

Newsletter No. 289 – October/November 2016

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.



*Dunk Island from Hull Heads
(Drifter "clear view" photo)*

***Atherton Aero
Club Christmas
Party Saturday
10th December
(See poster next page)***



ATHERTON AEROCLUB CHRISTMAS PARTY AND FLY-IN



WHERE: Jack and Jenny's main big hangar at Atherton Airport

WHEN: Saturday 10th December 2016

COST: \$40 per person

TIME: Nibbles served 6pm Full buffet 3 course dinner 7pm BYO drinks

Band and entertainment will be there, if you play an instrument bring it along!

RSVP: Please email Tracey athertonaeroclub@gmail.com

Please make RSVP and payment by 2nd **December 2015**

BSB 633-000

Ac No. 114331796

Ref: Xmas and Your name

PLEASE NOTE: Car parking will be near the airport toilet block NOT the hangar.

Bring a swag or tent and camp the night.

Aircraft parking in usual designated areas



The Atherton Aero Club would like to thank the following members and corporate sponsors for their generous donations toward the building of this club facility

Foundation Members

Mark Aitken	Bill Gronbeck
Mellory Aitken	Bob Hayes
Graeme Bell	Tracey Hayes
Martin Boyle	Alf Horne
David Camp	Hunter Jacob
Heather Camp	Mitchell Jacob
Jon Collins	Ian Kidner
Jack Cross	Rob Mauloni
Jane Errey	Greg McNab
Ray Fry	Bill Owen
David Gillieson	Simon Perkins
David Graham	Teddy Powell
Connie Graham	Kevin Priestly
Ian Graham	David Spackman

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Haymans Electrical	Wongabel Quarries n Concrete
Ian and Karen Graham Electrical	

Atherton Aero Club - Committee Contacts

President	Vice-President	Secretary	Treasurer
David Graham PO Box 425 TOLGA Q 4882 0407 008 896 davidg@fnoc.com.au	Ian Graham PO Box 858 ATHERTON Q 4883 0419 703 926 iandkgraham@gmail.com	Tracey Hayes PO Box 608 KURANDA Q 4881 0418 963 796 info@azurephotography.com.au	Jon Collins PO Box 1360 ATHERTON Q 4883 0438 634 411 jc4487@gmail.com

PRESIDENTS REPORT—

Hello everyone,

Well the year has flown bye, lol. Christmas is only a few more sleeps. We have started our First Friday of the month Pizza and Movie nights and now have a DVD player set up as well as a hard drive so plenty of movies to choose from. So why not pencil these dates in your schedule for next year and come on down for a great way to start the weekend. Also if you haven't let us know you are attending the Christmas party you better get moving as this is on December 10th in Jack and Jenny's hanger. Same arrangement as last year with a roast dinner and music. If you play an instrument bring it along and join in for some fun.

The Club facility hosted a dinner for the Atherton Rotary Club a few weeks ago where the invited guests and rotary members donated \$10,000 to the RFDS. This was well attended and is a great cause.

There is no meeting or BBQ this December but we will resume in January we might even have some rain to spoil our flying. Talking about the weather it has been very kind for us of lately with some beautiful flying conditions.

Connie and I flew to Dunk Island a few weeks ago for a totally relaxing day of swimming and chilling out on the beach. We are going to run a camping weekend in the cooler months next year.

Landing fees are \$75.00 with prior approval required. For those feeling this is a bit expensive try catching the ferry from mission and see what that costs and the extra time it would take.

If anyone wishes to organise a flying trip be it a morning breakfast or a weekend away, let Ian Graham know.

Great news to see the boys and girls have the Innisfail Club up and running again. Hope to see more events down the hill for us to visit.

I hope everyone has a very Merry and Safe Christmas and New Year.

See you at the. Christmas Party

Regards,

David Graham,

President,

Atherton Aero Club.



EDITOR'S NOTE - by Bill Gronbeck

Hello and welcome to Newsletter No 289.

A thank you to Dave Graham and those 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 - billgron@bigpond.com

Readers comments (constructive) and suggestions regarding newsletter content are most welcome. Better still—write an article yourself on any aviation related subject that you consider will be of interest to other flyers..

Watch the AAC's Facebook Page and Website for the latest on coming events.

Web Page <http://www.athertonaeroclub.org/>

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

Regards and safe flying.



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.*



WILLY WILLYS (DUST DEVILS)

It's that time of the year again.

