

Newsletter No. 305 – September/October 2019



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.



Atherton Aero Club - Committee Contacts

President	Vice-President	Secretary	Treasurer
Simon Perkins PO Box 227 ATHERTON Q 4883 simon@spaconsulting.com.au	Dave Camp PO Box 227 ATHERTON Q 4883 admin@gorex.com.au	Tracey Hayes PO Box 227 ATHERTON Q 4883 athertonaeroclub@gmail.com	Connie Graham PO Box 227 ATHERTON Q 4883 connieg@fnoc.com.au

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 305. In this issue - members photos of their flying activities over the last few months, aircraft acquisitions, posters advertising upcoming aviation events and news from our sister club the NQAC.



A great article and photos from Jane & Simon of their time at the Red Bull Air Races, Chiba, Japan. (Remind me not to travel by train in Tokyo).

A big thank you to all those others 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 (NOTE CHANGED EMAIL ADDRESS)

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 club newsletters.



The **next AAC Club Meeting & BBQ** will take place on **Sunday the 17th of Nov 2019** commencing 10:30 am.
Venue: The Club's **STORAGE FACILITY**, Atherton Airport. Visitors welcome. See you there.





HO! HO! HO!

You're invited to the
Atherton Aeroclub
Christmas Party!
Date: 7th December
Time: 6.00

At the Atherton
International Club
\$45pp full xmas buffett

RSVP by 1st December
athertonaeroclub@gmail.com

Full payment to
BSB 633000
A/c 114 331 796



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JANE & SIMON AT THE RED BULL AIR RACES

SMOKE ON – Jane and Simon at the Red Bull Air Races, Chiba, Japan

It might have been 2006 when I went to Perth to visit family, and spent the day on the city side of the river watching the practice sessions as pilot flew around the pylons, sometimes hitting them, but usually getting around them at altitudes of approximately 50 feet, carrying out extreme aerobatic maneuvers. At that time my flying was limited to day VFR in a 1960 B model Cessna 172, but that didn't stop me recognizing the skill of the pilots. I had raved about this to Simon for years, and we always agreed we would "one day" watch the Red Bull Air Races. The Perth venue had long gone, so we would have to leave Australia if we ever wanted to watch the races live.



In the last days before we headed to Oshkosh, we realized that the Red Bull Air Races, planned in September for Japan, were going to be the last held ever. As it was our last chance I went to purchase tickets on line, from the Red Bull Air Race main website, with prices based not in dollars or yen, but Euros. I tried to make the purchase, but the system would not accept my credit card (and no, I wasn't trying to overspend on it!). We gave up and focused on enjoying the Oshkosh experience, but I sent an email to the organizers, letting them know

On our way back from the US, during our layover in Japan I checked my phone. An email had come back saying the problem had been sorted and I should try again. Looking at the options, the middle range tickets were in Muroya cheering section. So poor was my research, the only Red Bull Pilot's name I knew was Matt Hall. So I bought two tickets in Muroya cheering section, only later realizing that I had put us right in the middle of the people barracking for Yoshi Muroya, the Japanese pilot. I thought we were going to be lynched for sure...

The only flights direct from Cairns to Tokyo are Jetstar, and so we took off at lunchtime on Thursday afternoon. I had booked us into a hotel between the railway station and the venue, at least that was how it looked from Google Earth. At Narita Airport we went to the train ticket office, and showed the woman our hotel address. She gave us a map of sorts, with station names in English, and circled the one that we needed to change at. All was going well and it all seemed pretty simple. We had travelled light with only carry on, and Jetstar had weighed it back in Cairns, so we knew we were not carrying more than 7kg each. Lucky.

We got off at our designated stop, Keisei Makuhari, and put the hotel into Google. Thirty four minutes walk! Perhaps I had the scale wrong. Maybe the venue was miles from the hotel. We started walking. It was flat, an easy walk, well-lit and it felt very secure. We were almost there and we passed another railway station. Now I was confused, had the women told us the wrong thing? We checked into the hotel and tried to find somewhere to eat.

The hour was getting late, but the area we were staying, Makuhari, was vibrant and we found a bar/restaurant that was still serving food. They provided us with their English menu, containing specialties such as beef guts and chicken innards. Clearly not the same author as the menu writer from the Brisbane restaurant we had eaten at a few days before. There the menu had *Slow baked carrots with marrow custard, lightly seeded with sesame* for example. I think I preferred the Japanese Google translator, at least for honesty.



JANE & SIMON AT THE RED BULL AIR RACES (2)

The next day we checked the venue. It was still being set up, and access was denied, but it was at least a short walk only. Still there was the conundrum of the train station. The name of the station closest to our hotel was Kaihimmakuhari. That name didn't appear on the map we had been given. Simon came up with theory, perhaps there were two competing rail networks. We picked up a rail map from Kaihimmakuhari. It had JR East Group written on it. The other map we had had K'sei Group written on it. Both went to Narita Airport and there appeared to be a smattering of other common stations. Little did we know that we would get a very detailed understanding of these rail networks in the days to come...

We heard aircraft noise, and headed back to waterfront where access was allowed. We saw an aircraft, silver, with red bull on the wings, flying around the pylons, practicing. We had downloaded the app, but couldn't work out whose plane this was.

We woke the next day, Saturday, and wanted to get to the venue early. We arrived to find people already queuing. As we had tickets we showed them to one of the officials. The tickets were simply print offs provided by the event organisers. The official took the papers to another official. Eventually he came back.

"You will still need to queue," he said in broken English. At least he had some English. Without any Japanese language we were very constrained.

Given the gates weren't opening until 10:00, we decided to go back into Makuhari and have some breakfast. We passed a lot of Japanese people heading for the venue. Through the incomprehension of Japanese language around me an English word jumped out – typhoon.

