

Newsletter No. 276 – June/July 2014

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.



Mount Mulligan

Scenic Aerial View

REMINDER—NAVIGATION WORKSHOP

Sunday the 20th July starting 9:00 am. Venue - Atherton State High School. Followed by a BBQ Lunch back at DJ & Barry's Hangar, Atherton Aerodrome.

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

Hello and welcome to Newsletter No 276. In this edition:

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|--------------------------|-------------------------|------------------------------|
| +Presidents Report | +Easter adventures | +Letter to ATSB |
| +A Chat with Airservices | +Electronic Flight Bags | +NQAC Norship Air Race |
| +NQAC News | +Hangar space for rent | +Aircraft for sale (Lots of) |
| +Interesting Links | +ATN Airport Airmanship | +Events Calendar |

A thank you to Heather Camp, Gareth Davey, and others who contributed to this edition. Please contact me with your newsletter contributions on any of the following: (07) 4036 2868 or 0408 073 142 or by email at - billgron@bigpond.com

Keep an eye on our club's Facebook Page and Website Calendar for the latest on coming events.

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

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

Regards and safe flying.



PRESIDENTS REPORT MAY 2014

Hello Everyone,

Well we have had some great flying weather and I hope you have all been out enjoying the conditions.

I would like to wish Geoff a speedy recovery after his accident and hope that he will be back up and flying again soon.

I would also like to welcome some new members to the club, Brian Richardson from Ayr and Kevin Priestly from Mareeba. We hope to meet up at a BBQ or fly-in soon.

Club T Shirts are still available and for those who have already purchased theirs they will be arriving on the 23rd July. If you wish to buy some there is a form in the magazine.

I have still not heard anything back from the council as they are having some internal issues so I am not holding my breath.

Next month we have arranged a fund raiser at the Big W by having a BBQ selling sausages out the front. Hope we make a few \$\$\$s.

Thanks to Bill and everyone for a full magazine.

Till next month..... Happy and safe flying

Regards.

Dave Graham, President, Atherton Aero Club



AN UNUSUAL EASTER TRIP - By Heather Camp

We have been to lots of Western Qld towns in our Jabiru VH-PRQ, but decided to go to Barcaldine and Winton this Easter. David had been to Barcaldine, but I hadn't. We have both been to Winton. The weather is usually better in the west with less cloud, and drier air.

FRIDAY 18 April, 2014

Arrived at Atherton Hangar to prepare for the flight to Barcaldine and Winton. Today was about 6-8 Okta, but late in the afternoon David went for a short flight check.



SATURDAY 19 April, 2014. Early rising today, and most memorable was the full 8 Okta, shrouded by mist, and the invisible sun, with only some of it's light blazing through the cloud and mist.

By 7.30am the mist had lifted and there was only 2-4 Okta of cloud.

We left for Mareeba, refuelled there and then departed at 8.06.

The weather was lovely and with only a few scattered cumulus. We climbed to 6500 and it was calm, but the cloud was about 6 okta.

The hostie served tea and sandwiches at 10.30. The cloud eventually thinned out and by the time we arrived at Barcaldine the sky was clear.

We phoned the refueller. He arrived within a few minutes, and was in no hurry to refuel. He was very chatty, and friendly, and wanted to drive us to the motel. We still had to unpack our bags and David always thinks we will leave a bag or two in the plane, but I need everything I have taken. We had a small back pack and carry bag each, and a communal bag with the snacks, the Pilot case, and I had an extra bag for dress choices.

We phoned the Country Inn for a pick up. There are no taxis in Barcaldine, or most of the small outback towns, so the motel always pick up. Dave picked us up, after a five minute wait. When we said we were from Gordonvale, he was quite thrilled. His brother married a sister of Sandra Smart who was in my class from Grade 1 to Grade 10. He knew a few of the Camps as well. Our accommodation was a near new villa and very comfortable.

