

**Newsletter No. 309 – April 2020**



*Looking North towards  
Lake Mitchell  
NQAC Photo*



*Mareeba Sunrise  
NQAC Photo*

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

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

Hi All,

Welcome to edition No 309. In this issue - assorted stuff to help us beat boredom while staying at home and/or in lockdown. Tall tales and true from our flying friends in the Land Before Soap, a few bits of aviation history and some local flying adventures.

A thank you to all of you who (knowingly or un-knowingly) 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.



**REMINDER—AAC 2020  
MEMBERSHIP RENEWAL  
IS NOW DUE**

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.**





## *Keeping Up Your Skills During the Corona Virus.*



Jane and I carried out instrument currency flying over Easter where on one day one of us would fly instrument approaches into Innisfail, Cairns and Mareeba before flying visually back to Atherton. The next day the other one would fly the same route. At Innisfail, Cairns and Mareeba we carried out missed approaches and flew the flights with the pilot in command having an instrument hood on. The non-flying pilot acted as a safety pilot and took notes on what went well and what could be improved. After the each flight and a meal break the non-flying pilot did a de-brief.

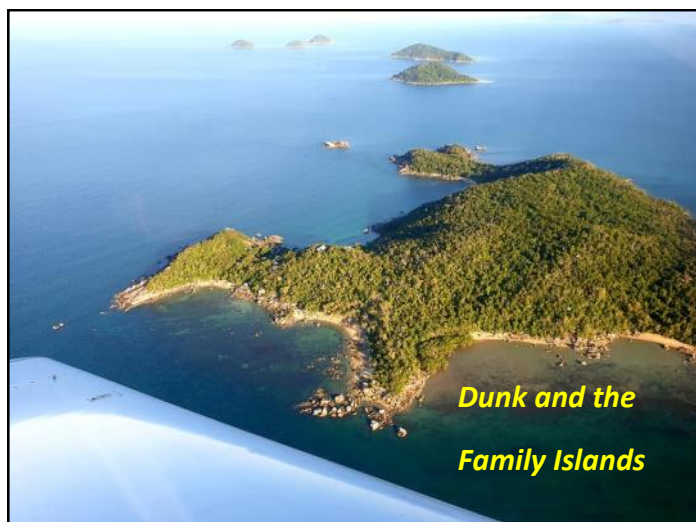
We intend to repeat the flights in a week or two and see if we can improve on our performances. As we departed and arrived from Atherton and as we are together, the social distancing requirements did not impact on us. It was certainly a worthwhile, if not exhausting exercise and hopefully will assist us in improving our flying.

*Simon*



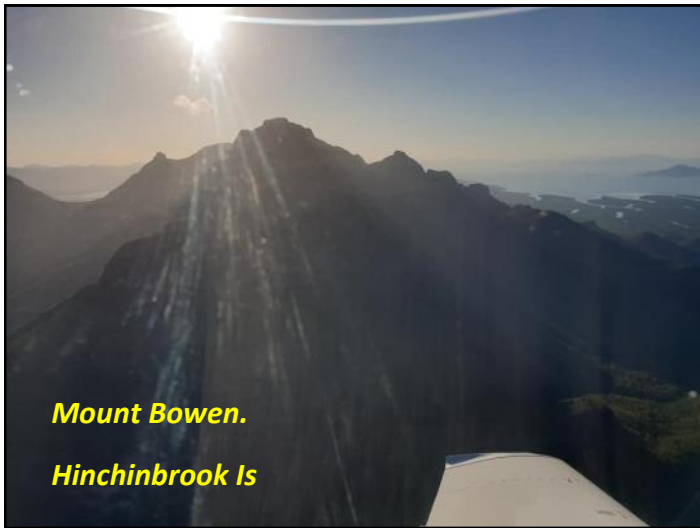
## ***Around and About 1***

A sweet afternoon flight over Dunk and Hinchinbrook Islands from Atherton. Does not get much better. Happy Easter to all.

