

**Newsletter No. 310 – May 2020**



*April Storms, Legune, NT*

*Photos: Matt Kuhn*



*Matt completed his flying training to CPL with the NQAC. He is presently employed flying a Cessna 182 at Legune Station in the NT.*

## *Atherton Aero Club - Committee Contacts*

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Web Page <http://www.athertonaeroclub.org/>  
 Facebook <https://www.facebook.com/AthertonAeroClub?ref=hl>


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


Hi All,

Welcome to edition No 310. In this issue - A bit light on for local flying events due to the current restrictions on travel and group numbers so it's a mixture of aviation history and articles from various sources, hope you enjoy the read.


A thank you to Jon Collins, Brice Halls, Matt Kuhn and others who contributed photos and articles for 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 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.





Due to the Corona Virus epidemic all **AAC Club Meetings & Functions** are cancelled until further notice. **The AAC AGM has been postponed until June** when the situation will be reviewed. **Please monitor the AAC Facebook Page for updates.**



## ***BUILDERS REPORT—Jon Collins***

### An update on the Steen Skybolt Build

It has been a while since I have provided an update on my Skybolt build and, to be honest, work on it has been slow. Last year saw virtually no work on it due to a high school workload but this year is different! I have gone part-time at school so that I can do more work on the plane and many other things.



Since the last update for the newsletter (about 3 years ago I think!), the wings have been completed and are ready to cover. The engine was trial mounted, the fuselage turtle deck and forward fuselage aluminium has been substantially completed and I am now working on the fuel and brake systems. These latter systems have taught me how to bend aluminium tubing and use flare joints for the AN fittings. There are no specific instructions in the plans on how to design and build either the fuel or brake systems, so I am doing an awful lot of research on fuel pumps, filters, brake cylinders, flow controls and so forth! I love this part of the building.



*Continued >>>*

## ***BUILDERS REPORT—Continued***

To attach the various stop valves, throttles, and relocate the brake pedals I had some welding done on the airframe. I will do most things, but I cannot weld to save myself, so I leave that to an expert.

Where to from here? Well, after the fuel system is completed up to the firewall, I will have to reinstall the engine and complete this system. The brake system requires that I mount the undercarriage, wheels, and callipers, as well as the wheel spats. It is then onto the electrical system and instrument installation.... Lots to do but I am still enjoying it!

Jon Collins



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# AYR SKYCAM

Dear Fellow Flyer,

YAYR (Ayr Airport) and BAC (Burdekin Aero Club) have now joined the SkyCam network around Australia. Hey Guys, there may be a shower or two to navigate past, but now you can SEE the actual weather at YAYR on OzRwy ... well before your ETA. But it's even better than that - if you're departing YAYR, the NW camera lets you SEE a long way towards Townsville and the SE camera lets you SEE a long way towards Bowen. I suppose its nice to remember the old days, but hasn't aviation come a long way with advanced technology? SkyCam makes flying safer.

Brice Halls, Burdekin Aero Club



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Zenith company pilot Roger Dubbert provides a running narrative of a demo flight in Zenith's CH 750 "Sky Jeep," the real version of which would normally be part of Zenith's weekend workshop. With multiple camera angles and an effective play-by-play from Roger, all that's missing is the smell of the springtime grass in Missouri.

<https://www.avweb.com/aviation-news/zenith-aircraft-offers-virtual-demo-flight/>

### ***Emergency Landing: Beach or Breakers?***



[https://www.youtube.com/watch?v=0LwGYBBhTss&feature=emb\\_logo](https://www.youtube.com/watch?v=0LwGYBBhTss&feature=emb_logo)

Beaches and airplanes go together like a salad and a toss, especially for emergency landings. But there have been fatalities when pilots land without seeing people walking or wading. In this AVweb video, Paul Bertorelli examines the risks and offers tips on landing on a beach or ditching offshore, if that's the better option.

## ***Mail from a FedEx Pilot.***

Long read - via mutual friend - current FedEx Pilot on Asia situation: "FedEx still operating close to peak internationally, but we've slowed severely domestically. We've pulled 4 "semi-retired" FedEx MD-11s out of the desert and sent them to the Pacific (where I've been operating for the past 2 ½ months). Every run we're flying there (between Honolulu, Sydney, Guangzhou, Osaka, Narita, Singapore, Thailand, Hong Kong, etc...) are maxed out. No one else flying, so all that residual cargo is being directed our way. That being said, every route is nearly empty, and every airport is completely full of parked jets. A couple of examples: Flew from Osaka to Beijing during 1 segment of a trip, and saw only 2 additional aircraft airborne the entire flight.