Over breakfast I pulled out the phone. Windy.com showed a cyclone coming straight for Tokyo. We had recently completed a two day met course with the BOM. The course was great, and we had learned that cyclone is the generic name for weather patterns that form from low pressure systems over warm water that are whipped up by the Coriolis effect. In the southern hemisphere the rotation is clockwise. In the northern hemisphere, anticlockwise. The northern pacific name is typhoon, whereas the name in the Atlantic is hurricane, but both are cyclones as we know them.

It was certainly hot enough for a cyclone. The sun was out and it was crazy humid. I looked up the US Navy Joint Typhoon Warning service. There were two typhoons. One was called Lingling and was heading for the Philippines. The other was called Faxai and was coming straight for us.

We wandered back to the venue. The gates were still not open, the queues weren't moving, but extended for kilometres. We headed straight for the gate as we doubted the earlier advice. We noticed that one short queue had people holding paper tickets. The tickets looked like ticketek tickets that had been sent in the mail. I saw some other European looking people with paper tickets like ours.

The gates opened. A rush was on, and I saw that we were in the wrong queue. There was a queue for the Muroya section, and it was short and moving so we joined the back of it. We moved with the sea of people to the official gate and showed our tickets. She looked at them and called her supervisor. She waved us aside and took the next tickets. I kept the supervisor in sight. We were difficult and she was busy. I needed her to still see us and not forget us. We had paid around \$1500 for these tickets. I was getting worried I had done my dough.



JANE & SIMON AT THE RED BULL AIR RACES (3)

She dealt with another issue, looked back at me and made a phone call. Then she went to a small pile of paper tickets to one side. She flipped through them, found two and passed them to us. We nodded and bowed appreciatively and she ran and grabbed two extra tickets. We were then ushered to the gate through the section that said 'Muroya'. At that entrance they looked at our new tickets, provided us with wrist bands, took the extra tickets she had provided and gave us a plastic covered something each.

On entry people gave us fans to cool ourselves. They said Yoshi. We had shown our colours, obviously. And now we were Yoshi fans, with Yoshi fans. We wandered in through the complex. There were food stands around the edge and uprights in the middle with the pilots' photos and details on the rules, the track etc.

We could hear the planes. We followed the signs and arrows to the Muroya cheering section. It was like a grandstand, split into three main sections, and it had plenty of spare seats available. We picked some good seats at the back and started watching the practice runs. It was some hours before the first qualifiers would be on. A Japanese lady approached us. She gave us flags to cheer Yoshi on, and welcomed us. She said she also liked Matt Hall. There was a discussion about how Matt and Yoshi joined the races about the same time and had struck up a friendship.

Simon had a plan to get the Japanese to yell, "Yoshi, Yoshi, Yoshi, Oi, Oi, Oi," thereby surreptitiously having the Japanese barracking for Matt Hall. The best he could get was *Yoshi, Yoshi, Yoshi*, the *Oi Oi Oi* just didn't get legs.

The weather was hot, very hot, but we had big straw workers hats with the hi vis band that we had brought with us. Living and working in Cairns, we know the value of these hats, the straw is light and the air passes through, keeping us as cool as is possible, and big brim keeps the sun off the face and neck. But they look silly...

The race is split into two group, the masterclass which Matt Hall and Yoshi are in, and the challenger class. The up and coming group that according to the website must *first fulfil the minimum criteria which include top achievements in international flying competitions. They must be active aerobatic air display pilots and prove their skills at the Red Bull Air Race Qualification Camp to qualify to take part in the Red Bull Air Race World Championship Challenger Cup.* They are regarded as the next generation of pilots for the master-class.

First the challengers took to the sky for the qualifiers. The challengers had only three planes and six pilots. Florian Berger from Germany took out the best time with a clean run in just over one minute. A clean runs means not having any additional time added due to rule deviations such as going outside the track or hitting pylons. Not enough smoke is also a rule deviation.

Now it was the masterclass, which is what we were all waiting for. The wind was reasonably calm, but there was no wind sock or smoke to allow the pilots to determine the wind, it was just fly it and see. In the qualifiers each pilot gets two runs of the course and the best run is counted for the qualifier and earns them overall points in the series. Juan Velarde, the Spaniard, came in with the shortest qualifying time of 56.76 seconds. Yoshi was 5th and Matt Hall down at 7th. Not fully understanding how the point system works, I thought things were looking bad for the Australian especially as Sonka had come in 2nd.

The points showed that at the start Martin Sonka, the Czech in front on 65 points. Matt Hall was following with 61 points, followed by Yoshi with 55 points. All Matt Hall had to do to win was to come in first, second or third. But not 7th.

JANE & SIMON AT THE RED BULL AIR RACES (4)

That afternoon I received an email from the organisers advising that due to bad weather the next day was starting at 9:00 am and finishing at 3:00 pm due to bad weather approaching. The typhoon was still tracking straight for us and expected to make landfall at around 3:00 on Monday morning.

Sunday morning early and the crowds were immense between the train station and the gates. We entered without hiccup with our wristbands on and headed to our stand. This time after we took up our seats, a polite Japanese man told us we were in his seats. It was then we realized that the seats were actually numbered. We went to the correct seats, feeling a bit guilty – we might have procured the Yoshi flags under false pretences!

First we watched the Japanese civil air defence White Arrows flying in slow formation. The Japanese around us were filled with National pride, but we had recently returned from Oshkosh and had been somewhat spoilt. We then watched a display of the US-2 Flying Boat, a 4 engined slow flying machine capable of landing in 5 metre waves, a perfect capability for island nation's emergencies. This was followed by the Japanese emergency helicopters displaying a sea rescue.