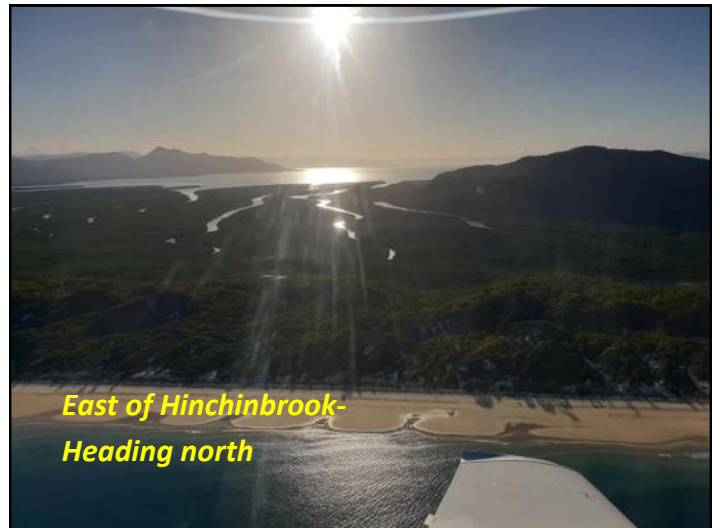




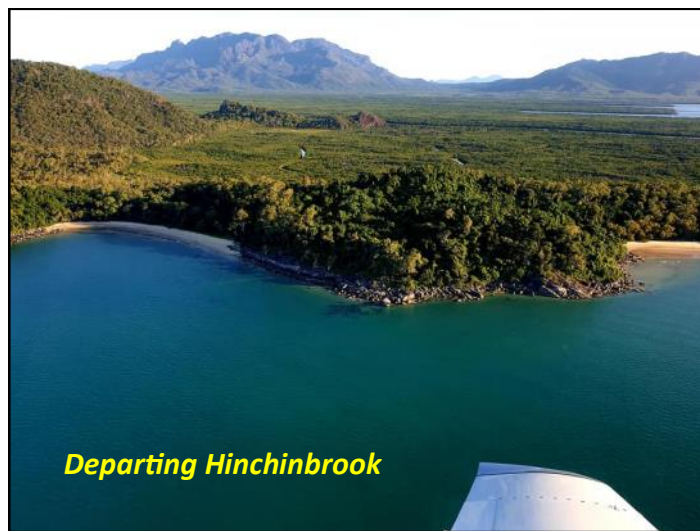
# ***Around and About 2—Afternoon flight Continued***