AREA FORECAST 092300 TO 101100 AREA 45. (10/10/2016)

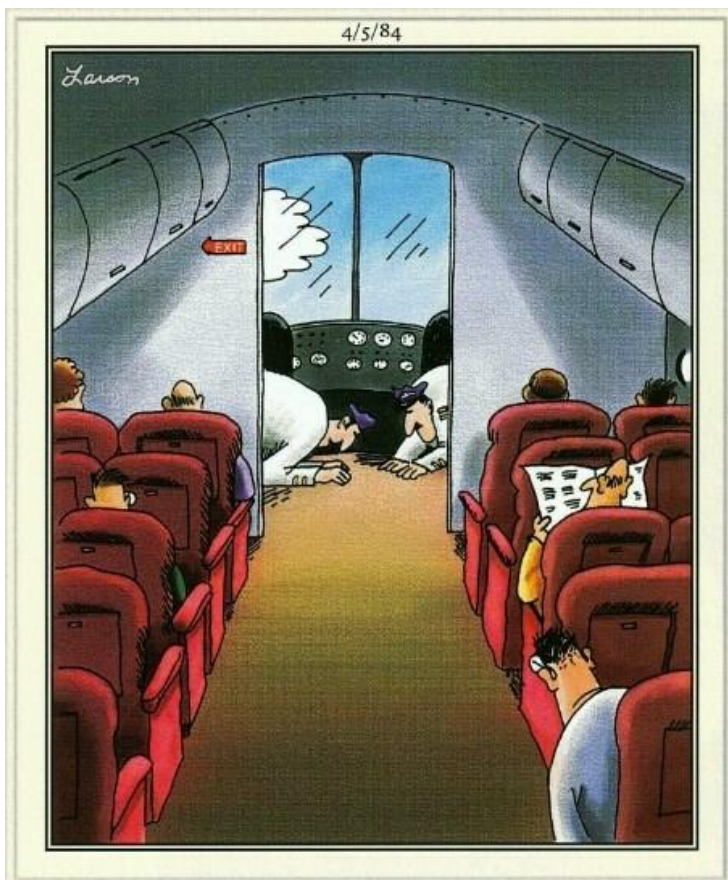
OVERVIEW:

ISOLATED SHOWERS NE OF YBWP/YCOE. **ISOLATED DUST DEVILS INLAND BELOW 8000FT FROM 01Z.** ISOLATED AREAS OF SMOKE OVER LAND BELOW 6000FT, LOCALLY THICK NEAR FIRES.

A few weeks earlier: Mareeba aerodrome, two instructors about to commence take-off from runway 10 for a local training flight. Just before the throttle is applied a Willy Willy suddenly appears halfway down the strip on the northern side and drifts across the runway where it then becomes invisible due to the lack of loose material on the sealed runway. What a trap! If the swirling dust hadn't been visible for that brief moment the take-off would have been straight into it.



BE ALERT especially during take-off and approach to land.



"Well, there is some irony in all this, you know. ... I mean, we *both* lose a contact at the same time?!"



