

## Newsletter No. 323 – August 2021



The Atherton Aero Club is an organization of aviation enthusiasts who promote the sport of aircraft building and flying. The organization is associated with *Recreation Aviation Australia Inc.* The Club meets at Atherton Airport every third Sunday of the month. Food and drinks are available and visitors are most welcome.



**Musgrave Station**

**North Queensland**

**Photos: Kevin Priestly**

## ***Atherton Aero Club - Committee Contacts***

<b>President</b>	<b>Vice-President</b>	<b>Secretary</b>	<b>Treasurer</b>
Jack Cross PO Box 227 ATHERTON Q 4883 <a href="mailto:xjac@bigpond.net.au">xjac@bigpond.net.au</a>	Dave Camp PO Box 227 ATHERTON Q 4883 <a href="mailto:dcamp.gvale@gmail.com">dcamp.gvale@gmail.com</a>	Mark Aitken PO Box 227 ATHERTON Q 4883 <a href="mailto:mjaitken54@bigpond.com">mjaitken54@bigpond.com</a>	Stephen Klaproth PO Box 227 ATHERTON Q 4883 <a href="mailto:sjklaproth@gmail.com">sjklaproth@gmail.com</a>

Web Page <http://www.athertonaeroclub.org/> ***Now Back On-Line***

Facebook <https://www.facebook.com/AthertonAeroClub?ref=hl>

Email [athertonaeroclub@gmail.com](mailto:athertonaeroclub@gmail.com)

### ***EDITOR'S NOTE - by Bill Gronbeck***

Hi All and welcome to edition No 323. In this issue, members activities - a builders log, flying stories and photos, the 79th anniversary of a crucial WW2 battle. Keep those flying adventures going while the weather permits and remember to send us your photos and stories. Enjoy the read.



A thank you to John Martin, Jon Collins, Kev Priestly, the NQAC and others who contributed to this edition. Please contact me with your newsletter contributions on any of the following: (07) 4036 2868 or 0408 073 142 or by email at -

[williamgronbeck2@gmail.com](mailto:williamgronbeck2@gmail.com)

Watch the AAC, NQAC, Burdekin Flyers, FNQ Flyers, Donnington and Innisfail Facebook Pages for details of calendar changes and other short notice events. Check out the AAC Website for the YATN weather-cam and older AAC Newsletters.

***NOTE: The AAC Web Page is now back on line.***



The next **AAC Club Meeting** will be our regular monthly get together and BBQ Lunch.

**Sunday the 19th of September** starting around **10:30am.**

Venue the **AAC Atherton Aerodrome** storage facility.

**Visitors are most welcome.**



## ***Jabirus To Cameron Corner 1***

After a two year hiatus due to COVID 19 we decided this July that it was time to take the Jabirus and do our annual flying safari somewhere in Australia. Due to COVID and the potential for lockdowns we elected to stay within Queensland and for the first time in about twenty years of doing these safaris we decided to just completely “wing it”. Having only three planes and a planned 6 people we figured we would be able to find accommodation somewhere every day. We booked the next day’s destination accommodation each day after checking the weather, fuel availability and current state of COVID lockdowns.

Like all best-laid plans things didn’t go fully to plan from the beginning. Martin Boyle’s passenger had to pull out at the last minute, my wife/passenger, Yvonne, also pulled out and because she wasn’t going, Dave Camp’s wife, Heather, decided not to go either. Dave found a last minute replacement in Rob Yodels who is partway through prolonged pilots licence training so he was keen to get some stick time. So from the original 6 we departed with only 4 intrepid aviators.

Martin and I left on the Friday and almost immediately I had a radio failure. I landed at Pinnarendi Station and changed headsets which didn’t help, though turning the radio off and letting it cool down seemed to temporarily fix the problem so we pushed on with me intermittently turning the radio on and off. With liberal use of texting via the mobile phone and eventually blue-toothed via the headset, which retained communications we stayed in contact enough to be safe. The availability of locating each other was further aided by use of iPads running OzRunways with traffic awareness activated.

We then headed south with lowering cloud. We decided to head further west and stay over the broken cloud. With the radio issues not resolved we headed for Einasleigh and landed to try to sort them out properly.

We then went on to our planned first stop of Pentland which is a tiny town on the highway between Charters Towers and Hughenden. It possess a nice smooth sandy airstrip and and we were picked up as planned by the pub/motel owner. The town while small is clean and tidy. The pub is on the main highway and opposite the railway station and was a bit noisy due to the number of road trains and rail trains coming through all night. But apart from that it was a pleasant stopover point.



***Day 1 Martin Boyle landing at Pentland Airstrip***



***Day 2 Porcupine Gorge (near Hughenden)***



***Day 2 Dinosaur Museum Hughenden***



***Day 2 Hughenden Airport***

## ***Jabirus To Cameron Corner 2***

While on the ground at Pentland I called Dave and got him to bring a spare radio I had and he brought that with him. I swapped out the radio when we met up in Hughenden and it worked so we were back in business.

The next day we headed northwest for Porcupine Gorge and flew low level down the gorge and on to Hughenden. Dave and Yodels were already closing in so we waited for them and then got onto the motel operator who came out as planned and collected us.

While we were at Hughenden we did the tourist stuff of going to the dinosaur museum and walked around town and ended up at the showgrounds where there seemed to be a large number of caravans and camper vans. Initially we thought there must have been some event on but in the end, apart from a local junior football game we realised it was a phenomenon we were to see all through western Queensland this trip. Literally thousands of travellers, grey nomads, young families and everyone in between has taken to the roads to see Australia while they can't go overseas. The small western towns are having a bumper year with most places actually or close to constantly being booked out.

This was the first day we had to start doing forward planning. We decided to make our final turning point Cameron Corner and checked with them that there was a functioning airstrip and if they had accommodation for the next few days and on receiving the answers we wanted we then set about planning the actual route there. Our first plan was for Windorah or Thargomindah, but after phoning both we found out they were both booked out. The Birdsville music festival was on that weekend and both these places were the first days drive out of Birdsville. Trying slightly further back at Quilpie we managed to get what seemed to be the last two motel rooms from Birdsville to Charleville. And even better the motel operators said they would leave a car at the airport for us! Country hospitality at its finest. So Quilpie was our aiming point.



We arrived at Quilpie and refuelled and the owner of the "Quilpie Motor Inn" arrived in a land cruiser. He ferried us back to the motel and left us with a car to explore the local sights.

Quilpie actually had a few things to see. We drove out to Lake Houdraman which is on a branch of the Bulloo River and had a look at the camping areas and across the lake to the resort on the other side. We then took a drive up to the top of some hills and a lookout.

We also had our first taste of caravaners marvelling at us "rich guys" travelling around in our own planes, while little realising their \$200,000-\$300,000 caravan and land cruisers combos were worth more than triple our little Jabirus.