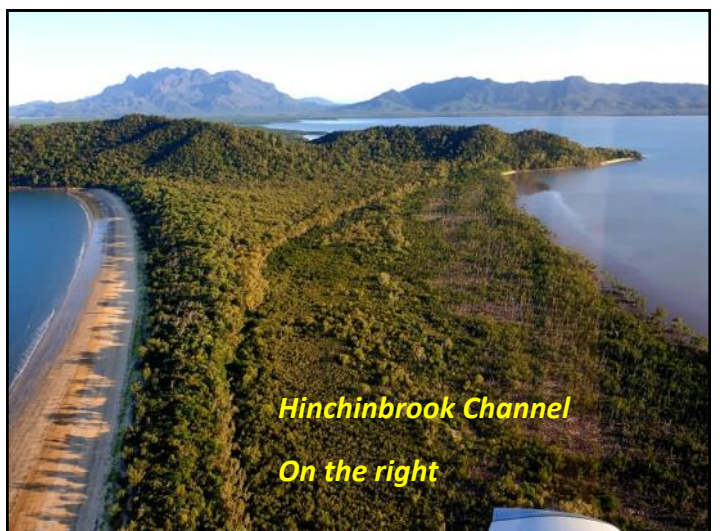
***Mount Bowen.  
Hinchinbrook Is***



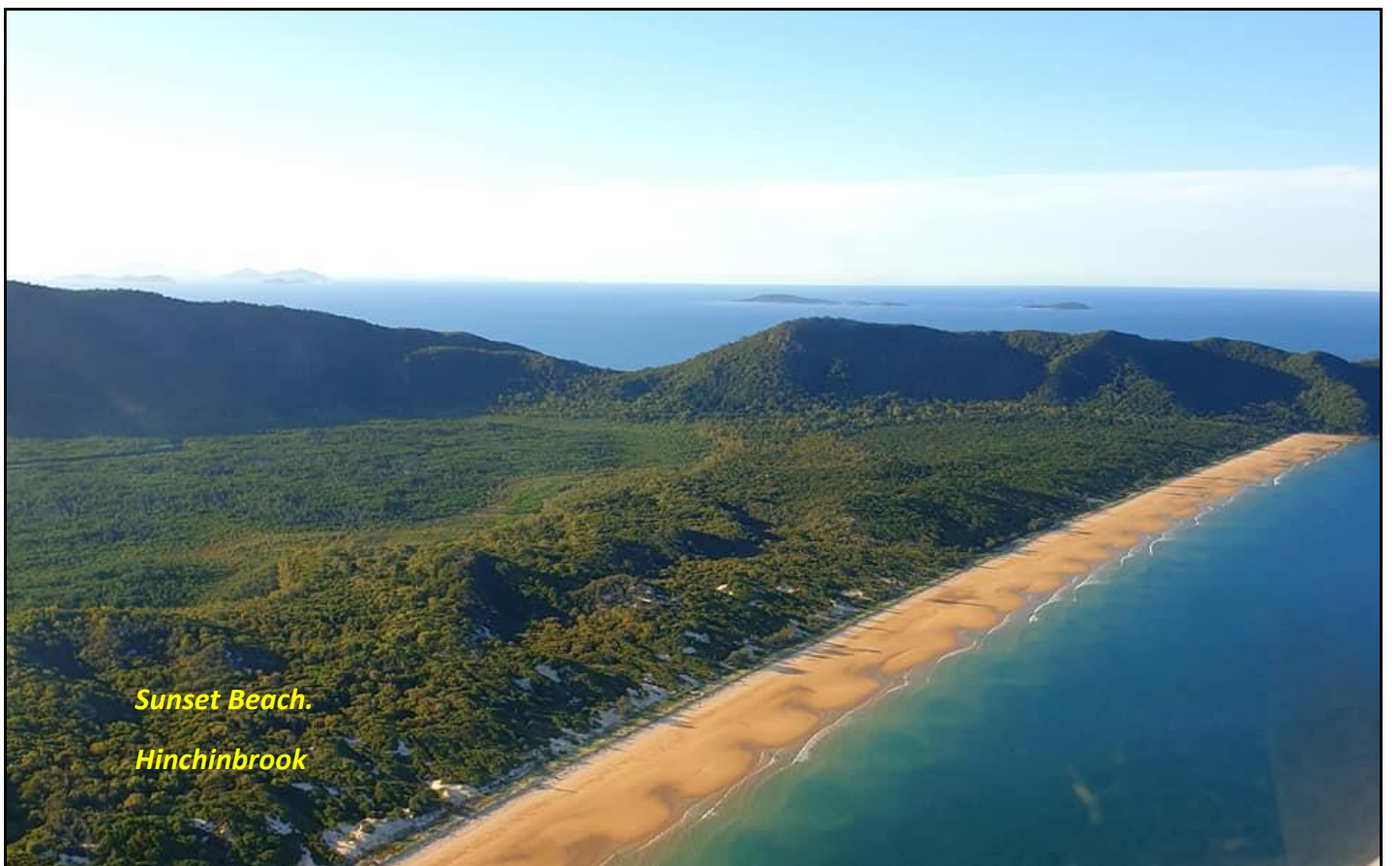
***East of Hinchinbrook-  
Heading north***