During the time we fly that route (one of the busiest in the world), nearly 100+ additional aircraft are normally airborne.

Silence on the radio, from the controllers, etc... most pacific airports have 1 controller that now covers regional approach, tower, and ground... ALL 3 of them.

We landed in Beijing and were the only moving aircraft the entire time we taxied in, dropped our cargo, reloaded, and taxied out. Saw 2 other aircraft moving on the ground as we took off. But that was it. Literally 600+ aircraft parked in every square inch of concrete on that airport.

Beijing (and most airports like it) are down to 1 runway, with all additional being used as parking lots for aircraft. Very eerie to see it like that.

Was lucky enough to have a United deadhead back from Osaka to SFO at the conclusion of one of my runs. Osaka is one of the busiest international "jump-off points" in Japan, and FedEx has a great facility there. From the time I made my way from the FedEx aircraft we landed there, checked in through one of the largest customs facilities I've ever seen (at Osaka International), took an inter-airport train to the international terminal, and finally made my way to the only 1 of 6 lounges open to await my flight's departure (United), I only saw 2 people in the entire airport terminal. TWO.

That United flight was on a 787; the entire aircraft had about 40 people total... most were United employees (aircrew and attendants) re-positioning back to the United States after their routes had been cancelled. This was United's last flight between Osaka and SFO for a long while (apparently), and there were many hugs and tears with United personnel, Japan airport folks they knew, etc. Global devastation and economic impacts are very apparent as one travels as much as we do internationally. This is going to take YEARS to recover, and return any semblance of "normalcy" (if that term is even relevant any longer) to many areas all over the globe.

My hats off to our dispatchers, ground managers, and everyone on the team who's making it happen safely for us all... as regulations and customs requirements literally change day to day... flight by flight." Again from active FedEx pilot.



## COOL OR CRAZY. DC3 ON FLOATS



**Hear the full story from Mikey McBryan on the following link:**

<https://www.youtube.com/watch?v=lu0Apeb59X0>

## WHEN THE BOTTOM DROPS OUT

*Any of us can bounce a landing. It's what comes next that counts.*

*J E Burnside, Avweb, 29th April 2020*

I had to fly a go-around the other day. My instructor and I were landing in my Debonair at a familiar airport on a gusty day after 1.5 hours of instrument work. Although I was accustomed to the airport and the visual approach, I had forgotten how windy conditions at this particular runway could wreak havoc with my plans, thanks to the nearby trees and structures on the surface disrupting the stiff breeze.



The plane was configured for landing with full flaps, a rich-enough mixture and the prop set for high RPM. I was decelerating from crossing "the fence" at 70 KIAS. As I pulled off some of the remaining power and began to flare, the bottom fell out about 25 feet above the runway. I already had established a nose-up attitude for the tricycle-gear airplane's touchdown, but our descent rate suddenly increased sharply as the gusty crosswind basically disappeared at the wrong time. *(Sound familiar you Atherton flyers? ED)*

Continue reading this interesting story on the following link:

<https://www.avweb.com/flight-safety/technique/when-the-bottom-drops-out/>



## ***THE LAST REGULAR FLYING BOAT SERVICE IN AUSTRALIA***



**VH-BRF *Islander* on the lagoon at Lord Howe Island**



**VH-BRC *Beachcomber* with a DCA launch on Sydney Harbour**

The flying boat service to Lord Howe Island ceased in 1974 on completion of a sealed airstrip for landplanes. Full story of the flying boat service on the following link:

<https://www.youtube.com/watch?v=BQYGqt3x9s8>



## Enrolments are now open for our 2020 online course dates

Due to the evolving situation with respect to coronavirus (COVID-19) we made the difficult decision to suspend future face-to-face classroom enrolments for our [Introduction to Meteorology](#) course until further notice.

Instead, we have been busy configuring our virtual classroom environment to provide you with a high-quality digital learning experience at a discounted rate.

We are happy to announce that enrolments are now open for our 2020 online course dates.

### How to enrol

Click on your preferred course date

2-3 June (2 full days)

7-10 July (4 half days)

Refer to the [enrolment guide](#) for assistance.