Then came what we were waiting for; the round of 14. The round of 14 means that two pilots face each other off to get into the round of 8. The fastest loser also gets in.

First up was Ben Murphy from the UK versus Yoshi. Ben Murphy was first and had a clean run and good time of 57.897, then came Yoshi. To the dismay of the Japanese around us his best time was 57.912, not good enough, but still in with a chance if he could be the fastest loser.

We watched a smoldering performance by the Canadian Pete McLeod who finished in 56.451 seconds but copped a one second penalty by going outside the course between gates 8 and 9. There were two turns in the course, and the turn between 8 and 9 was either taken as a flat turn or a half Cuban – each with their associated risks. If the pilot elected to take the flat turn, then they could easily stray outside the course boundary, but the Cuban risked pulling more than the maximum permissible 10Gs.

Next came the other Czech Petr Kopfstein who exceeded the start speed and was disqualified. The start speed is limited to 190kts.

Matt Hall was up in the fifth round, flying against the American Michael Goulian. In 57.029 seconds, Matt took the win. There were two more rounds to go, Sonka was in one of them, he went for the Cuban for the second turn between gates 8 and 9 – too many Gs! He lost to his rival and he was out! Finally the last round with the veteran Kirby Chambliss, up against yesterday's fastest qualifier Juan Velarde. Kirby in a clean run, flying beautifully, came home quicker than Velarde and was into the round of 8. The Japanese, normally reserved, were cheering like crazy when the news came in – Yoshi was the fastest loser, he was through to the next round of 8.

First up in the round of 8 was Murphy versus McLeod. This time McLeod managed a clean run, but it Murphy's turn to get the penalties. He hit a pylon and then passed at an incorrect level. All up it cost him 5 seconds and pushed him out of contention. The pylon was back up in less than 2 seconds. Made from a parachute like material, in sections, the pylons are zipped together and have changed considerably from the first time I saw them in Perth over a decade ago. Red Bull owns the rights to their intellectual property, so the pylon technology will be lost with the races.



JANE & SIMON AT THE RED BULL AIR RACES (5)

Then it was Yoshi versus Frenchman Le Vot. Yoshi carried out a clean run, and this time it was Le Vot's turn to hit the pylon. The wind was starting to come up, the typhoon was still a long way off, but it was beginning to have an effect. Le Vot lost 5 seconds the same way Murphy did, by hitting the pylon at chicane after losing control in half Cuban turn and then losing too much height.

Next up American veteran Kirby Chambliss beat another Frenchman Nicolas Ivanoff, and Matt Hall then beat yet another Frenchman Mikael Brageot. It was obvious that the French were over-represented anyway. Brageot lost a second by exceeding Gs, but Matt would have beaten his time even without this penalty.

The fastest pilot in the round of 8 was Yoshi, after being the fastest loser earlier in the day.

Down to the final four; 1. Yoshi, 2. Kirby, 3. Matt and finally the Canadian McLeod.

Out came Pete McLeod, the controller in a very English voice; "McLeod, clear for the track, smoke on."

The wind was really picking up. The pylons were visibly swaying and in some cases swaying together and apart. Gusts of up to 16 knots were being recorded. Pete took the course and flew beautifully and fast through to the first turn, and then back through to the seemingly impossible gate 8 to 9 transition. He did the half Cuban and then for a split second, lost it, and his full wing wiped out the pylon. The Japanese around us erupted into cheering, McLeod was out of the race, with a 5 second penalty, just like Murphy and Le Vot in the previous rounds.

Yoshi's turn. The interviewer asks him in the hangars how confident he feels about his performance. Yoshi is known for introducing mediation into the race.

In true Zen style he simply answered, "I'm ready".

Out he came. "Smoke on", said the American and Japanese commentators in unison.

"Smoke on", yelled the Japanese supporters all around us.

A beautiful flight, despite the wind, and a clean run with no penalties. The time was 58.6.

Next was Kirby, flying also a clean run. His time 1 minute and 0.052 of a second.

Finally, the last flight of the day and the last Red Bull Air Race in history, and its Matt Hall. Stuff this up and he loses the championship. Come in first second or third and wins the overall title. No pressure, Matt.

"Smoke on."

Through the start gates he came, under the 190 knots at 189.5, and through the first pylon gate and around the chicane, around the gate beyond the final gates and through the wings level gate 5. Now the half Cuban turn and back around through the finish gates for the first time and the chicane, then on to gate 9, and what! He's doing the risky fast flat turn, but its tight, and he's back through the chicanes and then the final half Cuban through the finish gates. Time is looking okay, over 1 minute but still better than McLeod's time, but there's a review. We wait on the edge of our seats. Did he go outside the track? Phew it comes back – no penalty, a clean run.

"Don't blubber now Matt," I say to myself, "It's not a good look in an Asian country".

He wisely takes my advice, and holds it together.

The outcome is sensational. Yoshi has won the race in Chiba, Matt has won the championship, with Yoshi one point behind in second place.