The following day we decided to stay another night in Quilpie but to do a day trip to Eromanga. It is about an hours flight to the west and had recently been in the news as the location of a new dinosaur museum, some new fossil finds and the home of the newly named Titanosaurus Cooperensis which was the biggest dinosaur ever to inhabit Australia.

## ***Jabirus To Cameron Corner 3***

In addition Eromanga has a micro-refinery making fuel for IOR; the company that supplies aviation fuel to Atherton and Mareeba airport. So we figured all those were excuse enough to go see Eromanga.



**Day 4 Eromanga Airport**



**Day 4 The Eromanga IOR Refinery**



**Day 4 Eromanga Museum of Natural History - Fossil Lab and Lecture Hall**

We were advised that the museum was “across the road” from the airport but when we got there the “across the road” turned out to be several kilometres of tramping closer to town. Fortunately the temperature was not high otherwise it would have been a real issue.

The museum was newly opened, still only partially completed and was actually very interesting. The manager offered to have one of the workers drive us into town and pick us up again later and drive us to the airport. Country hospitality again!!

Eromanga itself is about four streets and a population of about 80 people. The pub had reasonable food and the walk around town included a look in the heritage museum which had the typical historical artefacts and old machinery etc but also had a pretty flash audio visual display of the ancient history of the area.



**Day 4 Eromanga Museum**



**Day 4 Eromanga Pub**

## ***Jabirus To Cameron Corner 4***

The next day saw us heading down to Cameron Corner with a little concern because of the confusing information we had on the airstrip. The pilot touring guide in OzRunways talked about the only strip being temporarily closed (as of 2019) and having to land at bollard lagoon about 15 km away and getting a lift in. I spoke to a pilot in Quilpie who said he'd flown into the strip right at the corner but on the South Australia side of the border a "couple of years ago" and it was OK but prone to developing a washout on the far threshold end after rain. I then spoke to a non-pilot girl on the phone at Cameron Corner itself who said there was a strip "behind" and to the right of the roadhouse located definitely in Queensland. Clearly not the one the pilot had been talking about, nor the one the Touring Guide was referring to. She stated with great certainty there was only one strip in the area. The google earth images clearly showed only one strip but it was in a different place again in South Australia and ended basically at the border post itself barely 100 metres from the road house but directly in front of it. So we had no idea what we would find till we got there and where we were actually going to land.



As it turned out there was a new strip located where the girl on the phone said it was, but there was also a second strip across the border in South Australia that had been closed down and had crosses ploughed into it. The old strip was not visible from the roadhouse and she clearly had never walked the short distance over to it or had not realised it was an airstrip. From the air the old strip was the most visible and if we had not been forewarned about the issue could easily have lined up on it for a landing.

The new strip itself was smooth, sandy and easily spotted from the air once we looked for it. It appeared not to have a windsock and Dave and I landed with a light downwind and only when we were on the ground spotted the tiny half-length windsock near the southern end threshold.

The roadhouse is fairly rough and practical. It has a set of 11 rooms that are all fairly basic but comfortable with a shared toilet/shower block next door. There's a small pub, café/shop with bowlers at the front and a huge above ground fire pit to sit around after dark and tell tall stories with all the ground based travellers, of which there were many. The local tradition is for travellers to leave their baseball style caps and the walls and ceiling of the bar are festooned with caps.



***Day 5 Cameron Corner pub bar***

## ***Jabirus To Cameron Corner 5***

We arrived early afternoon and the place was empty but by the time the sun went down the entire place was full of caravans, tents and campers and most of the rooms in the accomodation block were full. The afternoon was spent doing the mandatory border post visit with everyone standing in different states. At the time there was a COVID lock down of New South Wales but only for the named hot spots near Sydney so we quite legally came back to the Queensland side of the post.

The roadhouse has a 9 hole golf course with 3 holes in each state and you can borrow clubs but we didn't bother to do the course.



***Day 5 The Border Corner - Cameron Corner :  
QLD, NSW, SA Junction***



***Day 5 Cameron Corner Roadhouse from the Border Post looking north east into Queensland.***

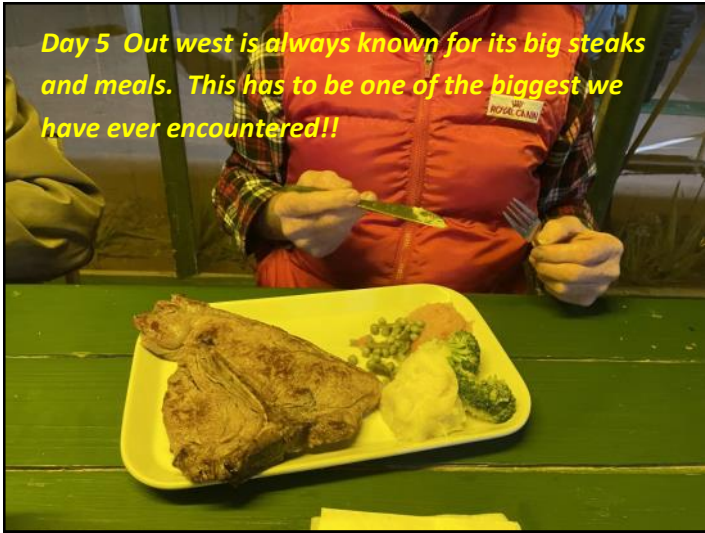


***Day 5 Cameron Corner Sunset***

The situation with fuel was a bit concerning. There was no avgas at the corner and we had planned to fly full tanks out of Quilpie to the corner then fly to Thargomindah to refuel, normally an easy run on about  $\frac{3}{4}$  tanks of fuel. However the run to the corner had been into strong un-forecasted head winds and we had managed to use significantly more fuel than planned. There was a front forecast to come through during the night from the south west and was going to be between us and Thargomindah during our return flight potentially blocking us getting there. The only other option within distance was Windorah to the north away from the front. However if we had any delay or headwinds on that leg it was highly likely we would run out of fuel. A quick call secured us some accommodation there for the night and then it was a matter of what to do for fuel. We spoke to the roadhouse manager and found out they had premium 98 unleaded petrol that the Jabirus can run on without modification. So we only had to figure out how we were going to get it into the tanks. Initially the manager suggested taxiing the planes to the bowser but the gates and fences were too high. He then suggested flying and landing on the road near the roadhouse. But by then there was a howling crosswind and the road was narrow and rough and had a high bank on the upwind side and would have been extremely turbulent in the light jabirus. So we eventually settled on him finding a few old jerry cans and we ferried fuel in his ute and filled up from them. We then walked the runway and took some measurements for me to update the text in The Pilot Touring Guide so others would have better information than we did.