The population of Barcaldine is about 1600. We set out for a town walk. It was after 1pm. so everything was closed, except for the five pubs. The temp was about 28, with clear blue skies, and a slight breeze. The streets are all named for trees. Oak Street is the main street, and six hotels are on this street. They are all more than 100 years old, but the Shakspeare (no'e') Hotel, has recently closed. There was a soft barricade around it, with some of the verandah floorboards missing, and I wanted to hunt underneath for old coins. But David refused to play cockatoo. In any case, most of the population must have been having an 'at home'. There were only a few people around and they were in the pubs-about twenty heads altogether. On the way to the motel we already had seen the huge cage surrounding 'The Tree of Knowledge' (this is the tree under which the shearers held their Strike meetings and formed the Australian Labour Party in 1891). At that time the economy relied on Sheep, but there were some cattle properties. (Shearing time saw the population double, and there were twenty five hotels in Barcaldine.)

AN UNUSUAL EASTER TRIP - Continued

David and I thought the cage was quite ugly. The tree has died, so on display is the tree trunk filled with concrete, with its branches being held up by wire from the top of the cage. The cage is bottomless. The roots of the tree are visible through a glass surround.

The cage...protective structure? is wooden, about six metres square and the timber appears as painted black, but I think it just discoloured. It is about four metres high and starts about 3 metres around the ground. So it is huge. At first we thought it was just a single wall of palings, but walking in closer to the 'tree' we could see hanging from wires around the inside edge there are groups of timbers, 4x4's and in varying lengths, between a metre and 1.5 metres. These are wooden chimes. It wasn't breezy enough for us to hear chiming. It is at the entrance to the railway station. Trains still run twice a week, west to Longreach and as far as Mt. Isa, and to Rockhampton on the coast.

We had a beer in the Artesian Hotel. We sat next to the window, and watched the tourists check out The Tree. Several arrived in the half hour we were in the pub. David wanted a pub crawl, but I would have fallen asleep. We did go back to our motel and have a short sleep.

We booked a table at the motel restaurant for 7.30. We were going to the Easter church service at 6pm. We arrived ten minutes early, and while waiting outside we met the priest, who was from India. His name was unpronounceable-not Peter or Tom or Jack (like the Indian telemarketers) He didn't want to start until the sun set because the holy fire ritual begins the ceremony. Eventually started at 6.10. Usually takes an hour and a half.

However, at 7.35, we had to abscond, because he was very thorough, and didn't shorten any of the readings. We arrived at the restaurant seven minutes late, but we probably only left the church five minutes before the service finished, but we didn't want to get caught up chatting.

We had the Eye Fillet, from the basic menu. As usual for this part of the country the servings were huge. It was delicious.

Sunday 20 April, 2014.

Dave, the motel owner loaned us his flash Cruiser to go to look at the Weir, on the Alice River about 15 minutes out of town.

The weir was built to irrigate agriculture but was never used for that purpose. It seems crop growing never took off and they stuck to the sheep and cattle.

The council have provided a camping ground there, and it was a lovely spot. Lots of overhanging gums, and pelicans. The fishing is very good too. It is part of the Lake Eyre Basin.

There were twenty five groups camped there. Some had basic tents, most had caravans, and there were a few large motor homes, and one very large converted tour bus.

Dave the motel owner drove us back to the airport. The secret gate code wouldn't cooperate, so David had to climb and jump over the fence-he figured that was why the wheelie bin was next to the fence. We departed Barcaldine for Winton at 1030. Clear skies, a tail wind. Lovely. David was pleased the plane was running so well.

AN UNUSUAL EASTER TRIP - Continued

We had arranged to meet Martin in his Jabiru, at Winton. He had left Atherton at 0800 and on arrival at Winton had called that he had arrived, and we were only 20 minutes behind him, arriving at the terminal at 1220. He introduced us to Jack, who was at the airport visiting his parents Bill and Irene, caretakers and re-fuellers for the Winton Airport. Jack, with his wife, wanted to drive us into town. He had waited for us to arrive. So we accepted, and decided to re-fuel in the morning, also because John in his Jabiru would be there too. He was over at Lark Quarry, the site of a dinosaur stampede. It is about 20 mins flying time from Winton. The stampede, footprints of different sized dinosaurs, are now under cover, and is quite spectacular. We have been there twice, and once since the cover was built. There is an information centre, and a dinosaur time line on the short walk from the centre to site.