***Departing Hinchinbrook***



***Hinchinbrook Channel  
On the right***



***Sunset Beach.  
Hinchinbrook***



# ***Around and About 3—Afternoon flight Continued***



***Dunk Island***



***Dunk Island Airstrip***



***Lake Tinaroo. Nearly home***



## ***THE AVIATORS BOOK CLUB***

### **BOOK REVIEW - THE DASH 8 MANUAL**

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While this book has neither the depth nor brilliance of the Iliad nor the lyrical prose of the Authorised version, it explains in straight forward language the design features, flight characteristics and techniques required to fly the Dash 8 aircraft.

For the technically minded, the Dash 8 is a twin turbo prop aircraft with a cruising speed of some 400 miles per hours, and a normal operating height of up to 25,000 ft.

The book should have a wide appeal as it caters for all literary tastes. There is drama in the Emergency Section, mystery and suspense in Abnormal Operations, some humour in the Permissible Unservicabilities, and it reflects cheerful optimism in the Performance Section.

The author is a positive thinker who writes with conviction and authority. The words - perhaps, might, could, ought to, and maybe - never appear and language is direct and forceful.

Unlike the telephone directory which has a helluva lot of characters but nothing much in the way of a plot, this book bristles with plots and sub-plots but does not have many characters.

The Captain, (alias the pilot in command) must have a mind like a computer and the memory of an elephant. He must remember over 100 limitations and 66 pages of emergency procedures, have a working knowledge of abnormal procedures, be capable of making a decision in a second, aborted take-offs, and also know something about flying the aircraft.

The First Officer (alias the co-pilot) is something of a compulsive reader. He reads check-lists, notams, emergency procedures, take-off and landing information, departure clearances and anything else that happens to be lying around the cockpit.

He is also very talkative. Besides nattering to Air traffic Control, and Flight Service, he talks to the Captain about airspeed, angles of bank, altitude, descent rates, and tracking tolerances, and it is possible that occasionally he is allowed to fly the aircraft in the forlorn hope that it may stop him talking.

Generally speaking, the only female character, called the Flight Attendant, materialises in a section entitled *Emergency Landings and Ditching*. This neurotic female seems to spend most of her time shouting "Get Out" and "Hurry". She is also a deviant, and only a disciple of Dr. Freud could explain why she rummages in passengers pockets looking for sharp objects.

The only criticism of this book is that the characters are not well developed! So many questions come to mind that are not answered:

Why is the Captain such a responsible person?

What are the hopes, fears and frustrations of the First Officer?

Did the Flight Attendant have a happy childhood?

Notwithstanding the foregoing criticism, the book contains much useful information and the author shows promise. We understand he is working on a new book titled "The Effects on the Nervous System of Exposure to Simulators", and this will be reviewed in due course.

One final word of warning - don't attempt to lift this book before taking a course in Weight Lifting exercises.





## **HISTORICAL AVIATION POETRY FROM "THE LAND BEFORE SOAP"**

### **THE MAN FROM RAMU RIVER**

*(Not for the prudish, politically correct or children under 70 years of age—EDITOR)*

Down along the Ramu River,  
Where the Annanbergers dwell,  
And missionaries are in hundreds,  
All with a creed to sell.

There came a daring flyer,  
By the name of Michael Grant,  
And left behind a legend,  
That became a sing sing chant.

As he roared into the circuit,  
Of Annanberg that day  
He thought about the village folk,  
And of their work and play.

He wondered how they killed the time,  
In such a fess-hole spot,  
And came up with the answer,  
With food and sleep and twat.

Now the landing was a good one,  
For everyone to see,  
And Mike was high in spirits,  
He indulged in repartee.

Disgorged his load then looked around,  
For fares on his return  
He cast his eyes on an anxious tribe,  
With money there to burn.

The tribe, half score and cashless,  
Were soon sitting in the kite,  
Their cargo followed suit,  
Mike deduced it far from light.