### Pricing

Discounted online courses:  
**\$555** (including GST)

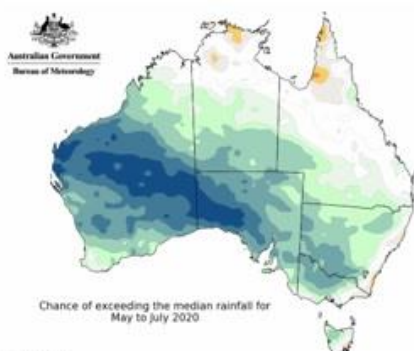
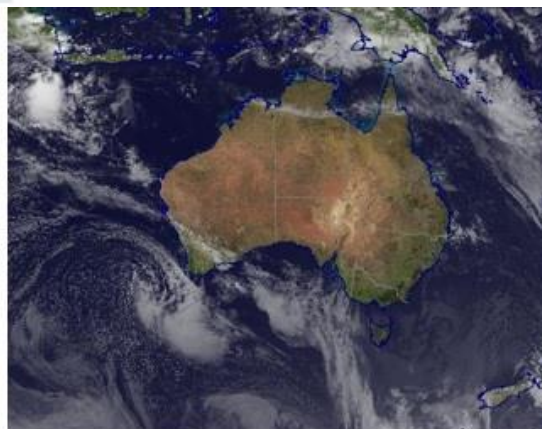
Tailored online course content and group bookings can be made available.

## About our weather course

Introduction to Meteorology (I2M) is a weather course delivered by professional meteorologists from the Bureau of Meteorology. This specialised introductory course will arm you with the practical weather knowledge you need to make critical decisions and manage risk.

The course content is relevant to government and private organisations, as well as individuals with an interest in the science of meteorology.

The course size is limited to ensure a personalised experience. No prior experience required.



Model run: 21/06/2020  
Issued: 20/06/2020

## What will I learn?

- Basic principles of atmospheric science and weather forecasting
- Major systems which influence the weather
- The broad range of weather and warning services delivered by the Bureau of Meteorology, and how you can use these to make better, more informed decisions

Download our [course overview](#) for more information.

## Who do I contact?

For more information or to enquire about our group bookings, contact the Course Manager via email [i2m@bom.gov.au](mailto:i2m@bom.gov.au)

[https://bmtc.moodle.com.au/course/view.php?id=130&utm\\_source=seasonal-streamflow-forecast&utm\\_medium=email](https://bmtc.moodle.com.au/course/view.php?id=130&utm_source=seasonal-streamflow-forecast&utm_medium=email)

## ***Important Coronavirus (Covid-19) News from Pipistrel***

The world is a different place today than it was last month, and the month before that. Pipistrel is operating at around 85% production in both Slovenia and Italy and we are very fortunate to have a young team in engineering and production, who so far have managed to dodge illness created from Covid-19. Some parts of the world, however, are not as fortunate and remain on full lockdown.

The team at Pipistrel understands that ongoing aviation education and safety relies on continuous training and learning. Even when most countries are on extended lockdown there are still opportunities to further your knowledge base and gain additional skills as a pilot.

Pipistrel has some fantastic resources available online which include many courses that not only feature Pipistrel aircraft but will also guide you through understanding Rotax engines and other equipment which is used in the Pipistrel fleet.

Normally these online courses are supplied at a cost. Individual courses are €147.30 for 14-days access or €247.30 for a permanent subscription.

Pipistrel has decided to provide FREE, open access to all training courses during the current period of world-wide enforced isolation.

All Pipistrel Academy Computer Based Training Courses are available free-of-charge to anybody, for the next three months. Courses can be accessed from anywhere in the world, with your computer, laptop, tablet or mobile phone.

Pipistrel hopes this opportunity will also motivate non-flying pilots as well as student pilots and flight instructors to stay connected to their passion and learn more every day.

Anybody, whether a student pilot, pilot, flight instructor or aviation enthusiast, flying clubs, flight schools, even high school students can apply and join the online course, free-of-charge for a period of 3 months, ending June 2020.