It was quite warm, but still a gentle breeze. Clear blue skies-no cloud.

Winton, population around 900, with mainly beef cattle now (once sheep). Opal mining, and tourism focusing on the dinosaur fossils, and what is now recognised as our national song, Waltzing Matilda, was written here by Banjo Paterson in 1895.

After settling in at the Outback Motel, and having lunch from the snacks bag, we all went for a walk down town. All but one of the shops was closed. It was 1400 by this time. There are four pubs in Winton. This time, I agreed to the pub crawl. We actually only went to three of the pubs. One looked dingy, David said.

The town was very clean, and the buildings well maintained. The rubbish bins are different, being fibreglass, colourfully painted, and shaped as Dinosaur feet.

Because we have been to Winton a few times, we didn't go to Arno's Wall. This is a two metre high, and 60 or 70 metre long concrete and rock wall made by Arno. Arno is an old opal miner, and he has cemented into the wall, all sorts of old machinery parts, and junk. Fascinating. There is a musical fence a short walk away too.

Winton was having a street party, and markets after 5pm. So we went back to the motel and had a sleep, to be sure to be powered up for the night festivities.

We met up with Martin, and John with Yvonne and the two kids. The street party turned out to be quite low key. We had dinner at the Tattersalls Hotel. Later, we sat on the verandah of the motel and had coffee, and were in bed by 11pm.

Monday 21 April.

After breakfast, Jeff, the motel owner, drove us back to the airport. Bill and Irene the caretakers and refuellers, met us and the three planes were refuelled. We departed Winton at 0906. The plan was to fly directly to Atherton, with Almaden and Mareeba as waypoints. Martin left 10 minutes before us, and John 10 minutes later. John would be slower, because he had passengers, more bags, and a bag of fossils from the kids adventures. Martin, travelling alone, did take a couple of his bags though.

The weather was good, but we had a 18 knot head wind, so we would be a bit slow, although we already knew that because of the forecast.

AN UNUSUAL EASTER TRIP - Continued

Because we had the big breakfast at the motel we decided we wouldn't have morning tea enroute. We went up to 8500, but the cloud was about seven okta, going onto eight, and we couldn't see an end to it, so we looked for a hole and went down to 5500. The cloud was thinner, below, and kept thinning out as we got closer to Mareeba. We settled around 3500-4500.

At 1230, we heard a loud spluttering sound, the plane vibrated, and the engine stopped. The propeller was motionless. It was quiet now, and still.

David called 'mayday, mayday, mayday' and said 'I have a complete engine failure'. Then he told me to get a cushion- but I couldn't manage, so I just took the brace position. (it pays to be attentive on the commercial flights). He turned left, looking for a landing spot and saw a homestead, and disused landing area. Seemed like about four minutes later, we landed on an old and disused airstrip. I should say David very skilfully landed the plane. There weren't many options, a dirt road, but it had overhanging trees, and fences, The overgrown airstrip had small bushes, and small anthills. We had landed at Burlington Station, just north of Mt. Surprise with the homestead right beside the old airstrip. As we were landing there was a strong smell of bush weeds. It seemed a fast landing, but felt good. The only damage to the plane was a broken fibreglass wheel cover.

The station owners, Wal and Charlene with quite a few of their Easter visitors, came over to us, and were more shocked than we were. Offered us a beer! They took us over to the homestead. Martin and John had taken over radio calls. We were on the ground for maybe fifteen minutes, when the Rescue people were calling us on the station landline. The man who spoke to me said Martin (overflying) had seen us standing outside the plane. He said there had been contact with a Qantas flight in the area. I told him we were both unharmed. He said he had to hear it from us for himself. He was concerned about the emergency beacon. He asked me a couple of times if I was sure I hadn't bumped my head. I wondered later if I had sounded as though I had. Charlene made us tea and sandwiches.

