient standard.

Shayne Hart figured he needs some more challenge in his personal and work life. He is going to be a father in the middle of June and starts in his role as general manager of Jones Air at the end of June. I think he took this role on as a strategy to avoid changing as many nappies as possible. Shayne knows the business backwards and I'm sure he is looking forward to me moving on so he can settle in.

Jon Chaseling is now the chief pilot of Jones Air. He had to fight Jason Speedy for the job. I have it on good authority that Jason let him win. It did take a little convincing Jon to take on the role as it does come with a high level of responsibility. We are pleased with his commitment and professional approach to the position. Following an extensive interview process, the Civil Aviation Safety Examiner reported to me that he believed we have a good chief pilot on our hands. Thanks Jon.

On one level I am looking forward to the change in my life and on another level I am experiencing a reluctance in letting go of what to date has been my working life. I am sure I will miss it as I have thoroughly enjoyed my time in aerial ag and my association with the farming sector. I am looking forward to catching up with you all sometime and look forward to working with you in the future in my new role as a spare part at Jones Air.

Peter Jones

Jones Air Maintenance In Full Flight

The Jones Air workshop has maintained a steady flow of work, despite the drought. In fact, Chief Engineer Rick Ellis will probably tell you we are 'Flat Out'.

Apprentice Cody Watt is back from a stint working on Dozers and is enjoying the smaller spanners and the clean hangar. He is currently away at Tech College undertaking his theoretical training.

Long time employee and industry legend Jeremy Smith recently departed for a life in the Whitsundays, and now works for Helibiz. He seems to be enjoying the lifestyle, as he has been parachuting and yachting in his spare time.



We are still a Service Centre for Robinson Helicopters, and Clynton Chandler is able to fill the void left by Jero in this area. Jones Air still intend to provide an 'in field' service, but at times this will involve driving out rather than flying. Of course we still encourage our customers to bring their aircraft into our well equipped hangar for maintenance.

Don Woodrow's paint shop has been supplying a steady stream of aircraft, and even though routine servicing of our own fleet was down this season due to low flying hours on each machine, outside work is keeping us busy. In addition to this the hangar rebuild of a Cessna 210 is nearing completion, and some heavy maintenance on one of the Dromaders, and a refurbish and repaint of an Ayres Thrush has kept our engineers off the streets. Rick had a couple of field trips for maintenance on the firebombers in NSW, and has been kept busy with moving house recently.

Rick, along with Scott Jones and staff will continue to work hard providing a competent service to our maintenance clients.

Take a Scenic Flight or Charter a Plane

Jones Air Charter pilot Steve Westcott has kept our Cessna 210 in the air over the last few months conducting regular charter flights and also taking visitors to town and locals alike on scenic flights over the area.

We are the St George and district agent for South West Air Service P/L, a well known and respected Charleville charter business. Whether you want a scenic flight over the area, or to hire a plane to take you and your family to Melbourne, Steve can organise a quote and tailor a package to suit your needs.

A 20 minute flight over the town, Beardmore Dam and the irrigation area makes a unique gift for your next group of visitors to town, or a great birthday present for someone closer to home. The aircraft can comfortably seat 4 passengers and the high wing gives all an uninterrupted view from the windows.

For further enquiries, or to make a booking call our St George office on 4625 5366 or Steve's mobile 0427 255 366.



Staff Profile

This time we have managed to get an exclusive interview with Jones Air's new Chief Pilot, Jon Chaseling.

Jon came to work for Jones Air in early 2004 fresh from Kingaroy. For obvious reasons, he soon earned the nickname 'The Big Peanut', and we sent him off to Dirranbandi to see if he was salty or dry roasted.

Due to the constant lack of rain (we don't think we can blame Jon for that), he has now relocated to St George, and this is where our staff caught up with him for this revealing interview.

Name: Jonathon Livingston Seagull Chaseling
Age: "Old enough to be going shiny where I used to have hair"



Hobbies: Birdwatching, crashing model aeroplanes, and throwing a leg over... old bikes that is. "Oh, and I also enjoy amateur moviemaking... I have some good footage from my time down on the fires this year. It stars my friend and co-pilot Doyley. Cool, hey Bro?" Also enjoy serial monogamy (no that doesn't mean I have relationships with Corn Flakes) and I work hard at tireless self promotion.