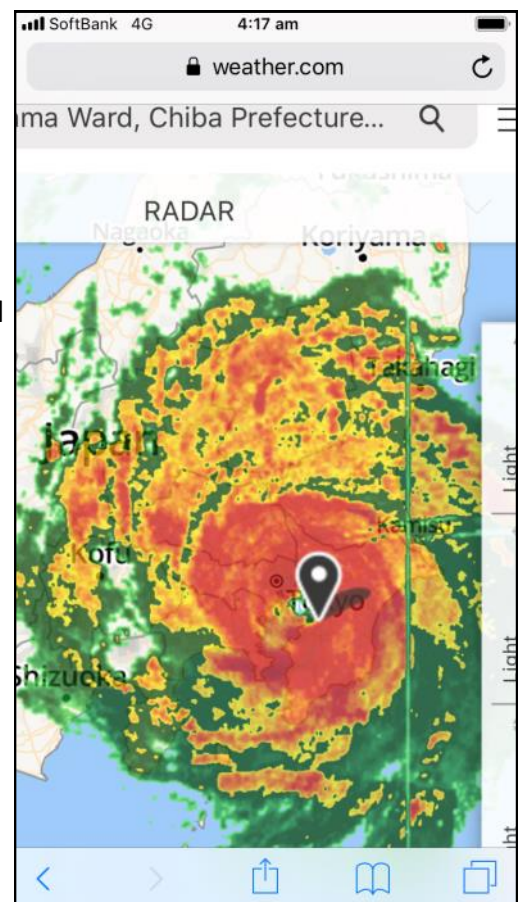
JANE & SIMON AT THE RED BULL AIR RACES (6)

Everyone heads for the station because now it's time to prepare for the typhoon.

Simon and I went back to the hotel and had a shower. It was a hot and humid day although the later cloud cover took some of the heat away. Many places were starting to shut, so we thought we best get prepared. I had read a report that it was going to be a category 4 cyclone by the time it crossed the coast. We bought a torch and stocked up with some food, and a small bottle of champers to celebrate the Aussie win.

Coming from Cairns we treated this cyclone like the others we have been through. We filled up bottles with water, put our shoes in a safe place in case our 5th floor window blew in, kept cash in case the power and ATMs went out, and went to bed.

At about 3:00 am I woke up to the wind picking up outside. I looked at the radar on my phone and it was close, we were feeling the first effects. By about 4:00 am the wind had really picked up, but the trees still had leaves on them and banners on brackets on the light poles were still intact. The eye passed over us and for about half an hour it was calm before it picked up again.



The news was predicting flooding, but the rain wasn't torrential. It wasn't too bad. In the morning there were leaves and some small branches in the streets, and things didn't look too bad at all. Then we saw the station, and the crowds. We walked up to see what was going on. The trains had stopped.

Beyond the train station the taxi queue was long, full of mostly foreigners. We had met one couple from Sydney the day before. They were trying to get to the airport. We found out later that there is no central number to call taxis in Tokyo, and each taxi has a small beat in which they pick up passengers. Taxis don't venture out of their beat area to pick up new fares. You just have to wait for the beat taxis to drop off their fares and come back. Given the traffic to the airport that was going to be a long time.

Our plan had been to spend our last day exploring Tokyo city. The typhoon killed that off. We hung around our hotel until check out time and then went to the station. Some trains were now running. The ticket office man told us that the line to Narita was closed. Narita is not too far away from Makuhari by road. The ticket office man then told us if we caught the train to Tokyo and then Nippori, we could get to the airport. His unspoken message was that the other train company was getting to the airport.

We caught the train to Tokyo. It was about 11:00 am when we left Makuhari, and thought we had plenty of time, our flight didn't leave until 8:25 pm. We had a bit more luggage now. We'd bought souvenir T-shirts from air race and some shoes from the Makuhari factory outlet stores. Our estimate was that we still met Jetstar's requirements of 7kgs each carry on and one 15kg bag to be checked in. Our previous experience was that they were very strict on this.

When we arrived at Tokyo station we found a locker and stowed our bags with the intent of having a look around. The bedlam associated with the train station led us to think that this was a bad idea, we needed to be heading as best we could to Narita.

JANE & SIMON AT THE RED BULL AIR RACES (7)

We went back and bought tickets to Nippori station and found our way there. At Nippori we crossed from the JR line to the K'sei station. A lady official was explaining something to a pair of Japanese. I waited patiently for her to complete the discussion. Before I got to find out anything, a short swarthy man smelling of alcohol butted in and started asking her questions in Japanese. I looked at Simon as we were starting to wonder what was going on.

"I still don't know whether we can get to Narita", I said to Simon.

The little man switched to English.

"OK, the lady, she say there are no trains to Narita, but you come with me, we go to near as we can to Narita and we share a taxi. I look for another lady I know she is going there too, will be cheaper for us all, eh?"

"Which station?" We wanted to know. We didn't really initially get an answer. We were just told to pay 440 yen each into the ticket machine.

We all jumped onto a train and started heading for an unknown destination from where we were planning to catch the taxi. The other lady, who would share the taxi, was nowhere to be seen.

A Japanese man got off the crowded train.

"Go!" yelled the little man to me, nodding at the vacant seat. I laughed and sat down. Beside me was a man with a European face. We were talking about the train. I asked him if he had been at the air races.

"No", he replied. He had been at the Karate World Cup championships.

Meanwhile Chuck, as we found out, the little Turkish man, was talking to his girlfriend stuck at Narita. Chuck had lived in Japan for 20 years, working as a mechanical engineer for Honda. He had been previously married to a Japanese woman, now divorced. He was scathing about the Japanese, and was now going to marry a Chinese woman instead. She was waiting for him to pick her up.

It turned out that the man going to the Karate Championships was one of the coaches of the Serbian national team. The entire team was scattered around the carriage, having the same idea as us, to get closer to Narita and finish the trip by road.

We all got off at Takasago and ran with our luggage up and over to get on the train to Yatsu. It was boiling hot and humid after the typhoon. Inside the train was nice and cool and there were seats as we were heading away from Tokyo in the direction, more or less that we had already come. The trains were travelled fast, but stopped at every station, so progress was slow.