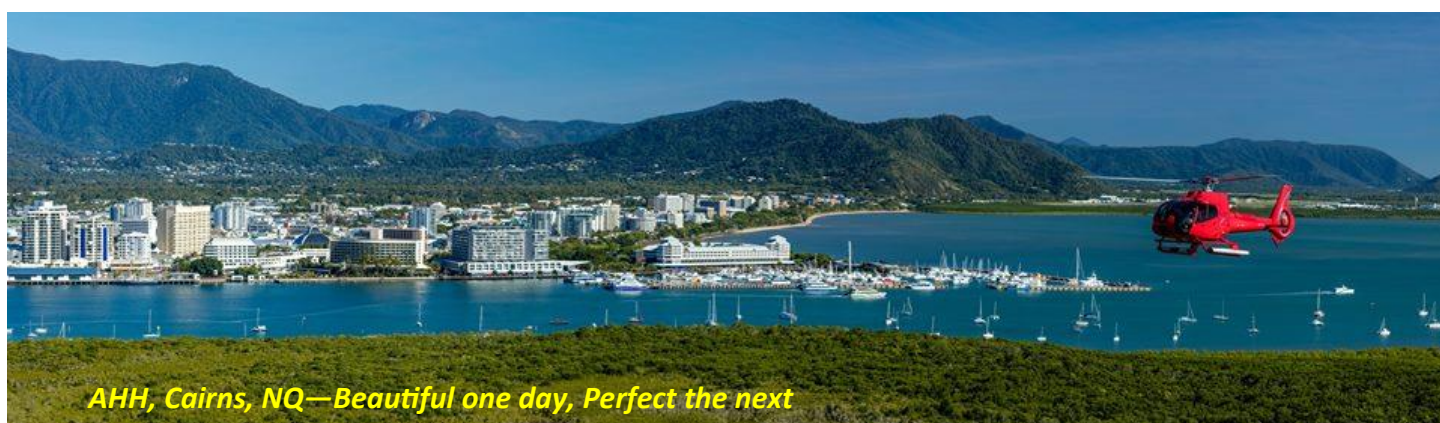
RAIN BOMB

At least 23 people died in West Virginia flooding last June. At its peak on June 23, more than 8 inches to 10 inches fell within half a day—a once-every-1,000 years rain storm. Storms in May and early June dropped five times as much rain as normal near Houston, seriously challenging the definition of normal. More than a dozen people died. It was the city's fifth major flood in just over a year. The most dramatic recent image came from Bruce Haffner, a Phoenix TV helicopter pilot, who snapped what looks very much like a 20-megaton hydrogen bomb exploding. This is known as a “rain bomb”.



“Rain bomb” is an informal name given to what meteorologists know as a “wet microburst.” They are supposed to happen rarely; conditions must be just right. A thunderstorm runs into a dry patch of air that sucks some moisture away. The air underneath the storm cloud cools, making it more dense than the air around it. The cooler air begins to drop into even warmer air and then accelerates. When the faucet really flips on, air can blast out of the sky at more than 115 miles per hour. It deflects off the ground and pushes winds outward, at or near tornado strength. The Phoenix event above was actually a “macroburst,” with a radar footprint wider than about 2.5 miles.

Scientists understand the mechanics of small-scale phenomena such as rain bombs, tornadoes, and severe thunderstorms. The past few years have seen modest improvements in projections of how these storms might behave in a changing atmosphere, region-by-region. Research showing rain events for us being less frequent but more intense, due to climate change, seems to be our new reality.



AHH, Cairns, NQ—Beautiful one day, Perfect the next

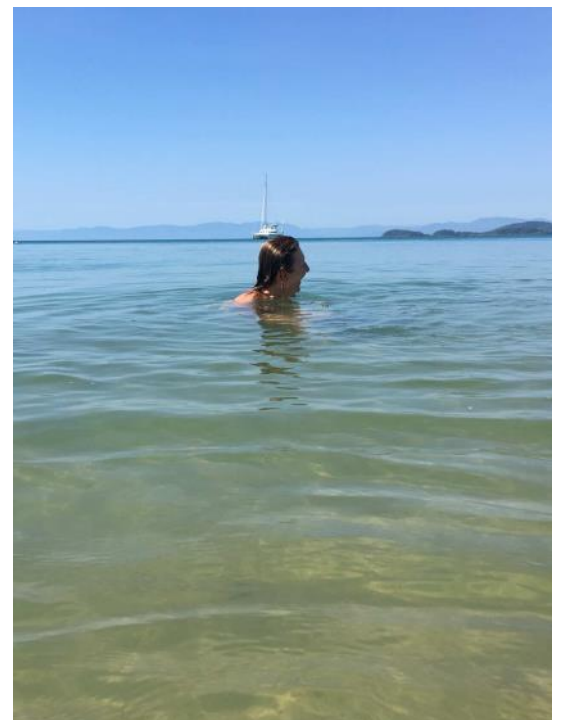


***Dunk Island
Dave & Connie's Visit***



***Dave and Connie Graham
enjoying their day at Dunk
Island.***

***See presidents report for
information regarding vis-
itor requirements.***



REMOTE AREA FLIGHT TRAINING – By Bill Gronbeck

Finding an organization or instructor to conduct flight training (or a flight review) can be quite expensive and time consuming for those who live in the more remote parts of our large country. The solution usually requires travel to one of the larger centres in order to access a suitable training facility and can involve quite a lot of additional expense. The following tale is an example of the difficulties that can be encountered and the determination needed when plans don't work out the way you might want.

Stewart arrived in Mareeba from Normanton last May ready to commence flight training with the NQAC for an RAA Pilot Certificate. He had decided to take advantage of the month long closure of Normanton aerodrome for runway re-sealing that temporarily freed him from his duties as the local airline ground handling agent. Surely four weeks full time would be enough to complete most if not all of the training for his pilot certificate?

Well, as usual when we think we have a plan, Murphy steps in. A run of poor weather followed by some aircraft maintenance issues resulted in Stewart returning home to Normanton without having reached the solo stage of his training.

What to do? The location of suitable instructor accommodation in Normanton that wouldn't break Stewart's bank and the flying school's decision to send an instructor and aircraft to Normanton on a trial basis resulted in an instructor (myself) ferrying the school's J160 over there in August. Ferry costs would, hopefully, be covered by the additional aircraft usage and by other pilots who might take advantage of an aircraft based in the area.