The forecast front was expected to come through during the night. The cloud was high but looked like it would carry some rain and was associated with a fairly strong wind. We decided to get out fairly early and head back to Windorah. The flight out did prove a little interesting. There was rain on the direct track and we had to push east and in doing so got strong headwinds. Fortunately we now had plenty of fuel, which had we not got the unleaded 98, would have been insufficient to get to Windorah.

# Jabirus To Cameron Corner 6



*Day 5 Out west is always known for its big steaks and meals. This has to be one of the biggest we have ever encountered!!*



*Day 6 Refuelling from Jerries with 98 Octane Mogas courtesy of the managers of Cameron Corner. Thanks for the lend of the jerries and the ute!*



*Day 6 Channel Country Cameron Corner to Windorah*



*Day 6 Windorah Airport*



*Day 6 Our home in Windorah "Western Star Hotel"*



*Day 6 Windorah - Main Street*

We exited the northerly limits of the front about halfway to Windorah and didn't see cloud again till back near home. Windorah turned on the country hospitality and we were again given a car to use by the owners of the Western Star Hotel Motel. There wasn't really much to use it for except the transfer to and from the airport but the gesture was much appreciated.

Windorah had less to see than Eromanga and after a walk around the main block there was not much else to do. From Windorah we headed for Barcaldine for fuel and then across to Alpha and the saddest stop of the tour.



## *Jabirus To Cameron Corner 7*



The town of Alpha is situated on the highway between Rockhampton and Longreach and despite a really nice airstrip has little else going for it. The best description for it is “desperate”.

The town is in decay. The main street consists of several closed shops and two pubs, one closed down and one that looks like it should be closed. The motel tucked in behind the pub looks like it could be derelict with overgrown bougainvillea over the roof and rubbish piled up. The only saving grace was the inside of the rooms were clean. From the outside they were as inviting as a construction site.



The proprietor while pleasant enough was not punctual at anything. He took over an hour to come and pick us up from the airport then charged us \$20 each way for the pleasure and most of his conversation, vaguely disguised as humour, was about how he could charge us more money for everything.

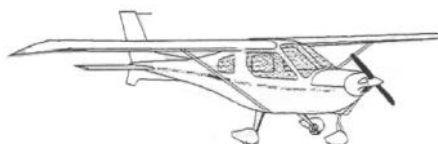
Most of the shops were closed down and those that were open lacked stock. The bakers shop had no food prepared or cooked and only produced a few sausage rolls at a time as customers requested. The only place that seemed to be doing well was the Golf Club which was clean and well presented with good food. The motel owner said that Alpha had just about died after the GFC and was barely getting going again when COVID struck. The initial lockdowns killed it off and it has not recovered. The tourists that were now in droves in every other small town were not coming to Alpha. Judging by the look of the place it's not hard to see why.

From Alpha we headed north to Charters Towers for fuel and then the final leg back to Atherton.

The weather for that last leg was the worst we encountered. Despite reasonably high broken cloud and not a hint of rain, the air underneath was very rough and turbulent and we were thrashed around for a couple hours. Attempts to climb above it were unsuccessful because the peaks were extending to over 10,000 ft. So it was stay in the washing machine till we got almost to Herberton before the turbulence disappeared. The green of the Atherton Tableland made a stark contrast with the rest of the state.

In all it was a good trip and we got to see some of those little places we had never been to, despite years of travelling around Queensland.

*John Martin*

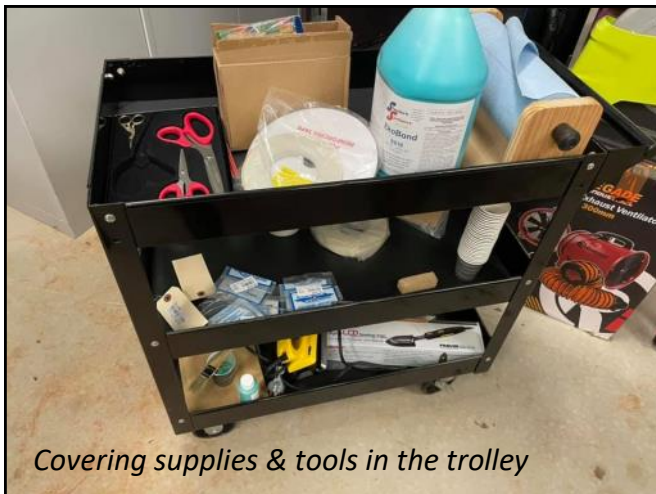


## ***BUILDERS CORNER - Extracts from Jon Collins' Skybolt Blog 1***

**August 21st** - Have spent the last month or so starting to cover the Skybolt! I am using the Stewart's System process. This is a non-toxic glue and paint system using iron shrink polyester fabric (Superflite SF 102 medium weight fabric).

A fairly involved process but I am getting the hang of it. Starting with tail surfaces and covering to the rib stitching stage. Stages involve fabric covering, stitching all ribs at 1" spacing, taping all stitches and edges, spraying several coats of UV paint then a final coat of paint.

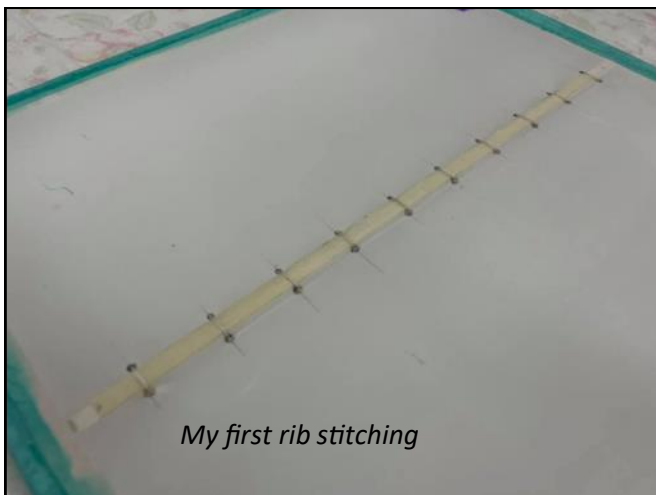
Really enjoying the progress as it is starting to look more like a plane now!