### ***Courses which are available, completely free of charge, from today include***

- Pipistrel ALPHA Electro, the only certified electric training aircraft in serial production anywhere in the world
- Pipistrel ALPHA Trainer aircraft in UL/LSA/BCAR configurations
- Pipistrel Virus SW and SWiS in UL/LSA configurations
- Pipistrel Virus SW 121 model, EASA certified

To register and begin learning about Pipistrel aircraft and flying in general please register for your online course at

<https://www.pipistrel-online.com/>

Click "Create new account", follow the registration instructions and select the online course you are interested in by using the Enrollment key: FlyPipistrel

The information below is from the RAA and the link is:

<https://gofly.online/raaus-members-only/>

## Free online training for RAAus members, plus flight review, renewal and medical certificate extensions 16 April 2020

RAAus is excited to announce an important training initiative in conjunction with GoFly Online. This initiative grants financial RAAus members access to a suite of educational and entertainment resources enabling them to keep up to date with training videos, a virtual cockpit experience, and to review individual flight lessons. For current students, this allows them to progress their understanding of core flight lessons with both the underpinning knowledge as well as the virtual flight experience. It's a customised online flight lesson! For qualified pilots, these lessons also offer an opportunity to review the basics and refresh those lessons from earlier training. Subscribers also have access to a range of aviation flight training resources and the ability to access the **GoFly Online Q&A classroom**.



Financial RAAus members will have **free direct access to**:

- The **Taking Flight** series: an aspirational series about learning to fly and operating a flight school. This is great for potential students and anyone wanting to understand more about learning to fly
- The **GoFly Fix**: Fast tips for becoming a better pilot.
- **Pilot Interviews** - Interviews with pilots for career advice and to help students become a better pilot.
- **Controlled Airspace** endorsement briefing. Preparation for future access privileges as an RAAus pilot.
- **Flight Blogs** on topics of interest to pilots
- **The first 3** RAAus syllabus flight briefings and lessons to get you on your flight training journey.
- **Current and future** joint RAAus and GoFly Online training content.



# WANTED

**IF YOU ARE A ROTARIAN, FORMER ROTARIAN OR HAVE AN INTEREST IN AVIATION AND WISH TO BE ASSOCIATED WITH ROTARIANS YOU ARE ELIGABLE TO BECOME A MEMBER OF - *IFFR* (INTERNATIONAL FELLOWSHIP OF FLYING ROTARIANS)**

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**FOR FURTHER LOCAL INFORMATION CONTACT:**

**BRIAN RICHARDSON 0429144921**

**KEV SCHEUBER 0427713361**

**[www.iffr.org.au](http://www.iffr.org.au)**



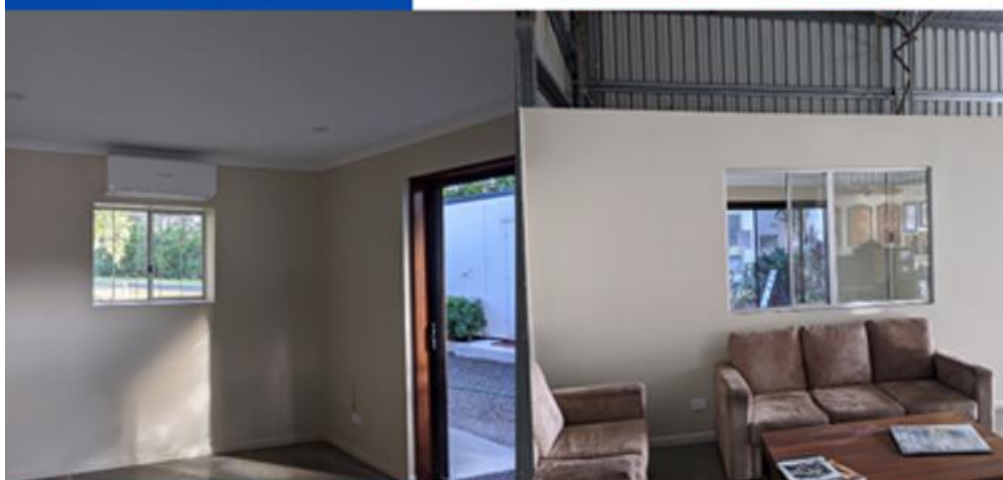
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**NORTH QUEENSLAND AERO CLUB NEWS & EVENTS**

**UPCOMING SOCIAL EVENTS**

ALL SOCIAL CLUB ACTIVITIES ARE STILL POSTPONED DUE TO THE COVID-19 PANDEMIC

APRIL 2020



**CLUB UPGRADES**

*The new waiting area is almost ready for operation. With fresh paint and a cold new air conditioner it awaits only the final touches before being open for business!*

**FROM THE AIR IN APRIL**



It was very quiet in the skies around FNQ all April!