It was getting into mid-afternoon by the time we reached Yatsu. Waiting on the station we noticed that Chuck had disappeared. Simon wondered if he had left us all as there was no hope of all us, which now included the Serbian National Karate team, getting into a taxi.

The train arrived. The team was hesitant about getting on as one of the coaches was missing, (as was Chuck). Suddenly the Serbian coach ran down the stairs telling us not to get on, there was now a different plan. Chuck was following, but being about three quarters the height of the Serbian, was not keeping up as well. Apparently Chuck and the Serbian coach had been upstairs discussing the rail situation with K'Sei rail staff.



JANE & SIMON AT THE RED BULL AIR RACES (8)

Again we all ran up and down the stairs with our luggage, first to one platform and then back again as Chuck realized the first one was correct after all. This time we were boarding the train to Tsudanama, and then waiting on the station for the train to Kamagaya. The word was that the track was now clear and trains were getting through to Narita. On the station we took photos of all of us, and then boarded the train when it arrived.

After a wait at Kamagaya a train came along. Written on the side of it was Narita Airport. We all got on, and joined a number of Japanese nationals travelling with their luggage. Eventually we secured seats as the train went back past Chiba Newtown Chuo station, not far from where we started the day at Makuhari.

It was now early evening, around 5:30pm. We were still hopeful of getting on the plane. Then the train stopped at Narita Yukawa station. One more stop to Terminal 2 of Narita Airport – and there it sat and waited, and waited and waited. Announcements were made in Japanese. Chuck advised that we were waiting for a train coming the other way.

We surmised that just one track was open and so we needed to wait for the train to come the other way and clear it. Then the train came the other way. Still no movement, another announcement in Japanese. Chuck was swearing, about the Japanese and about the delay. His girlfriend was getting impatient with him. She accused him of messing her about.

A train came from the same direction as we came. It stopped beside us. We saw passengers on board with luggage also waiting. I thought we were going to use the travel insurance I had taken out. I tried to contact Jetstar. I got through to someone called Maria Gonzales in a text based help line, who said she hoped I was having a nice day. I advised her a typhoon had emasculated the Japanese transport system and asked if I could check in late. She took so long to answer I thought my already depleted phone battery would fail. I took a screen shot in case I needed it later and gave up.

It was now around 7:00 pm and looking less likely we would make the flight. Finally our train began to move. From the train we could see the road to the airport completely blocked. We wouldn't have made it by road either.

On arrival at Narita there were armed policemen at the gate. We then had to queue to buy tickets as we had not paid enough to get to the airport. We were astounded that after the stuffing around that we still had to pay the full fare before they would let us out. I became a rude Australian and jumped the queue, paid the money and Simon and I power walked the 600m to Terminal 3.

When we got to the Jetstar check in, the flight to Cairns was not signed posted. I joined a random queue. At the counter I asked the man if it was too late to get on the Cairns flight. He seemed relieved and happy to get more passengers. We tried to check in the 15kg bag, and he said that it was no problem to be carry on baggage!

We headed to the gate, and made the flight on a very empty 787. There were at least 100 people who didn't make it on board, presumably still stuck somewhere on Tokyo's road or rail system.

Oh, and for the record, according to Chuck, the best time to visit Istanbul is in September.



Chuck the crazy Turk

JANE & SIMON AT THE RED BULL AIR RACES (9) - Photos



Between the Pylons



US-2 Flying Boat



Japanese White Arrows



Pumping the Pylon Back Up



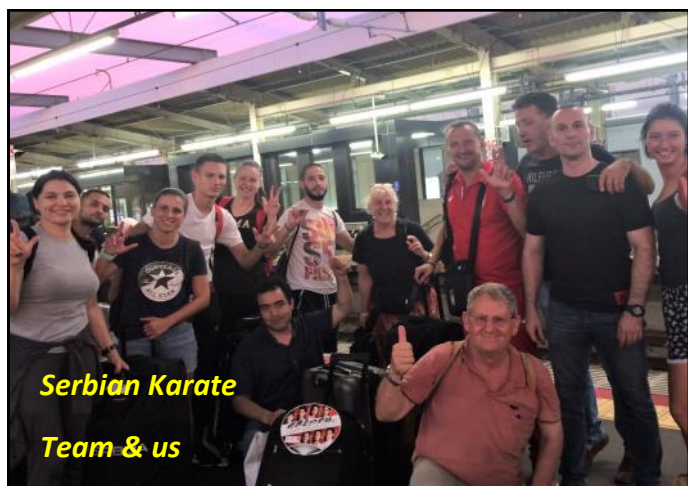
Rescue Helicopters



Matt Hall through the Finishing Pylons



Matt Halls Final Race



Serbian Karate Team & us



Return of a Foxbat to the Tableland.

Not content with just passing his GA RPL and Nav Endorsement, AAC member Stephen Klapproth has gone the whole hog and purchased a neat little A22LS Foxbat. Stephen also holds an RAA Pilot Certificate. You will soon see his bright yellow aircraft operating out of Atherton. He's the one with the big smile on his face.



*24-8685 Prior to departure
Port Macquarie*



*Getting familiar with
The Foxbat*



*Stephen's first flight over
The Tableland*



A neat cockpit layout

Your Editor had the pleasure of assisting with the delivery of the aircraft from Port Macquarie to its new home at Atherton. A total of 14 hours flight time over three days, with fuelling stops at Moree, Roma, Emerald and Charters Towers and over-nights at Roma and Emerald. A Cruise Speed of 85 KTAS combined with strong headwinds and hot, turbulent conditions on the first two days made for a long tiring trip. A good opportunity to refresh ones basic navigation and map reading skills (with a little help from Mr OzRunways). A great little aeroplane!