Training resumed at Normanton and apart from a trip back to Mareeba for scheduled servicing, soon saw Stewart off on his first solo. The flights to and from Mareeba didn't go to waste either and were utilized as early navigation training exercises. Several trial flights and a flight review were also conducted while the J160 was in Normanton although not quite as many as we had expected.



REMOTE AREA FLIGHT TRAINING—Continued

Prior commitments required both instructor and aircraft back in Mareeba at the end of August so there was another break in training. By this time Stewart had decided to buy his own aircraft and was actively looking at Jabiru J230s on the market. Training resumed in October when the aircraft he had selected became available. The ferry flight from Innisfail to the aircraft's new home in Normanton was again utilized as a navigation training exercise.



So, after familiarization on the new aircraft and completion of the required training sequences, we had another shuttle (navigation exercise) to and from Mareeba for Stewart's pilot certificate check with CFI Sally (successful of course). Back to Normanton for solo nav and other training then a final Navex to Mareeba for his Nav Endorsement check with Sally. (By this time we were getting very familiar with the different routes between YNTN and YMBA). Then – at long last – Stewart happily on his solo flight home with a new nav endorsement.

Quite a drawn out process you might say. The interruptions to training and in this case the need to work around the trainees heavy work commitments certainly made it so. Stewart persevered where others might easily have become discouraged. Congratulations Stewart on a job well done!

So what did make this work, apart from the trainee's persistence of course. Well I guess the two big things were having an instructor who is semi-retired and could be flexible with his time away from home base plus the willingness of the flying school to try something different and make it a reality.



Stewart Carter—Successful RAA Pilot Certificate Test

NQAC Mareeba



ATHERTON AERO CLUB MONTHLY BBQ

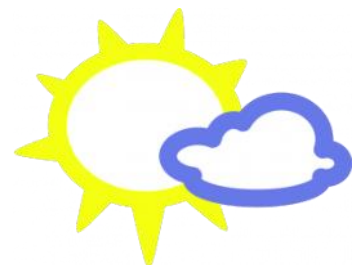
Movie & Pizza Night: Friday 2nd December at the Club's Atherton Facility.

Our next **Meeting & BBQ** will take place on **SUNDAY the 15th JANUARY 2017** commencing 10:30 am. This December the usual 3rd Sunday of the month BBQ will be replaced by our Annual **Christmas Party** on **Saturday the 10th December**.

Christmas Party Venue: Jack & Jenny's hangar, Atherton Airport

January BBQ Venue: The Club's **STORAGE FACILITY**, Atherton Airport.

Visitors welcome. See you there.



NORTH QUEENSLAND AERO CLUB NEWS

Dunk Island October Visit



Happy snaps from the NQAC students & instructors visit to Dunk Island



NORTH QUEENSLAND AERO CLUB NEWS & EVENTS



For those interested in a flying visit to Dunk Island:

Landing Fee \$75 per aircraft vs \$35 per head return on the ferry boat from Mission Beach.

Prior permission required. Visit website for application form and payment details.

Coffee, snacks, etc available from kiosk on the point.



NORTH QUEENSLAND AERO CLUB NEWS & EVENTS



**Right Hand
Seat Competition**



Competitors at Mareeba

12th Nov - Today at the NQAC, the inaugural "Right hand seat Competition" was held, with 8 entrants having a go at this not-so-easy challenge. Congratulations to Ettiene Du Toit who won the student pilot category and to Peter Morris who won the PPL category. Thanks to Jeannie and Gareth for coming up with the idea and organising the event.



Jake on the BBQ



Dave G gives it a go

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AIRCRAFT FOR SALE**Jabiru UL500**