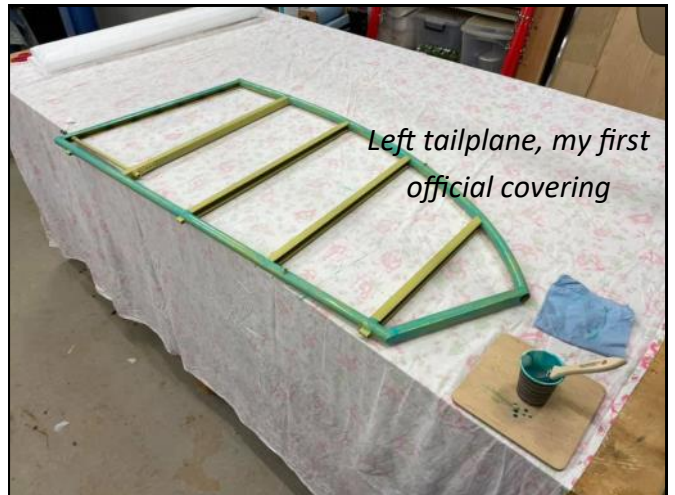
*Covering supplies & tools in the trolley*



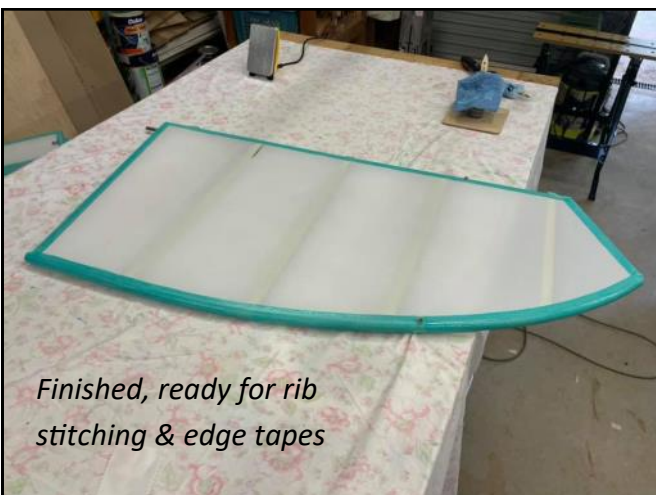
*Made some frames to practice covering & rib stitching*



*My first rib stitching*



*Left tailplane, my first official covering*

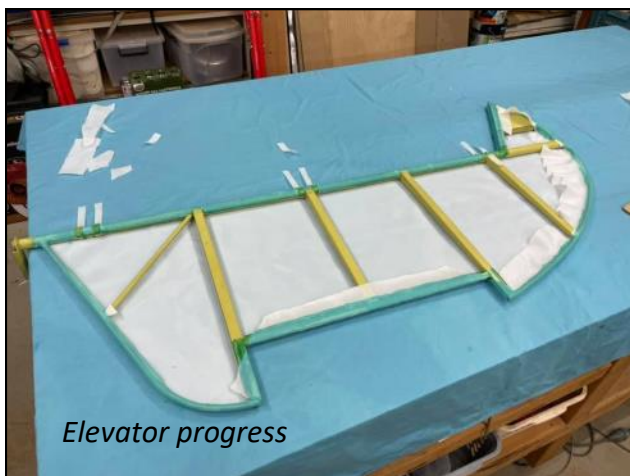
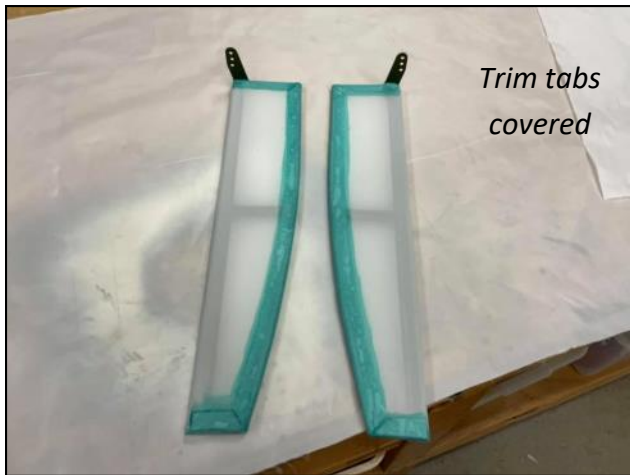


*Finished, ready for rib stitching & edge tapes*



*Patch around trim tab horn*

## **BUILDERS CORNER - Extracts from Jon Collins' Skybolt Blog 2**



## ***Georgetown Camping Trip 1***

Georgetown 150+1!

On the weekend of 21-22 of August 21 we planned a flying/camping trip to Musgrave Station. There were a half dozen or so aircraft with pilots and crew all ready to go. But come Saturday morning the weather gods had other ideas. The forecast was not great, the cloud base was very low at Atherton and the weather radar showed showers between Mareeba and Mossman as well as some good sized showers coastal around Cape Tribulation. While some of the guys from Mareeba decided to try it on and actually did get to Musgrave, Martin Boyle and his passenger, Brett, and myself decided to look somewhere with better weather.

After a brief flight to the wind farm under low cloud we could see blue sky toward the west so kept the nose pointed that way. During our radio conversations about where we could go Martin mentioned that he had heard that Georgetown had some sort of festival that weekend. So Georgetown became the target for no other reason.

The flight to Georgetown was pleasant enough with good strong tailwinds and 130 knots over the ground at times. At Georgetown airport I started a conversation with a couple of well dressed guys who introduced themselves as Robbie Katter (politician and son of the famous other politician Bob Katter) and Cameron Barnes, local councillor. After some conversation Cameron gave us a lift into town and Robbie flew off in his C172.



***Georgetown Aerodrome***



***Lunch at the Midway Roadhouse***

We had a pleasant lunch at the Midway Café and Roadhouse and on Cameron's advice we wandered off to a function at the golf club. The function turned out to be the judging of the cake baking competition and half a dozen or so very attractive cakes were out for judging and tasting. We had a couple of cold drinks and were sitting by ourselves when a guy wandered up, sat himself down and started to carry in a conversation as if he was an old long lost friend. None other than Bob Katter!

*Continued/*

## ***Georgetown Camping Trip 2***

He actually turned out to be a very pleasant guy, had a lot to say and asked us all about who we were, what we doing there, where we were from and if we wanted the airstrip at Atherton sealed? We rapidly answered “No thanks” and he quickly followed with “What did we want and what could he do for us?”

The subject turned to sealing the road in from the highway!

He quickly used my phone to dictate a letter to his office addressed to the Atherton Council in which he waxed lyrical about the need for the road to be sealed for ambulance access and because the Kuranda Bridge was now frequently closed that flights had become necessity for transport to Cairns. He cc'd me in to the letter. Before he moved on to the next group we were invited to the ball that night at the community hall, though we excused ourselves as not being adequately dressed with no formal clothes. The response was that we'd probably be overdressed!



***The People you meet!***



***Georgetown Golf Club***



***The Cake Competition***

Before we left we were treated to some very nice samples of cake. I ran into an old friend who lived out on the Gilbert River that I hadn't seen for about twenty years and caught up on her family events of the last couple of decades.

We then wandered off toward the nearest service station, stopping in a very nice little park to look at some mining relics and then got some supplies for dinner. We walked into the setting sun and headed off to the airport. It was a surprisingly long trip, which we hadn't noticed was so far when we got the lift in, but finally made it there just on dusk. The distance in a straight line is just a bit more than a mile but in following the roads it turned into about 5 kilometres.