There were horses and cattle in the paddock where we had landed, and within a few minutes they had been to check us out. Just lucky these beasts seem to like hanging around the fence line. Apparently they like to scratch themselves, and even chew, on foreign objects, like little fibreglass planes, so David and the men from the homestead pushed the plane to a safer area.

Charlene took us into Mt Surprise, a 45 minute drive, most of it a dirt road. John drove the two and a half hours from Atherton where his car was at the hangar, to pick us up. He and Martin had had to land at Mareeba, because of the cloud and rain over Atherton.

We arrived at Atherton from Mt. Surprise around 8pm, and drove down the Gillies, arriving home at 9.10. Both so tired, and it was at this point, to my surprise that I became quite tearful. Probably the result of being in neutral mode for the previous nine hours.

To comply with an aircraft incident or accident, the ATSB must receive a telephone report as soon as practicable. David spent some time doing this on Tuesday morning, and most of the rest of the day was taken up with written reports, to be received within 72 hrs..... ..and the next step..... a recovery plan.

RESPONSE TO AN ARTICLE IN ATHERTON AERO CLUB NEWSLETTER No 275**From:** Gareth Davey**Subject:** RE: Atherton Aero Club Newsletter No 274 April/May 2014.

Hi Bill. Thanks again for the latest newsletter.

Regarding your advice to readers to diligently peruse two CASA CAAPs, please see my email to the ATSB (copied below, FYI) regarding a serious safety issue with one of the CAAPs.

Kind regards

Gareth Davey

-----Original Message-----

From: SKYRENTALS > Aviation asset management in Far North Queensland

Sent: Wednesday, 21 May 2014 7:00 PM

To: atsbasir@atsb.gov.au

Subject: Radio-alerted see & avoid undermined by CAAP 166-1(2)

Dear ATSB,

CASA's release of *Civil Aviation Advisory Publication 166-1(2)* has created a potential safety risk that undermines the concept of radio-alerted see and avoid at non-towered aerodromes that do not have a CTAF, which is likely the majority of aerodromes and airstrips in Australia.

To summarise the timeline whereby this situation has developed:

More than a decade ago, CASA and Airservices Australia widely published a NAS concept which included a nationwide Multicom frequency of 126.7 MHz. The Multicom was the frequency to be used at every non-towered aerodrome and airstrip in Australia that does not have a CTAF.

Airservices Australia continues to publish the Multicom concept in its AIP Book. Refer to current AIP GEN page 2.2-17 for the Multicom definition, and to ENR page 1.4-8 para 3.2.1 for an elaboration.

CASA updated CAAP 166-1 to version 2 last December. At paragraph 6.6.2, this version specifically discounts the use of 126.7 MHz in favour of the Area Frequency. Previous versions of the CAAP did not have this statement.

Therefore, since December last year, pilots flying in Australia have had conflicting information from the airspace regulator and the airspace service provider as to the appropriate frequency to use at non-towered aerodromes without a CTAF. This is a situation potentially worse than unalerted see and avoid because of the 'comfort' (expectation) that radio-alerted see and avoid procedures provide.

Can the ATSB please sort this out before someone complying on the Multicom collides with someone complying on the Area Frequency at a non-towered non-CTAF aerodrome.

Many thanks and kind regards

Gareth Davey, SkyRentals & SkyOffice Risk Manager

Thanks Gareth,

Good comment. This anomaly was recently pointed out to me by the NQAC CFI, who has actively taken the matter up with the parties concerned. We have also noticed the out-of-sync between publications. The VFRG is an easy to read reference for recreational pilots and it is of great concern that this prime source of information might not be in sync with the AIP and other documents. The lack of a publication date on the digital on-line copy of the VFRG prevents the reader from ascertaining its update status.