Make & Model:	Jabiru UL500 Calypso		
Engine:	Jabiru 4 Cylinder 2200CC		
Engine Serial Number:	1467, Solid Lifters		
Engine Modification:	Converted to Liquid Cooled Cylinder Heads		
Registration:	19-3905		
First Registered:	30/07/2003		
Registration Expires:	04/09/2017		
TTIS Engine/Airframe:	663.4 HRS	Total Landings:	1039
Incidents/Accidents:	Nil		
Owner/Pilot/Maintainer:	LAME		
Propeller:	Revolution 2 Blade Ground Adjustable Composite		
Propeller Spinner:	Cummins Polished Aluminium		
Fuel Capacity:	85 LTS Fuselage Tank		
Cruise:	98 – 100 TAS @ 2700 RPM		
Cruise Fuel Burn:	11 LPH		
Instruments:	ASI; Digital Altimeter; VSI; Magnetic Compass; RPM/HR Meter; MGL 12 Channel EGT/CHT; FC10 Fuel Flow; Oil Pressure; Oil Temperature; Cooling Liquid Temperature; Fuel Quantity.		
Warning Lights:	Low Oil Pressure; Alternator Failure; Low Fuel Quantity.		
Radio Equipment:	MicroAir M760 VHF; Av Comm Dual Adjustable Head Sets; Intergrated GME UHF Electrophone TX3200 Radio.		
Transponder:	MicroAir T2000SFL		
Navigation:	Garmin Aera 500 GPS & Case		
PLB:	GME MT410 PLB/GPS & Case		
Strobes:	Wing Tip Fence Dual Flash Strobes		
Cowls:	Top Cowl Modified With LCH Cooling Air Inlets; Lower Cowl Modified Increased Outlet Area & Extractor		
Brakes:	Modified Single Caliper Main Wheel Brakes		
Engine Through Bolt:	Modified To 12 Point Nut Installation		
Engine Oil Drain:	Modified Fumoto Oil Drain Valve		
Cabin Heater:	Stainless Steel Exhaust Muff Type		
Purchase Option:	Variety of Spares and Equipment		
General Description:	A Reliable, Delightful, Simple, No Vices Aircraft. Long Wings Provide Stability, Reduced Take Off, Approach & Stall Speeds. Based Innisfail.		

**CONTACT:**

Danny Cosgriff on 0468 931 895 for further information.



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\$ 8,500

ROTAX 503 ENGINE WITH 55 HOURS ON IT.

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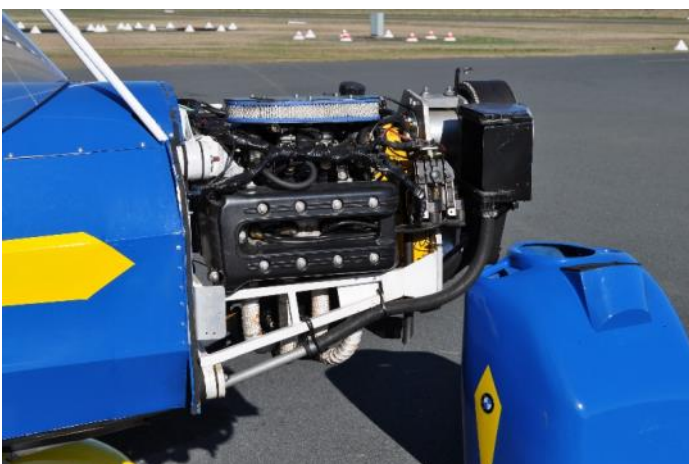
Contact John Collins on 0405 486586

Or email collinsjj2@gmail.com



Sunbird Ultralight Aircraft For Sale

Owner Nigel Dowsett has moved back overseas. Cruises around 65 knots at 12-13 Ltrs/Hour, 37 Ltr wing tank plus 10 Ltr header tank with plumbing for more. Fat tyres & additional instruments fitted since photos taken. Intercom but no radio. *Contact Dave Keough on 0408 064 or dibbles76@hotmail.com*



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"Sigh"

INTERESTING and EDUCATIONAL LINKS:

<https://www.youtube.com/watch?v=F8BjmNFknRE>

Real Pilot Story: Toddler Overboard

<https://www.youtube.com/watch?v=O-eBrxma1X0>

Real Pilot Story: Power Loss On Take-Off



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Atherton Aero Club

AAC—2016/2017 EVENTS CALENDAR

First Friday of each month—Pizza & Film Night

Dec Saturday 10th—Christmas Party—6pm Start

Jan Sunday 15th—Monthly BBQ at our Atherton Airfield Facility

OTHER AVIATION EVENTS

(Check the RAAus Web site for other Coming Events)

North Queensland Aero Club

NQAC—2016/2017 EVENTS CALENDAR

Dec Saturday 3rd—Wings Night, 6pm Mareeba RSL.





Club Shirt Order Form

Sizes available

Men's (Half Chest Size)

Small	52cm
Medium	55cm
Large	58cm
XLarge	62cm
XXLarge	65cm
XXXLarge	71cm

Ladies (Half Chest Size)

Size 8	46.5cm
Size 10	49.0cm
Size 12	51.5cm
Size 14	54.0cm
Size 16	56.5cm
Size 18	59.0cm

Children shirts available on request

Price per Shirt \$35.00 Each

Name.....

Size.....

Qty.....

Payment required prior to Supply (No Returns)

Payment Details

Bank Bendigo Atherton

BSB:633 000 Account 114 33 1796

Please use your name as Reference

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