LOCAL WEATHER CAMERAS



The Weather Camera that has been in operation at **Atherton Aerodrome** for some years has recently been upgraded and now features a second camera with a Northern view.

Mareeba Aerodrome recently had two weather cams installed, one on the NQAC hangar facing SE, the other on a hangar located at the western end of the field and facing NW.

The cameras are part of the SKYCAM Network and can be accessed via the following links:

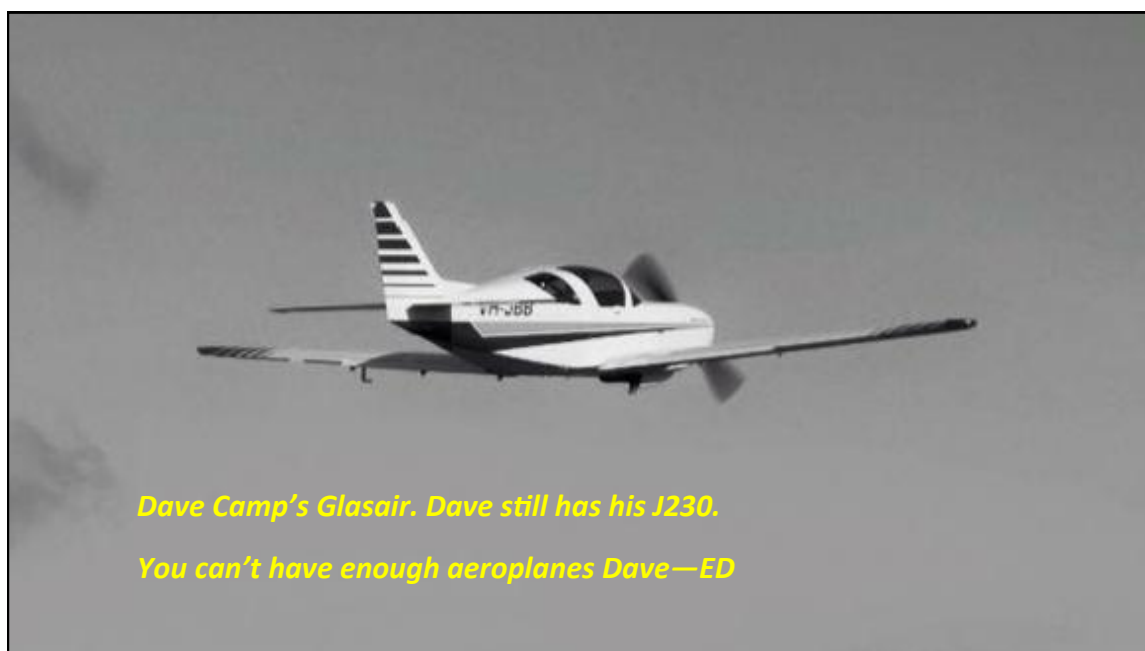
www.mareeba.skycam.net.au/

<http://www.atherton.skycam.net.au/>

MORE AIRCRAFT ACQUISITIONS



Dave & Connie Graham's new(er) Glasair SII. 210 HP



Dave Camp's Glasair. Dave still has his J230.

You can't have enough aeroplanes Dave—ED

DRIFTER FOR SALE

Retired Fishery Falls cane farmer Ron Biondi has reluctantly decided that, at 89 years of age, its time he stopped flying. Ron's 95.10, single seat Drifter (Regn 10-669) is now up for sale;

Engine; Rotax 582 Blue Head, 65HP, 300 engine hours

Propeller; Brolga, four blade

A rare opportunity to own and fly a CLASSIC Ultralight before it disappears from our skies.

Contact Bill Gronbeck on 0408 073 142 for link to owner.



NORTH QUEENSLAND AERO CLUB NEWS & EVENTS



Happy 70th Birthday to us!!
 The 2019 nights Wings night was a wonderful occasion. It is quite a feat for a Club to survive for as long as we have, and it wouldn't have been possible without these two men pictured. Patron, Ray Fry, OAM and President, Bill Owen. These two men have seen the Club through some very difficult times and made some tough decisions to ensure its survival and success. Many, many decades of Club management between the two of them! Thank you both so much.



**Ray Fry and Mayor Tom Gilmore
 cut the 70th Birthday Cake**



**Todd, Jake and Nathan
 enjoying the evening**

NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

MORE PHOTOS FROM WINGS NIGHT:



- Consider it Sorted for all your
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NORTH QUEENSLAND AERO CLUB NEWS & EVENTS




 Christmas 2019
**Mareeba Airport
 Christmas Roast**
*All members, airport staff and their
 guests are invited to join us for a
 Christmas and end of year
 celebration!*
**There will be a spit roasted pig
 and salads provided!**
FRIDAY 29TH NOVEMBER
TIME: 03.30PM
NORTH QLD AERO CLUB BBQ AREA
AMA ARE BRINGING A PIG ON A SPIT!
BAR OPEN
(DRINKS AVAILABLE AT CLUB PRICES)

Norship MARINE



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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





Museum News

Funflight & Open Day 26/10/2019

On Saturday we hosted an event called Funflight, taking 50 kids for a flight around the Tablelands. Thanks to the 6 pilots of 4 aeroplanes & 1 helicopter & many ground crew to make the day happen. We had visiting aircraft such as Pat's locally built Spitfire & the local vintage car club just to top off a great day for the many young visitors.

Many locals came out as well to check out everything that was happening including the museum & grab a bite to eat & drink at the sausage sizzle. Thanks to the many organisations & people that helped spread the word of our event on social media which helped reach a whopping 6,500 people. Thankfully it was beautiful weather on the day & went off without a hitch.

Much appreciated sponsors of the event were Cazalys & Bunnings for assisting with providing equipment so we could host the event.