Lock-down leads to creative mowing in the Mareeba area!



Former NQAC student Matt Kuhn has been socially distancing from people and storms in the Norther Territory!

**COVID-19 UPDATE**

With the easing of Covid-19 restrictions for recreational purposes Queenslanders can now travel up to 50km from home for recreation.

Recreation includes engaging in the operation of personalised forms of transport. Meaning private hire is now an option for many of our members.

It's easy to socially distance at 4500ft so give us a call and book yourself and aircraft today!

The details of the QLD Home COnfinement, Movement and Gathering Direction (No.3) can be found at the following address:

<https://www.health.qld.gov.au/system-governance/legislation/cho-public-health-directions-under-expanded-public-health-act-powers/home-confinement-movement-gathering-direction>

# NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

## STUDENT ACHIEVEMENTS



**Congratulations to Andrew Bryde who went first solo in INQ on the 13th of April!**



**Congratulations to Will Davey who went first solo in CRM on the 22nd of April!**



**Congratulations to Phil Gruber who passed his PPL in SPW on the 25th of April!**

## VALE GARRY BURNELL

Our thoughts are with the Burnell family after the passing of Garry Burnell on the 27th April, aged 79 years.



Garry first learnt to fly with the North Queensland Aero Club in our first decade of operation. Club records show he achieved his PPL in 1956. He later earned his CPL in 1966. Garry also won the Tom McDonald Spot Landing Competition that same year in 1966.



Garry was an instructor with the Club and also owned and operated a charter company in Cairns during the 1970s. The Burnell family would like to request anyone with photos or memories to share them on the Clubs Facebook page.

ACHIEVEMENTS				
1951	1952	1953	1954	1955
1951 G. Burnell	1952 G. Burnell	1953 G. Burnell	1954 G. Burnell	1955 G. Burnell
1956 G. Burnell	1957 G. Burnell	1958 G. Burnell	1959 G. Burnell	1960 G. Burnell
1961 G. Burnell	1962 G. Burnell	1963 G. Burnell	1964 G. Burnell	1965 G. Burnell
1966 G. Burnell	1967 G. Burnell	1968 G. Burnell	1969 G. Burnell	1970 G. Burnell
1971 G. Burnell	1972 G. Burnell	1973 G. Burnell	1974 G. Burnell	1975 G. Burnell
1976 G. Burnell	1977 G. Burnell	1978 G. Burnell	1979 G. Burnell	1980 G. Burnell
1981 G. Burnell	1982 G. Burnell	1983 G. Burnell	1984 G. Burnell	1985 G. Burnell
1986 G. Burnell	1987 G. Burnell	1988 G. Burnell	1989 G. Burnell	1990 G. Burnell
1991 G. Burnell	1992 G. Burnell	1993 G. Burnell	1994 G. Burnell	1995 G. Burnell
1996 G. Burnell	1997 G. Burnell	1998 G. Burnell	1999 G. Burnell	2000 G. Burnell
2001 G. Burnell	2002 G. Burnell	2003 G. Burnell	2004 G. Burnell	2005 G. Burnell
2006 G. Burnell	2007 G. Burnell	2008 G. Burnell	2009 G. Burnell	2010 G. Burnell
2011 G. Burnell	2012 G. Burnell	2013 G. Burnell	2014 G. Burnell	2015 G. Burnell
2016 G. Burnell	2017 G. Burnell	2018 G. Burnell	2019 G. Burnell	2020 G. Burnell

**NORTH QUEENSLAND AERO CLUB NEWS & EVENTS**



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## ***May Members Update***

Hi, hope you are all well. Over the weekend we received a preview from the architect of the FNQAM “Mareeba in WW2” themed Stage 1 building. Its been a while since we have been able to provide any updates in this regard due to difficulties our providers have been facing. The preview below is just a taste of what’s to come & to keep you updated on our progress.

Next on the agenda is for a design meeting to go over the building layout & internal layout of displays (some items currently included are obviously not WW2 related, but will provide an indication of how space can be utilized). In the coming weeks we hope to have some more finalized drawings & final fly through for wider public distribution.