Half a dozen mammoth bilums  
Fifteen cockarooks as well,  
Muruks, pigs and kau kau too  
By Jesus! What a smell.

He did his checks and line up,  
Then gave the donks full blast,  
And proceeded with the take off,  
Acceleration wasn't fast.

The airspeed stayed on sixty,  
And not a damn knot more,  
He nipped the buttons of the seat,  
And 'Shit' the pilot swore.

Down along the Ramu airstrip,  
About a marker from the end,  
He gave her sixty inches,  
The situation to amend.

And at this time as if to add  
More trouble to his woes,  
A muruk picked a locker catch,  
Open sprung the bloody nose.

A flock of fowls came flying out,  
As off the strip ran they,  
To plunge into the Ramu drink  
With a mighty shower of spray

She floated well for a little while,  
The tribe was heard to sing,  
Mi pela I dai pinis  
As they climbed upon the wing.

Then came the final plunge  
The plane sank out of sight  
Beneath the Ramu's flowing waves,  
By Jesus what a fright.

Our hero swam like a champion  
As he made towards the shore,  
He'd led a life of adventure  
But none like this before.

For dodging crocs in a river,  
Was not his type of fun,  
And Junior would really blow his stack,  
When he heard what he had done.

A preacher helped him up the bank,  
Placed a towel around his head,  
Grant regaled him with a hearty,  
"God, f\*\*\*\* me f\*\*\*\*ing dead!"

He knocked the preacher to the ground,  
As his temper vented loose,  
The air was blue with obscenities,  
And sounds of his abuse.

He demolished half the township,  
Kicked a stray dog in the guts,  
Grabbed the strip reporting agent,  
And removed the fellow's nuts.

Now, the man from Ramu river  
Is a household word today,  
And canoes are all the rage again,  
Down the Annanberger's way.

The very thought of flying  
Will cause those folk to shiver,  
They'll not forget that fateful day,  
The 402 went in the river.