Check out photos from the day here:

<https://scottbrady.pixieset.com/funflight2019/>

<https://scottbrady.pixieset.com/funflight2019/>

FNQ Aviation Museum (Continued)



*Fun Flight Participants
With pilot Simon*

2019 MUSEUM RAFFLE

HELICOPTER FLIGHT TO GREEN ISLAND WITH NAUTILUS AVIATION

1ST PRIZE

Day activities, lunch
& return cruise
valued at \$998!



TANDEM SKYDIVE FROM 14,000 FEET WITH TANDEM CAIRNS

2ND PRIZE

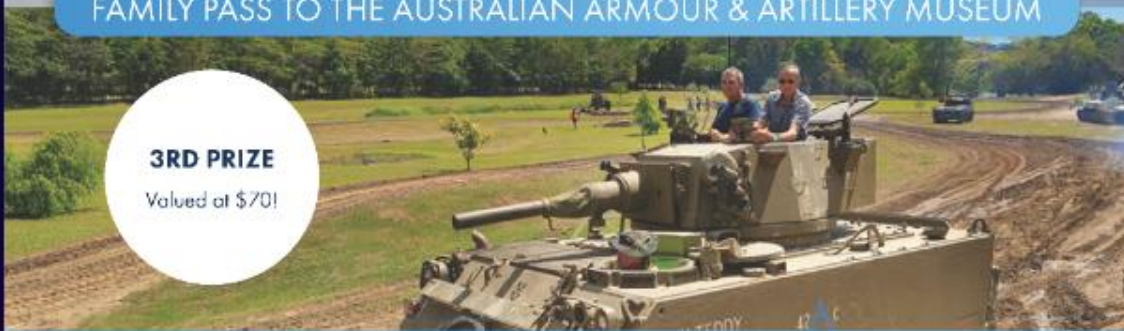
Valued at \$270!



FAMILY PASS TO THE AUSTRALIAN ARMOUR & ARTILLERY MUSEUM

3RD PRIZE

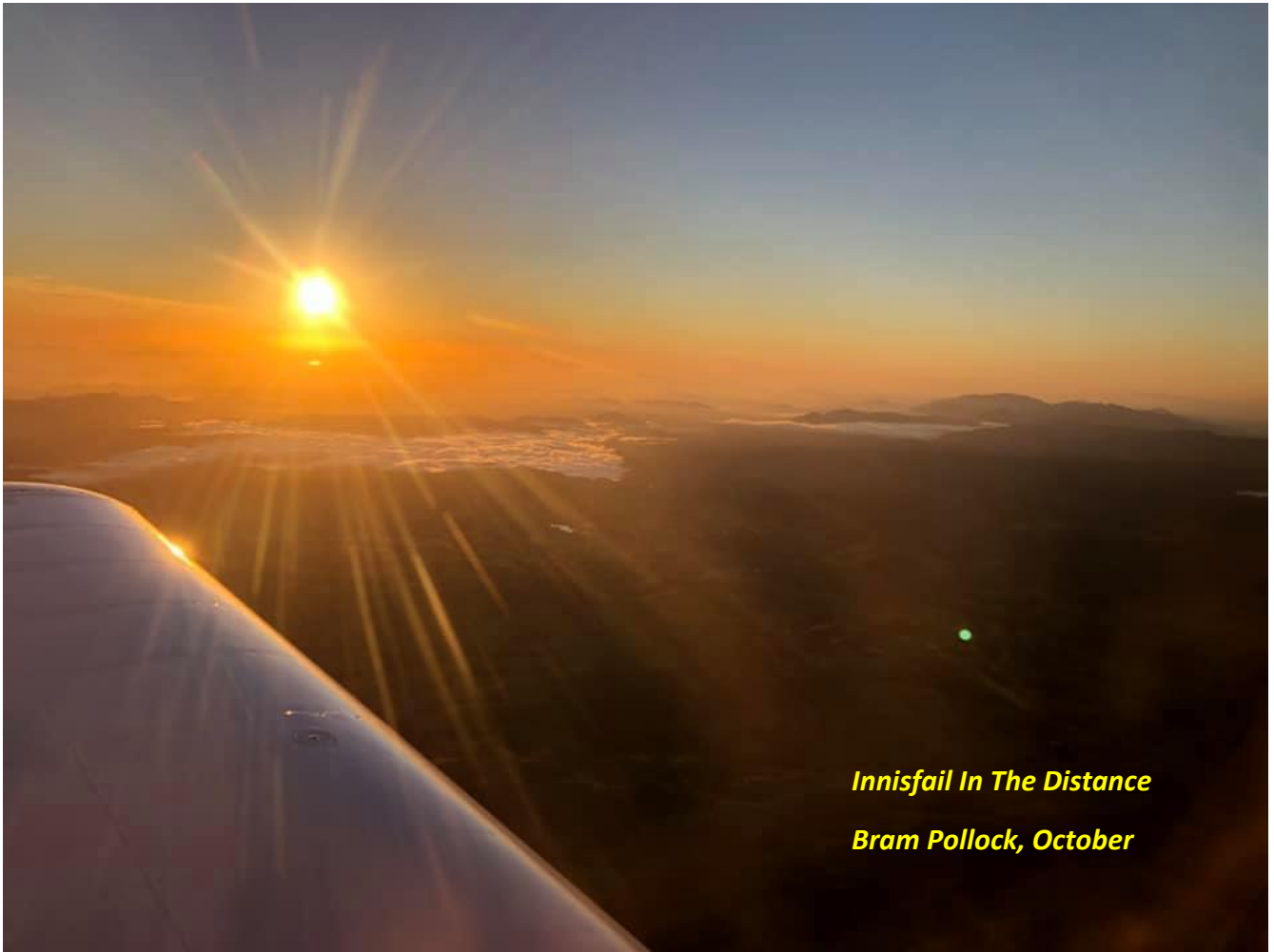
Valued at \$70!