Regards,

Bill Gronbeck,

Newsletter Editor,

A CHAT WITH AIR SERVICES—By Danny Cosgriff

I recently took advantage of a short break in the persistent wet weather and set out from YIFL on a scenic, together with a guest, who hadn't seen much of the country from the air. We happily ventured over the tableland via Broken Nose and marked off this and that, then into Tinaroo Dam space from the wall, to check the camping situation, and back out again in the reverse. I remained at 4500 feet with an excellent view on a clear and relatively still day, and avoided all the local flyers doing their thing.

At this point, I offered my guest a real coffee break, which he took up with zest, as he had joined me at the last minute, without breakfast as it seems. Subsequently we landed nicely at Jaques, on a well manicured strip, for refreshments and a long chat with the boss, as usual.

Eventually we departed for home, initially planning to basically overfly both YMBA and YATN, for YIFL. However, once airborne and heading in a southerly direction for a short time, I decided to track via the gap at Babinda, and took up the required course, to pass to the east of YMBA, passing over Tinaroo Falls, on a direct route. In anticipation of the jungle enroute, I commenced my climb to 5500 feet. As previous, the day was clear, winds/turbulence or traffic no problem, just a spur of the moment decision, one which so easily came back to bite me.

I quite often traverse the tablelands from/to YIFL, generally landing at YATN for a cuppa and chat with Jack and the lads, and subsequently track directly home via Broken Nose, climbing to 5500 feet, all acceptable. But on this occasion, I had set up a similar track/altitude but was more towards the northeast, closer to Cairns CTR!!!!!!

The flight was excellent, in fact the whole day was, topping it off with the hill crossing and descent onto the coastal plain. But on giving my inbound call, I was informed by the operating parachute jock, that Air Services were looking for me.

I finally managed to find a phone number for the Cairns tower in ERSA, and was greeted by a lively lady at Cairns Approach, informing me I busted the ATC C LL. How????

My excellent Aera 500 GPS has track records in memory, of which a quick check gave me my route but not the altitude.

I fitted a transponder into my Jab recently, which I considered might improve my flight ops if and when necessary, and of course, had it on and happily responding to the Cairns tower, if and when it could.

It appears I climbed a little too early to 5500, not actively thinking and monitoring I admit, and just scraped the wrong side of the boundary line 4500 to 5500.



Continued

A CHAT WITH AIR SERVICES—Continued

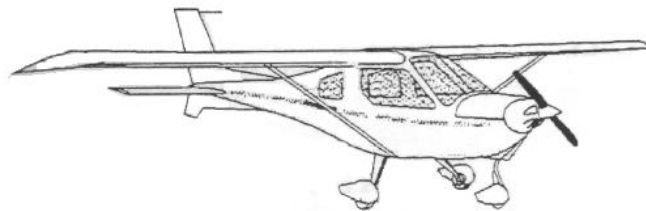
I apologised for any inconvenience etc but no, the conversation wasn't going that way at all. It was just a reminder of how easily it can be done, particularly as I did have the transponder on. And in fact, they appreciated that very fact. The radar may pick up an intruder into air-space, but without an active transponder, Mode C in particular, the controllers are lacking the intruders altitude. With the altitude, they can at least give better guidance to any associated traffic. She went on to say that it may have been preferred that I was monitoring CS APP frequency, and could have received their calls. But accepted my option, that, with a single ops frequency radio, it was preferred to monitor the local CTAF on the tablelands, particularly with the volume of local traffic around at the time.

The overall experience of being caught by the balls was not entirely unpleasant: in fact, an education and reminder to be more vigilant to say the least. She specifically emphasised, that if any doubt exists, at any time, CALL Air Services, local tower, BNE CTR or other, and advise, and they will respond with a clearance into the CTR if necessary, letting all relevant people be aware of the situation.