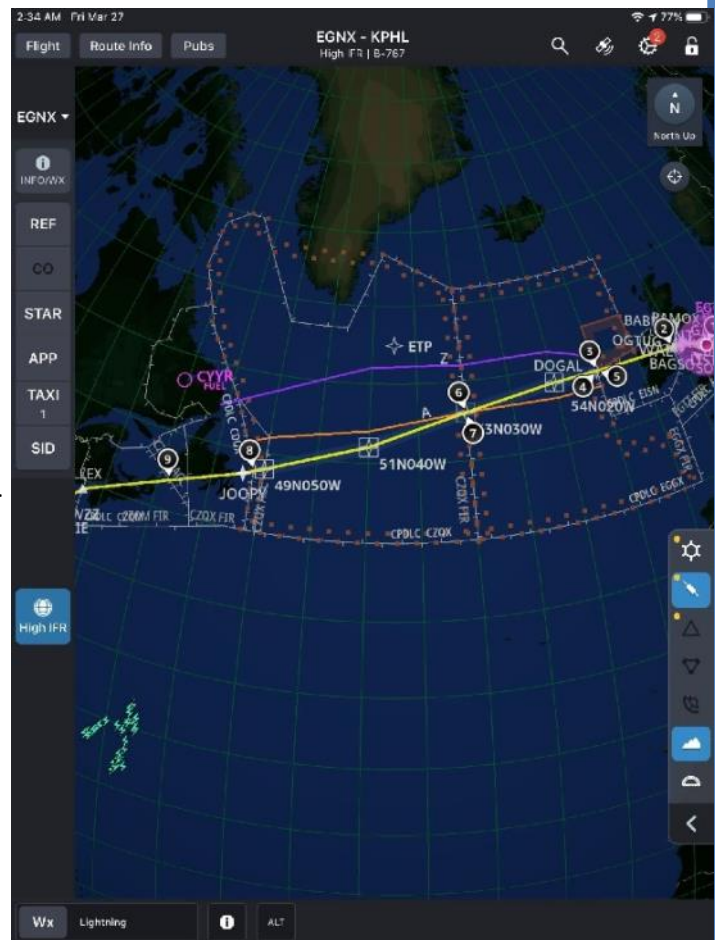
## Flying Freight In The Corona Crisis

By Glenn Cooper, April 6th 2020

I've never really considered myself to be an essential person. Of course, in the larger sense of community, we're all essential. But outside of my immediate family and my pets, no one has ever considered *me* essential. That was until a few weeks ago when the U.S. government did. I have been working for a large overnight package/freight carrier for the past 30 years and at that moment, I received a field promotion from Freight Dog to Essential Personnel in the war on the COVID-19 virus.

To continue reading, follow this link:

<https://www.avweb.com/insider/flying-freight-in-the-corona-crisis/>



## CAIRNS PRE-WW2 AVIATION HISTORY

VH-UFA      DH-50A (QANTAS built)      o/n 1      Dec.26 to Dec.37

Three passengers and the pilot were slightly injured when the aircraft crashed during a landing after dark at Cairns, Qld, on December 1st, 1937. The aircraft, owned by North Queensland Airways, was making a special flight with £5,000 worth of gold from the Peninsula goldfield, Batavia, and reached Cairns at 7.40 p.m. The landing flares were set for landing, but when making his approach the engines faltered and the DH-50 lost height rapidly, crashing into a small clearing in nearby mangroves.

The DH50 aircraft was popular in Australia and de Havilland licensed its production there, leading to 16 aircraft being built.

QANTAS built four DH.50As (240 hp (179 kW) Siddeley Puma inline engine) and three DH.50Js (Bristol Jupiter Mk IV radial engine).



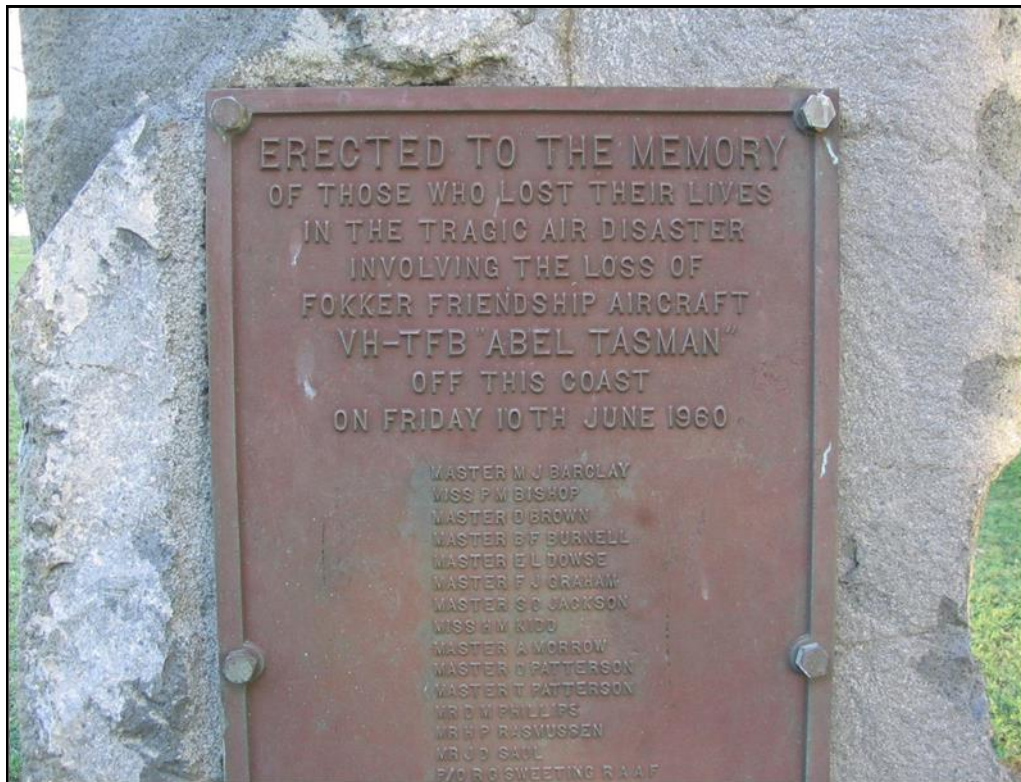
*(Batavia Downs Airfield is located some 20 nm north-west of Lockhart River).*