*Continues/*

## ***Georgetown Camping Trip 3***

We hastily got the camp gear set up under the wings with Martin and Brett electing to just set up swags while I got carried away and set up my tent. We then adjourned to the “terminal” and set up dinner on the two ambulance stretchers that were standing in the terminal. After all the walking and the long day we didn’t last long before we all felt we needed to hit the sack. But it wasn’t that long and a car pulled up, came into aircraft parking area, illuminating our tents and interrupted our dozing. The car disgorged Bob Katter and his pilot who then got on board the very flash looking big twin beside our tiny Jabirus. Bob gave us a “cheerio” and they fired up and flew off into the night.

We managed to get back to sleep when the PAL lighting system finally shut down about a half hour later.

At about 3:30 am I was woken by the sound of rain which proceeded to get heavier. Fortunately my tent was reasonably well sited and apart from getting some water in the open door I was OK. Brett however, got fairly wet straight away and ended up grabbing all his gear and heading back into the terminal to escape the rain. Martin hung on in situ and ended up with everything drenched.

The rain persisted intermittently till dawn and we got up to find we were bordered by dark cloud and rain to the east and south but blue sky to the north. The plans for a leisurely coffee were abandoned, with getting out before the exit closed becoming a priority.

We had planned to have a coffee, then head over to Pinnarendi for breakfast and we figured we’d hold to that plan if we could get there. But as we tracked towards Pinnarendi the cloud base lowered and the horizon disappeared so we turned north and in a few minutes we’re back in the blue.

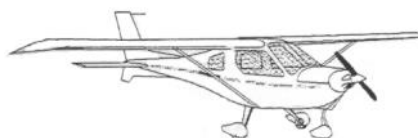


***Passing Mount Surprise***

At this point it was decided that we might as well head for home and we tracked via Petford and Dimbulah. From the wind farm to Atherton was typical of Atherton under cloud and we needed some dodging of misty showers but otherwise not too complicated.

So our planned trip to Musgrave Station turned into a completely different and varied sojourn to Georgetown.

*John Martin*

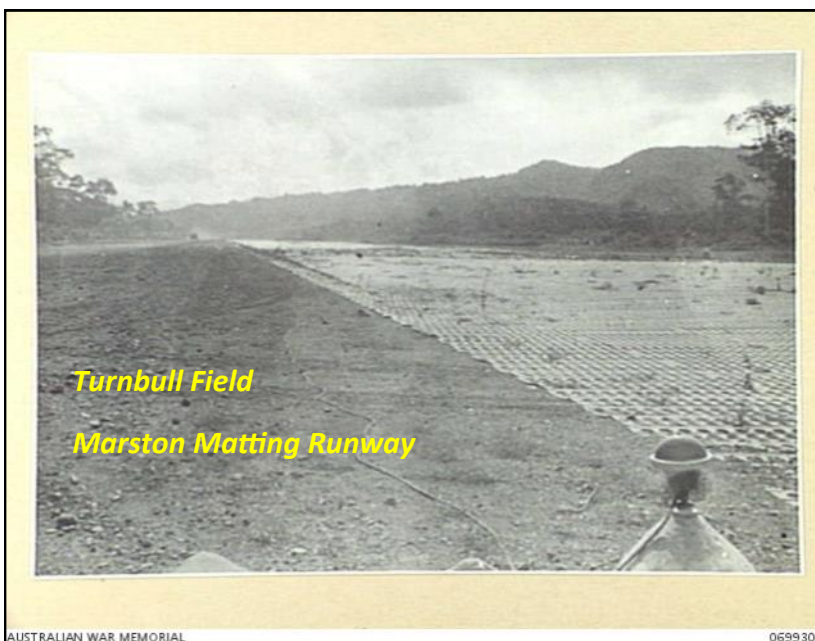


## **AUSTRALIAN AVIATION HISTORY - The Battle For Milne Bay 1**

On the 25th August 1942 a Japanese Naval unit landed at Milne Bay as part of a plan to invade Port Moresby from the east. The battle in which the RAAF played a prominent part, continued until the Japanese were forced to withdraw on the 7th of September.

The comparatively little-known Battle of Milne Bay was a turning point in the war when the Japanese suffered their first defeat in a land battle at the hands of an Australian Brigade.

Along with the Kokoda Campaign, the battle prevented the Japanese reaching Port Moresby on the Australian Territory of Papua New Guinea in late 1942.



*MILNE BAY, NEW GUINEA. 1943. TURNBULL FIELD, SO NAMED AS A TRIBUTE TO THE MEMORY OF SQUADRON LEADER PETER TURNBULL, DFC, COMMANDING OFFICER, 76 SQUADRON, ROYAL AUSTRALIAN AIR FORCE, WHO WAS KILLED IN THE BATTLE FOR MILNE BAY.*

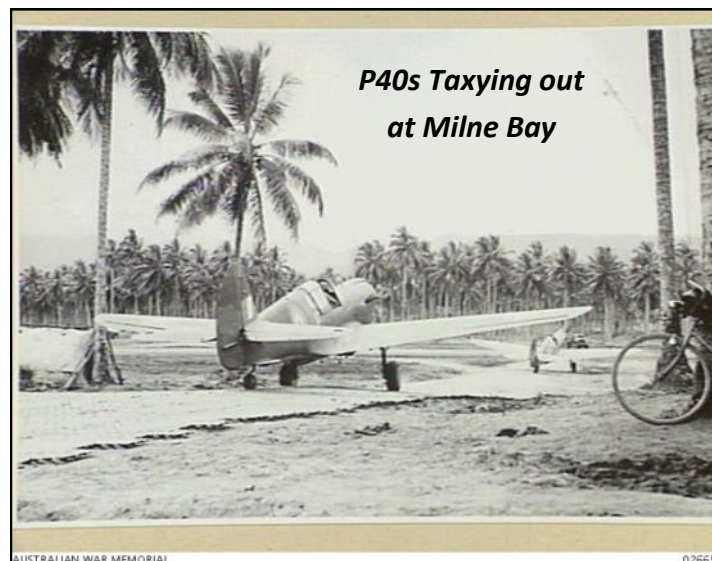
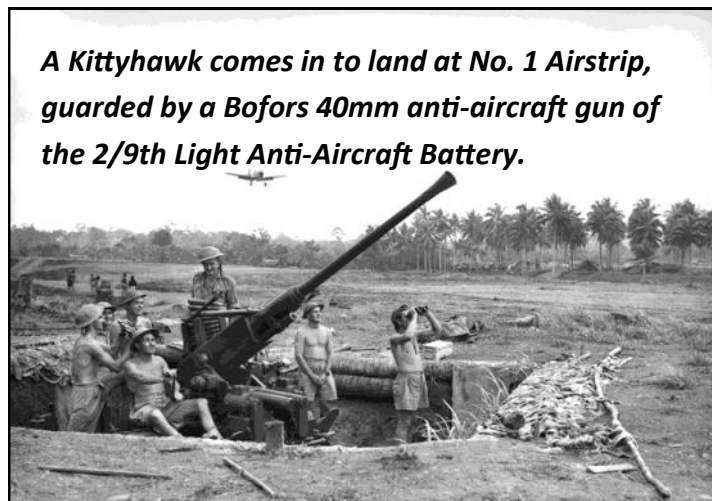