"Just recently I've taken up football training so I can play in the upcoming Rugby Old Boys game. That is why I've been coming to work smelling like Deep Heat, limping and rubbing my groin... not for the reasons that you blokes suggested!"

Favourite Song: 'To All the Girls I've Loved Before' by Julio and Willie.
Second Favourite Song: 'Better Love Next Time, Baby' by Doctor Hook.

Favourite Food: Meat Pies, Hot Dogs and Hamburgers. "I am on a health kick at the moment, so I have been bringing coconut, macadamia nuts, dried fruits and carrot juice to work for smoko. Unfortunately I'm not losing any weight, because I eat these and then still have a pie for morning tea!"

Favourite Drink: Dirran Bore Water.

Dislikes: Noisy Parties next door... unless they invite me!



Best Achievement in 2007 so far: "Being awarded the prestigious Jones Air Chief Pilot role. It is not called Chief Pilot anymore, but HOFO. I've since found out this is an acronym for Head Of Flight Operations, but I nominated myself for the position thinking it stood for Head Of Food Organising, because I like doing the smoko run."

Ambition: To get a cranky wife, so she can drag me out of the pub, then I can spend some time at home.

We thank Jon for taking time out of his busy schedule to partake in the interview. We spoke to him in between him thinking about doing some work and his thinking about going to have something to eat.

Combined Airwork appointed Dealer

Jones Air is pleased to announce that Mr Rhett Heffernan from Combined Airwork in Griffith, NSW will be taking over the marketing and distribution of the JARBA range of products. Combined Airwork actively promotes Precision Application products to rural industry, and this partnership promises to deliver benefits to both companies as well as their clients in the agricultural aviation industry.

In addition, Rhett is marketing DIVRA, an acronym for Direct Injection Variable Rate Application. This technology has been developed by a Wee Waa based company and promises to deliver an exciting range of variable rate liquid delivery systems onto the market. It augers well for the agricultural industry having all these products available through the one outlet- Combined Airwork.



Rhett has a supply of spares for the JARBA range of products, and for all enquiries regarding parts and new installations, he can be contacted by telephone on 1300 661 126 or email rhett@combined.net.au.

Scott and Shayne 'Taking Over'



*P*eter Jones' move to the Coast is not too far away now, and with Scott and Shayne at the helm, we are keen to provide the same high level of service you've come to expect from Jones Air. Like all the growers and townspeople in the area, we are looking forward to rain in the very near future. The recent light falls are a good help for growers considering winter crops.

With a newsletter called 'Props Over Crops' it would be nice to actually see it happen sometime. The drought and the resultant huge decrease in plantings this summer meant that Jones Air had its quietest cotton season for many years.

The bulk of the cotton spraying in the St George area this year was done by pilot Damian Hersey in the radial Air Tractor. Later on in the season he graduated to the turbine powered Ayres Thrush. Damo was fortunate in that he probably did as many hours as any other ag pilot in Australia this summer. He is now working in the maintenance hangar waiting for rain and the opportunity to jump back into an ag aircraft.

On a positive note, we successfully undertook some variable rate defoliation of cotton in the St George irrigation area. This variable rate technology will be a useful tool for growers and agronomists wishing to custom apply fertilizers, growth regulators and defoliant to crops. James Thomas can supply high quality mapping services for growers in the area incorporating photography from his recently acquired light aircraft. It is pleasing to see this type of development happening, even in the worst drought in living memory.

This season we also said goodbye (again) to long time airstrip manager Toby Watt who is currently contract tyre servicing on mine vehicles near Cloncurry. With Toby away, Shayne had to get off his comfy office chair and do some mixing. He is looking forward to Toby's return in a busy season!

Jones Air welcomed back pilot Jason Speedy this year. Jon Chaseling and Speedo didn't spend a lot of time over the cotton this year, but did quite a few hours water bombing on the bushfires in New South Wales. We had two Dromaders and the AT-802 Air Tractor operating during the fire season out of Bathurst, Orange, Dubbo and Mudgee. This was a welcome way to utilise these high capacity machines in lieu of spraying. The pilots were kept busy on major fires throughout the state and down into Victoria but still managed the occasional day off and got to sample some of the local delights such as winery tours and night clubs. Aerial firefighting has its own peculiarities and the boys will be happy to get back into a bit of aerial spraying away from the constant radio chatter, smoke, hills and air traffic.