*(The figures "Dec.26 to Dec.37" reflect VH-UFA's length of service, 11 years).*

## ***AN AUSTRALIAN AVIATION TRAGEDY—60 YEARS ON***

During April 2005 my work colleagues and I travelled to Mackay where we were to spend three months conducting survey flights over the Swain Reefs section of the Great Barrier Reef.

We were accommodated at a busy beach park on the south side of town. Several days after our arrival, while familiarizing myself with local tourist sites, I noticed a reference to an “Air Disaster Memorial” nearby. On further investigation I found that I could actually see the memorial stone from the front door of my unit so I strolled over for a look. This is what I found:



On the 10<sup>th</sup> June 1960 a TAA Fokker Friendship, VH-TFB had crashed into the sea off Mackay with the loss of all on board. At that time, prior to the installation of Flight Data Recorders, the cause of the accident could only be guessed at. In any event this and other similar occurrences led directly to the requirement for all airline aircraft to be fitted with a “Black Box” Flight Data Recorder.



*Continued*



## ***AN AUSTRALIAN AVIATION TRAGEDY—60 YEARS ON Continued***

As the months passed I became intrigued by the fact that there were always fresh flowers at the base of the memorial stone. Why would someone still do that after all those years? My question was answered a few weeks before I left Mackay.

On the 10<sup>th</sup> of June, the anniversary of the disaster, my attention was drawn to a ceremony being conducted at the site of the memorial. The events that followed were quite moving as one by one the relatives of those who died spoke in memory of their loved ones. Many of the lost passengers were school children and only a few of their bodies were ever recovered. The mystery of the fresh flowers was finally solved – this was the only memorial that some of the relatives had!

The sad little ceremony ended as the pipers played and the, now elderly, brothers and sisters of the young people lost in the disaster laid wreaths in their memory.



Just why did this old bit of aviation history get my interest?

Partly I guess because, at the time, we were flying the only remaining operational Fokker Friendship in Australia, partly because of the coincidence that my pilot colleague Peter Jones went to school with one of the schoolboys named on the memorial, but mostly because of the relatives who steadfastly maintain the memory of their lost loved ones. They would be there again next year.

*Bill Gronbeck*



## ***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)**

***IFFR* IS A WORLD WIDE ROTARY FELLOWSHIP WHICH ENABLES THOSE WHO HAVE AN AVIATION INTEREST TO MEET/ SOCIALISE AND NETWORK WITH OTHERS BOTH WITHIN AUSTRALIA AND OVERSEAS.**

**IFFR AUSTRALIA FORMALLY MEETS BI – ANNUALLY AT VENUES THROUGHOUT AUSTRALIA.**

**FOR FURTHER LOCAL INFORMATION CONTACT:**

**BRIAN RICHARDSON 0429144921**

**KEV SCHEUBER 0427713361**

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



**International Fellowship of Flying Rotarians**



## **NORTH QUEENSLAND AERO CLUB NEWS & EVENTS**

Dear Members,

Covid-19 Update.

At this stage the NQAC is operating as usual with additional health & safety measures in place. Members and Students will be informed of any changes to this.

Our additional Health Initiatives include:

- Disposal Headset Covers to be used for each headset use.
- Headset Sanitiser to clean headsets after each use.
- Plenty of hand soap and paper towel for regular hand washing.
- Use of the large classroom and hangar for briefings to maintain social distancing.
- Regular disinfecting of all common use surfaces.