*FIGHTER PLANES FROM AN RAAF SQUADRON THAT PLAYED A BIG PART IN REPELLING THE JAPANESE ATTACK ON MILNE BAY.*

*AWM Milne Bay Photos:*

*[https://www.awm.gov.au/advanced-search?query=Milne%20Bay&collection=true&facet\\_type=Photograph](https://www.awm.gov.au/advanced-search?query=Milne%20Bay&collection=true&facet_type=Photograph)*

## AUSTRALIAN AVIATION HISTORY - The Battle For Milne Bay 2



**Marston Mat**, more properly called pierced (or perforated) steel planking (**PSP**), is standardized, perforated steel matting material developed shortly before WW2 primarily for the rapid construction of temporary runways and landing strips. Marston Mat was still in use in the mid 1970s at Gurney (Tarmac area) and Port Moresby (Secondary runway). EDITOR

The Battle Of Milne Bay video: <https://www.youtube.com/watch?v=pToxEa30KdU>



# NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

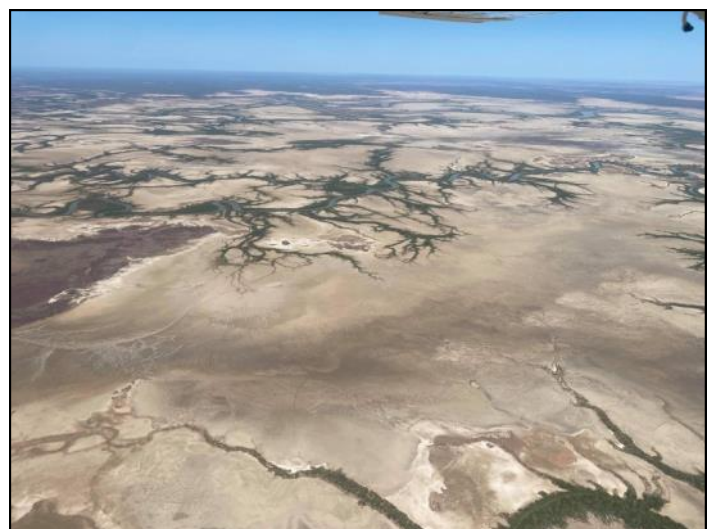
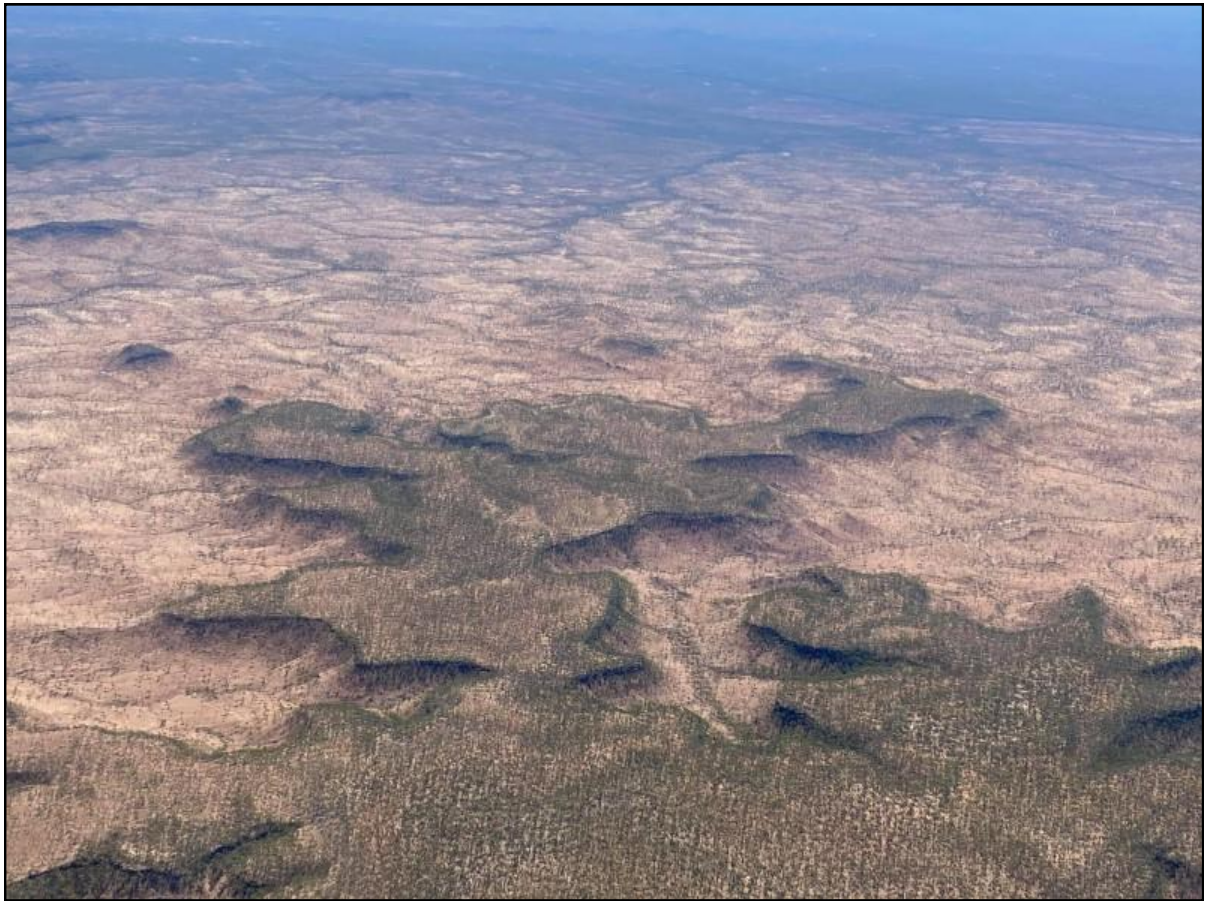
**Karumba Fly-In 14 & 15 August** - Great North Queensland Aero Club Fly-In to Karumba overnight, with a lunch stop in Einasleigh on the way home. Perfect winter weather!



A large advertisement for Office Choice. It features a collage of various photos showing people working in different settings, including a woman in a red shirt, a man in a red shirt, and a group of people. A large yellow circle in the center contains the text "making local work" in a bold, sans-serif font, with a smiley face below it. Below the circle, it says "Far North Office Choice". To the right, there is a photograph of an Office Choice store front with a sign that says "fnoc.com.au" and "officechoice Consider it sorted." The overall design is vibrant and professional.

# NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

Some more gulf country images from the Karumba Fly in. Thanks to Danny and Jake for the photos.



**NORTH QUEENSLAND AERO CLUB NEWS & EVENTS**

**Sunday 19th September 2021**

**The hotly contested - Annual "Ray Fry Air Race"**

*(formally Norship Marine Air Race)*



**Route: Mareeba – 192nm leg to the north west (waypoints to be kept under wraps until the day) – Cooktown Landing (fuel avail) – Mareeba**

**(This vague route allows you to plan you fuel however doesn't give waypoints until the day before)**

**BBQ Breakfast and briefing at 7.30am sharp for departures at 8.30am.**

**BYO lunch at Cooktown.**

**(To enter the race you need to be a current financial member of the NQAC or Atherton Aero Club)**

**SPONSORSHIP AVAILABLE for members companies for this race as per previous years - \$500 Silver Sponsors, \$250 Bronze Sponsors**

**Please email back directly to me if you would like to enter the race or be a sponsor (or both!!) [cfi@naeroclub.com.au](mailto:cfi@naeroclub.com.au)**



**Bill Owen**  
**INSURANCE BROKERS**

*Don't just wing it...*

Suite 12/92-96 Pease St Manunda Q 4870  
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## ***Hot Air Ballooning In The Far North***



An absolutely STUNNING start to the day up here on the Atherton Tablelands! This time of year, this time of day, this location - simply the BEST! Great shot from Bob as he pilots his hot air balloon over the Mareeba landscape. Nice one Bob!

#hotairballoon Cairns #exploreTNQ #exploreFNQ #queensland #athertontablelands



An experience  
you'll never forget!  
**\$120**

# Go Gliding!

**Most weekends, by appointment!**

Call Grant on 0417 076 482 or contact us via our  
Facebook page!

## Charters Towers Airport

**Air Experience Flight - \$120**

An air experience flight, is a flight in a 2 seat training glider designed to introduce you to the joys and fun of gliding.

It includes an introductory GFA membership and approximately 20 minutes worth of flying with an instructor. Additional launches and flying at club rates.

*North Queensland Soaring Centre*



Find us on  
**facebook**



FAR NORTH QUEENSLAND  
**AVIATION MUSEUM**  
 PRESERVE | INSPIRE | EDUCATE | RESTORE

# Donate today



Every dollar counts!

**BANK TRANSFER DETAILS**

**BSB: 633 000**

**ACC: 164 132 367**

**NAME: FNQ Aviation Museum**

**Reference: Donation {name}**

**(Please email [admin@fnqam.com.au](mailto:admin@fnqam.com.au) with your details for a tax deductible receipt)**

**SPONSORS**

For an enquiries please get in touch with:

President            Brendan Kent    0422 379 984  
 Media Enquiries Ross Bensted    0498 237 674

# ***HANGAR SPACE AVAILABLE ATHERTON AERODROME***

***Contact Jon Collins for details***

***0438 634 411***



***Pinnarendi Station Stay & Café***

***<https://www.facebook.com/Pinnarendi/>***

***Ron Atkinson 0419 201 622***



## AAC EVENTS CALENDAR

**EVENTS MAY BE SUBJECT TO SHORT NOTICE CANCELLATION  
OR POSTPONEMENT DUE COVID19 RESTRICTIONS**

*Check Your Club Website or Facebook Page For changes*

### **Atherton Aero Club—2021 EVENTS**

**Sep** Sun 19th AAC regular Monthly get together & BBQ Lunch 1030 Atherton

### **OTHER EVENTS OF INTEREST**

**Sep** Sun 19th NQAC Annual Air Race Competition



Canadian authorities are looking into the midair collision of a flight school Cessna 172 and fair-sized drone that could have ended a lot worse than it did. The fact that it happened within a mile of an airport and that the drone operator was a local police department has added some extra attention to the mishap.

Follow link for full story: [172 Substantially Damaged By Police Drone - AVweb](#)



**SAVE THE DATE.** The Atherton Aero Clubs 2021 Christmas Party will be held at Tinaroo Lake Resort on **Saturday the 4th December**. An early search for a venue was necessary in order to claim a suitable date as the good ones tend to be booked out early. The club has used this excellent venue before and the feedback from those who attended was quite positive. An added attraction for those attending is the availability of overnight accommodation if required. A sample menu is shown below. Please contact Jack Cross if you require further information. An indication of your intention to attend would be appreciated.



## *Christmas Party Menu 2021*

*\$60 per person*

ENTREE (served banquet style - on platters to each table)

BAKED FILLET OF CORAL TROUT with white wine and lemon parsley sauce

MAINS (served banquet style - on platters to each table)

SLOWROASTED FORK LOIN with cranberry and walnut sauce

*Side:* Roast Vegetable medley with garlic and parmesan.

BAKED FILLET OF CHICKEN with apricot and cashew compote

*Side:* Colourful Tossed Salad with fetta and olives and balsamic dressing

DESSERTS (individually plated and serve alternate drop)

SPICED FIG AND APPLE PUDDING with fig and apple salsa sauce and vanilla cream

- CHOCOLATE AND HAZELNUT GATEAU with chocolate rum sauce and raspberry couli

*TEA & COFFEE*

*All tables decorated in Christmas Theme & with Christmas Crackers.*



**Atherton Aero Club Fundraising** - Club Treasurer Stephen has arranged the Scheme ID for members who would like to donate their 10 cents Container Refund to the club. These regular small donations will greatly assist in covering our running costs.

Congratulations Atherton Aero Club Inc! You're all set.

You've joined our Containers for Change team doing our best to make a real difference in our communities and to our environment. We're super excited to have you on board.

Here's your Containers for Change scheme ID. Your scheme ID makes it even easier to return containers and receive refunds directly to your bank account.

Scheme ID

**C10476716**

**Save your scheme ID to your mobile wallet**

iPhone users



Android users



If you don't have WalletPasses installed, you will need to download it from the Play Store.

# Northern Flyers

**Donnington Airpark (YDOP)**



**Burdekin Flyers (YAYR)**



**Atherton Aero Club (YATN)**



# Atherton Microlights

Training - Introductory Flights - Maintenance & Inspections - BFR's



Atherton YATN  
Elevation 2460 feet

Flight Strip  
Length 1286 mtrs Width 90 mtrs  
Grass Runway  
Length 1166 mtrs Width 30 mtrs

(CHECK ERSR & NOTAMS FOR CHANGES)

## NOTICE



The **Atherton Aero Club** is now an ASIC Issuing Agent for **Aviation ID Australia**.

Those seeking the issue or renewal of an Aviation Security Identification Card (ASIC) should apply directly to **Aviation ID Australia** via the following link:

<https://aviationidaustralia.net.au/application.html>

Once the ASIC card has been approved the applicant will be advised and the required “face-to-face” identity check carried out locally by an Atherton Aero Club representative. On the satisfactory completion of the identity check the local agent will hand over the ASIC card to the applicant.