The three Jones Air Dromaders are now set up to quickly change from aerial spraying to water bombing and back again. This allows us to service our cotton clients to the level they expect from us, but during quiet times, we can go fire fighting if needed.

Don't forget about our solids suspension boom which enables us to apply gypsum and trace elements in suspension form for quicker incorporation into the soil structure.

The drought can't last forever, and we will be here when the rains come. Scott is chomping at the bit to get back out onto the loading pad.

Scott Jones and Shayne Hart

Helping Us to Serve You Better

Jones Air is 100% committed to providing reliable service to its clients. Our success is directly dependent on your successes. We are doing everything possible to have a highly efficient service to meet all aerial application and aircraft maintenance requirements. For us to provide the ultimate service it is of paramount importance that we communicate well with clients, agronomists, and chemical and parts suppliers. A few points to remember that help us to help you:

Aerial Applications:

- Spray orders in by 5pm, in writing where possible. Job Request Forms are available in books from the St George and Dirranbandi offices, and all growers are encouraged to use them.
- Check chemical rates against label recommendations.
- Advise us of your chemical supplier if different to previous sprays.
- Consider alternative chemicals in environmentally sensitive areas.
- Contact each of your neighbours and advise intentions as necessary.
- Consider chippers and farm workers, your own as well as those next door.
- Consider wind direction for towns, rivers, school buses, stock routes etc.

Aircraft Maintenance:

- Ongoing communication helps us to plan your job. Early notice of impending 100 hourly is appreciated.
- Consider sending a fax detailing Defects. A written reminder is a great help and allows prompt ordering of parts required.
- Address all engineering/ technical enquiries and job bookings to Rick Ellis, our Chief Engineer.

If you feel your needs are not being met, or there are other issues, please don't hesitate to contact Scott Jones.

Office Shuffle

There have been a few changes around the office recently so a quick update might be in order. Kingsley Bauer has left Jones Air to start his own bookkeeping business Hawkeye Business Management Services. We will still see him around the office, but much less, as he expands his client base into the future.

Recently we said goodbye to Ellen Wippell and Amy Parke has taken on a full time role with us, predominantly in the workshop office and payroll area. Amanda Jones will take up the rest of the admin tasks such as accounts and reception duties. We've also set aside a bit of space for Jon Chaseling to while away the hours maintaining On Call Rosters and the like until it rains. He is in the Hangar Office with Charter Pilot Steve Westcott.

Shayne Hart will still have an active role in Operations, organising the ag fleet and pilots during the spray season.

We all wish Kingsley well in his new venture and will keep his mobile number handy for any computer problems.

All staff also wish Peter and Rosie Jones and family well in their exciting new ventures on the Coast. We are positive that whatever they choose to do, they will give it 100%.



- AAAA Spraysafe Accreditation
- Aerial Agricultural Specialists–Spraying Seeding & Fertilizing
- Aerial Firefighting
- Licenced Aircraft Maintenance
- Robinson Service Centre
- Aircraft Recovery and Rebuilds
- Aircraft Charter and Scenic Flights
- Agricultural Aircraft available for hire with or without pilot
- Australian Maritime Safety Authority Sub Contractor for Oil Spill Dispersal
- Refueling Facilities

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During the heat of the space race in the 1960s, the U.S. National Aeronautics and Space Administration decided it needed a ball point pen to write with in the zero gravity confines of its space capsules. After considerable research and development, the Astronaut Pen was developed at a cost of about one million dollars. The pen worked and also enjoyed some modest success as a novelty item back here on earth. The Soviet Union, faced with the same problem, used a pencil.

The Back Page Trader

Amy has been busy updating our website to better reflect our current operations. If you get a chance, take a look at www.jonesair.com.au

For Sale: Helicopter landing platform. On pneumatic tyres, steerable and towable. Suitable for choppers like R-22, R-44 and Bell-47. Contact Scott Jones or Rick Ellis.

A number of our aircraft have been listed for sale recently. We are not selling out, but have listed these machines in an effort to sell ONE or TWO. Of course, if we only listed one or two for sale, they would have been the wrong ones. Included in the list is our very neat C-180 and our Cessna 210. One of these planes may be of interest to you. Give us a call if this is the case.