Staff are continuing to monitor the situation and will make changes as appropriate. Our staff are all healthy and will not be coming to work if this changes. We ask all members and students to please exercise the same precautions.

We are also offering the opportunity for students to take part in online briefings and tutoring if this suits your requirements.

For any questions or to organise online tutoring please contact our office on 4092 2043 or email [admin@nqaeroclub.com.au](mailto:admin@nqaeroclub.com.au).

**NOTE** that the **Dunk Island Fly-In** scheduled for April has been **Postponed** to a later date. Please monitor the NQAC Facebook page for possible further changes to the 2020 Events Calendar.

<https://www.facebook.com/nqaeroclub/>

### **NQ Aero Club – Events Calendar 2020 *YET TO BE CONFIRMED***

Date	Event
13 <sup>th</sup> and 14 <sup>th</sup> June	Bloomfield and Mount Louis FLY IN (Day trip to Cockatoo Gallery and optional overnight stay at Mount Louis Station)
11 <sup>th</sup> July (Sat)	Guest speaker and breakfast BBQ
12 <sup>th</sup> and 13 <sup>th</sup> September	Georgetown FLY IN and Tom McDonald Spot landing comp (at YGTN airport).
3 <sup>rd</sup> October Saturday night	Wings night under the stars at Mareeba Aerodrome
31 <sup>st</sup> October Saturday	Annual General Meeting
27 <sup>th</sup> November	NQAC Christmas Party BBQ/Spit Roast
Dates to be advised	Mareeba airport BIG BASH Cricket COMP – Details soon
Dates to be advised	Student FLY Ins (destinations TBA)

**NORTH QUEENSLAND AERO CLUB NEWS & EVENTS**



**Bill Owen**  
INSURANCE BROKERS

*Don't just wing it...*

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# FAR NORTH QUEENSLAND AVIATION MUSEUM

PRESERVE | INSPIRE | EDUCATE | RESTORE

## GET INVOLVED WITH AN ALL NEW COMMUNITY PROJECT

- Community-based Aviation Museum
- Serve both the community & tourism
- Restoring & preserving aviation history
- WW2 Aircraft, Aviators, Memorabilia, Interactive Displays, Simulation, Café...
- Currently in the design & fundraising stage
- Looking for interested people to help in a range of roles
- Please get in touch if you have aviation related exhibits, uniforms, retired parts etc for display
- Located Mareeba Airport, Far North Queensland

### CONTACT SECRETARY

Brendan Kent  
0422 379 984  
admin@fnqam.com.au  
www.fnqam.com.au





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

*Check Your Club Website or Facebook Page*

*For Cancellations or Postponements*

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

*None 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://en.wikipedia.org/wiki/De\\_Havilland\\_DH.50](https://en.wikipedia.org/wiki/De_Havilland_DH.50)

Qantas DH50A Aircraft

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

Pipistrel Free On-Line Courses

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***Stay & Café***

***[https://www.facebook.com/  
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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**Telephone:** 07 4032 3311

**Cairns Office:**  
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Postal Address: P.O. Box 664, North Cairns 4870  
Phone: 07 4032 3311  
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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@nac.com.au">connleg@nac.com.au</a>
Payments can be made by: <del>EFT, Cheque</del> cash, or at the <del>Bendigo</del> Bank	
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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***ALMOST THE LAST PAGE***

Day **4** of quarantine... already ate  
all food for the next 15 days





## *THE LAST PAGE*



# IF DONALD TRUMP HAD CAPTAINED THE TITANIC

- There is no Iceberg.
- We won't hit an iceberg.
- I knew it was an iceberg before anyone else knew.
- No one knows icebergs better than I do.
- The penguins brought the iceberg here.
- No one could have predicted the iceberg.
- We cannot allow an iceberg to stop our ship.
- The crew is spreading fake news about icebergs.
- Some of you have to drown.
- I am the best captain, ask anyone.