We hope you like the direction the project is going and as always if you have any feedback please get in touch.



YouTube Link (No sound)

<https://www.youtube.com/watch?v=w32pldtRyys>



***EVENTS MAY BE CANCELLED OR POSTPONED  
DUE TO GOVERNMENT TRAVEL RESTRICTIONS***

*Check Your Club Website or Facebook Page*

*For the Latest News*

## ***Atherton Aero Club—2020 EVENTS CALENDAR***

*None planned due to current government travel restrictions.*

### ***OTHER EVENTS OF INTEREST***

***July*** Sat 4th & Sun 5th, ***Brisbane Valley Airshow, Watts Bridge?***

***Aug*** Fri 14th—Sun 16th, ***QANTAS Centenary Fly-In, Longreach?***

***Sept*** Sat 12th & Sun 13th, ***Burdekin Airport Centenary Fly-In?***

***Sept*** Sat 26th, ***Innisfail Aero Club Open Day?***



**LINKS TO INTERESTING ARTICLES & VIDEOS:**

<https://www.avweb.com/aviation-news/experimental-pilot-visits-newark-la-guardia-and-jfk-in-one-flight/>

*RV8 Flight Over New York*

<https://www.youtube.com/watch?v=BQYGqt3x9s8>

*Last Regular Flying Boat Service In Australia*

<https://www.avweb.com/flight-safety/technique/when-the-bottom-drops-out/>

*Recovery From A Bounced Landing*

<https://www.youtube.com/watch?v=lu0Apeb59X0>

*Cool Or Crazy. DC3 On Floats*

<https://www.youtube.com/watch?v=roQOcqAIY5M>

*The Bristol Freighter in New Zealand*

[https://bmtc.moodle.com.au/course/view.php?id=130&utm\\_source=seasonal-streamflow-forecast&utm\\_medium=email](https://bmtc.moodle.com.au/course/view.php?id=130&utm_source=seasonal-streamflow-forecast&utm_medium=email)

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Pinnarendi/](https://www.facebook.com/Pinnarendi/)***

***Ron Atkinson 0419 201 622***



***Pinnarendi Station***

***NQAC Air Race Line-up***

## 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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D.A.M.E

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## 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	(h)	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: <i>The Treasurer</i> Connie Graham PO Box 227 ATHERTON QLD 4883	or email to: <a href="mailto:connleg@ncc.com.au">connleg@ncc.com.au</a>
Payments can be made by: <del>EFT, Cheque, cash</del> , or at the <del>Bendigo Bank</del>	
EFT Details: Atherton Aero Club BSB 633000 ACC 114331706 (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: \_\_\_\_\_

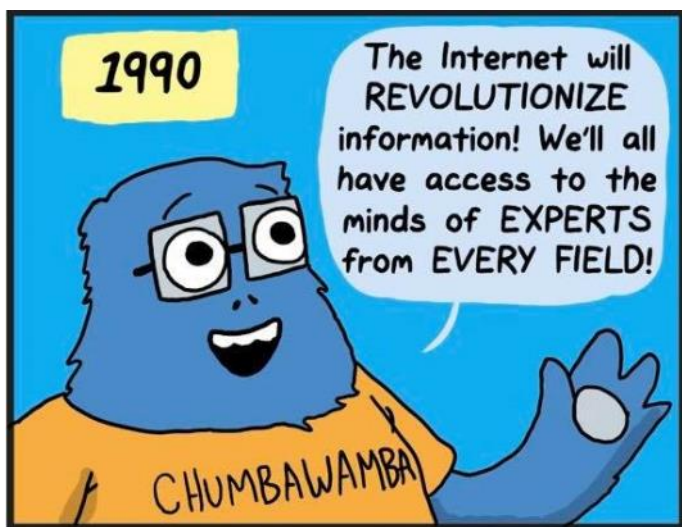
#### OFFICE USE ONLY

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

**Nail salons closed  
 Lash salons closed  
 Hair salons closed  
 Tanning salons closed  
 Waxing salons closed..**

**It's about to get ugly  
 out there lads, stay  
 safe**



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INFINITY

**THOUGHTS AND PRAYERS  
 GOING OUT TO ALL THE  
 MARRIED MEN WHO'VE SPENT  
 MONTHS TELLING THE WIFE  
 I'LL DO THAT WHEN I GOT TIME**