1 Ticket for \$5 or 5 Tickets for \$20

Drawn 21st December 2019 at Mareeba Airport.

PHOTOS OUT AND ABOUT



*Innisfail In The Distance
Bram Pollock, October*



*Lizard Island
Matt Young, October*

INNISFAIL AERODROME OPEN DAY

Another successful open day. A good representation of aircraft in attendance including the RC Modelling club. Old cars, scenic flights and a fund raising sausage sizzle by the FNQ Aviation Museum. Good work Lloyd and the Innisfail Aerodrome crew.



Late October Afternoon Thunderstorm
Deeral looking towards Cairns

ATHERTON AERO CLUB

WET WEATHER WORKSHOP

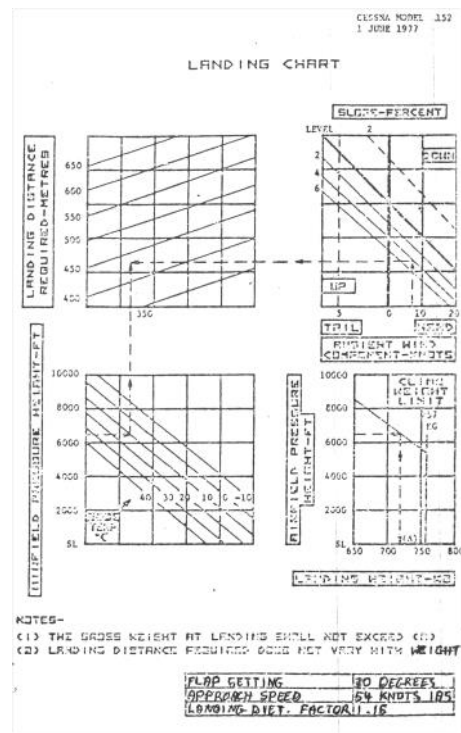
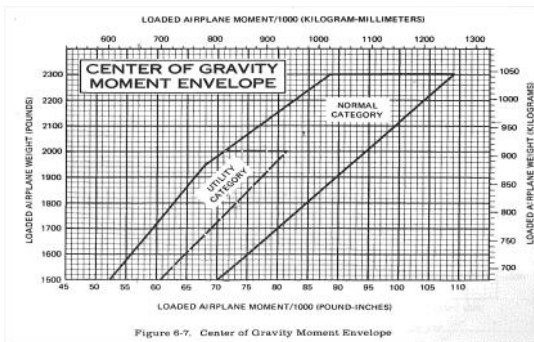
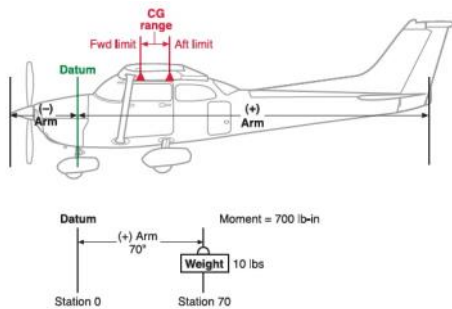
What to do when you can't fly on those Wet Season rainy days?

A great opportunity to get together and re-fresh our aviation knowledge?

How about a session on Take-off and Landing Performance, both Normal and STOL ops?

Some basic theory involved but with an emphasis the practical side. Or, explore the Weight & Balance limitations of your aircraft. Or, delve into the advanced features of the OzRunways program on your iPad or Tablet.

Please give your committee members your ideas, suggestions and preferences. Now is the time to start planning these activities so as to be prepared when poor weather conditions interrupt flying activities.



Atherton Microlights

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



Atherton Aero Club—2019 EVENTS CALENDAR

Nov Sun 17th, AAC Monthly Club Meet & BBQ, Atherton Airfield Facility

Dec Sat 7th, **AAC Christmas Party**, Atherton International Club, 6pm

OTHER LOCAL & LONGER TERM EVENTS

Nov Sat 16th, SAAA AGM, Khan's Curries, Atherton, 7pm

Nov Fri 29th, **Mareeba Airport Christmas Roast**, NQAC, 3:30pm

Dec Fri 6th, **Innisfail Aero Club Christmas Party**, Details TBA

Dec Sat 21st, FNQ Air Museum, AGM 10am, Raffle Draw, Fly-In & BBQ

INTERESTING LINKS:

<https://www.avweb.com/flight-safety/risk-management/a-new-homebuilt-and-rusty-pilots/>

Risk Management for Rusty Pilots





Pinnarendi Station

Stay & Café

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

Ron Atkinson 0419 201 622



Pinnarendi Station Stay & Cafe

October 15 at 8:08 PM

Ok, it's time for me say it out loud. Pinnarendi is closed for a few months from tomorrow.

Thank you, thank you, thank you to all of the people that visited, ate, drank, conversed and laughed with us this season, we've had an amazing 7 months!!

Have a great Christmas and we'll see you in 2020.

Nadine, Ronnie and Co.

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

ATHERTON AERO CLUB CORPORATE SPONSORS




CONTACT DETAILS
56-62 Tingira Street
Portsmith, Cairns
Australia 4870

MAIN OFFICE
Phone: 07 4035 1722
Fax: 07 4035 1613
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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	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*
Jon Collins
PO Box 1360
ATHERTON QLD 4883

or email to: *jc4487@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



Look how instinctively, the mother croc carries the baby in its mouth. Nature is beautiful.