## AIRCRAFT FOR SALE AND WANTED

If you have, or know of, an aircraft for sale please contact me directly by telephone or email with full details. The AAC offers free advertising in the club newsletter as a service to local flyers. Direct emailing of your advert to aviators on the club mailing list is available should your advert be received after the publication cut-off date. *Bill Gronbeck, EDITOR.*



## INTERESTED IN BUILDING YOUR OWN AIRCRAFT?

The Sport Aircraft Association of Australia (SAAA) is an organization that has mentored and assisted many owner builders, for both VH and Ultralight registered aircraft.

Further information on the SAAA's National and FNQ Chapter 34 websites:

<http://www.saaa.com/>

<http://www.saaafnq.com/>

Local contact is:

Laurie Wincen (Secretary)    [laurie19@gmail.com](mailto:laurie19@gmail.com)

# ATHERTON AERO CLUB CORPORATE SPONSORS



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Telephone: 07 4032 3311

Cairns Office:  
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Postal Address: P.O. Box 664, North Cairns 4870  
Phone: 07 4032 3311  
For all mail please only use our postal address.

Townsville Office  
Street Address: Suite 8, 266 Ross River Rd, Aikenville  
Postal Address: PO Box 4706, Kinross 4817  
Phone: 07 4728 3026



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**On Final Runway 15 Cairns**

## Atherton Aero Club - Membership Application / Renewal

New Member

Returning Member



### PERSONAL DETAILS

Full name		Date of Birth	
Street address		State	Postcode
Postal address		State	Postcode
Email address		Occupation	
Telephone	ah	bh	mobile

### MEMBERSHIP

<input type="checkbox"/>	\$ 60.00	Single Member	Single member with voting rights
<input type="checkbox"/>	\$ 100.00	Family Member	Two members with voting rights
<input type="checkbox"/>	\$ 50.00	Associate Member	Single member with NO voting rights
<input type="checkbox"/>	no charge	Student Member	Single member with NO voting rights

### PAYMENT

Forms to be sent to: *The Treasurer*  
*Stephen Klaproth*  
*PO Box 227*  
*ATHERTON QLD 4883*

or email to: [sjklaproth@gmail.com](mailto:sjklaproth@gmail.com)

Payments can be made by: *EFT, Cheque, cash, or at the Bendigo Bank*

EFT Details: *Atherton Aero Club BSB 633000 ACC 114331796 (Ref - Your Name)*

I hereby apply for membership to the Atherton Aero Club and agree to abide by the Constitution and any rules and regulations thereof. I further agree that my contact details may be made available to other members of the association as the Management Committee deems necessary.

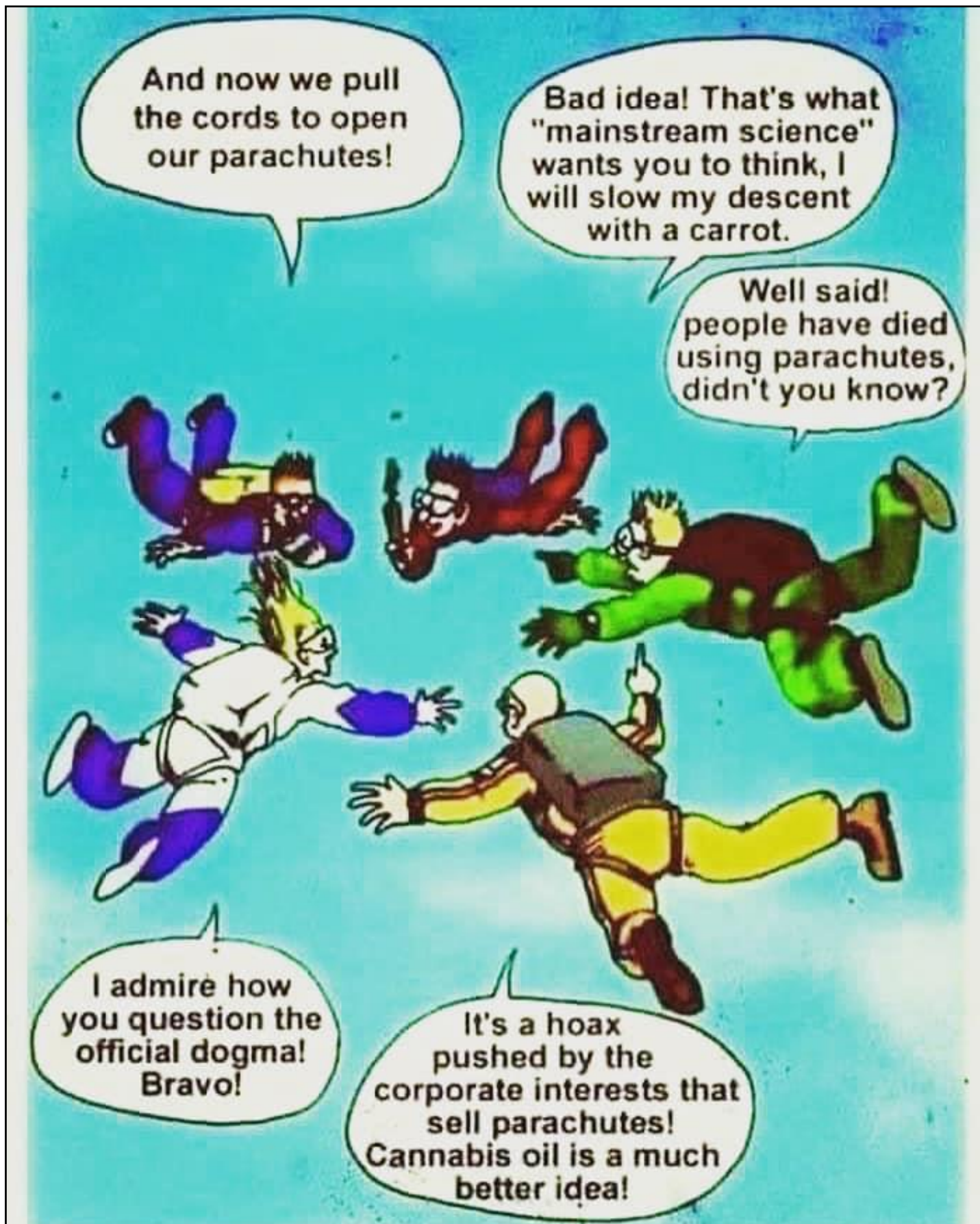
Signed \_\_\_\_\_ Dated \_\_\_\_\_

Print name: \_\_\_\_\_ Print name: \_\_\_\_\_

### OFFICE USE ONLY

Membership type		Receipt No		Fee Paid	\$
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### THE LAST PAGE



*(A lot of it going around lately)*