The finale for this excursion was the precise detail ATC had of the incident. A distance of 4 miles with a specific location and at precisely 5500 feet. And yes that was the exact altitude I maintained. All of which I was quite pleased with in one sense, as I calibrated the unit recently and was monitoring the sub scale correction altitude as 5500 feet as well, which the Microair unit can do.

Safe Flying

Dan Cosgriff, Jabman



Thanks Danny for sharing your story with us. Dan's experience with ATC staff at the coal face level reminds us that they are there to help and are quite happy to do just that—not just hit us on the head if we do err.

A Radar Transponder is useful for all kinds of reasons. On a quite recent occasion a Cessna 172 pilot became unsure of his position while tracking from out West to Mareeba. The pilot contacted Brisbane Centre and advised that he was "a little lost". Centre was immediately able to identify the aircraft and even provided the pilot with a tracking vector direct to Mareeba. No Sweat, No Problems. That pilot was quite wise in alerting ATC when he did start to have navigation difficulties. EDITOR.



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ELECTRONIC FLIGHT BAGS (EFBs) - IN FLIGHT BACK-UP

There are evidently still be a few pilots out there who are unsure as to just what aeronautical maps, charts and other documents must be carried during flight.

One common question that we hear is "If you carry electronic copies of the relevant charts (on an iPad or similar *approved* tablet) do you have to carry paper charts as a back-up"?

Hopefully the following will clarify the situation.

Lets start with the basics.

An extract from AIP ENR 1.10-11

CARRIAGE OF FLIGHT DOCUMENTATION

Pilots are required to carry, and have readily accessible in the aircraft, the latest editions of the aeronautical maps, charts and other aeronautical information and instructions, published:

- a. in AIP, or
 - b. by an organisation approved by CASA,
- that are applicable to the route to be flown, and any alternative route that may be flown, on that flight (CAR 233).

OK so far? Current flight documentation of some sort must be carried.

If you carry an EFB containing the current charts and associated documents the following extracts from CAAP 233-1(1) October 2013 apply.

8.3.2 There should be at least one means of backup available to the PIC at time of dispatch. This can be either another EFB (it may belong to another member of the flight crew) or paper charts and documents required for the sector being flown.

So there must be a back-up to the EFB and it can be either paper or electronic.

8.2.2 Individual EFB users will need to administer the use of their EFBs to ensure the currency and availability of the required documentation.

Users must keep the content of their EFB current

8.8.4 For private operators, it is strongly recommended that a dedicated device be used for the purpose of an EFB.

Easier to control the up-date process and no problems due to overloaded memory.

3. If you are not into electronics and do not use an approved EFB (iPad or similar) a single set of paper maps, charts and other aeronautical documents will meet the AIP requirement.

A CAUTION—There are many flight planning programs available containing digital maps. Not all of them will have been approved by CASA for use in an Electronic Flight Bag (EFB).

NQAC NORSHIP MARINE AIR RACE—Sunday 1st June



Above & Below—Crews take a break at Einasleigh



Below—The competitors back at Mareeba



NORTH QUEENSLAND AERO CLUB NEWS

Thanks to a rare spell of good weather the re-scheduled Air Race finally got off the ground.

The day started well with the ten participating aircraft departing Mareeba in fine conditions on the first stage to Einasleigh.

All aircraft arrived in good order at Einasleigh and the crews took a break for an hour or so to enjoy the sunny day.

Low cloud conditions at Atherton had persisted into the afternoon so a last minute decision was made to cancel the last stage to Atherton and instead return direct to Mareeba.

The race results were judged on the first stage only.

Congratulations to winner Nathan Bridge in the Cherokee 6.

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FOR SALE—Jabiru J160C



See following page for details



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Jabiru J160-C 24-4926 Factory Built January 2007

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<http://experimenter.epubxp.com/i/307497>

EAA Experimenter eMagazine May 2014

<http://experimenter.epubxp.com/i/323139>

EAA Experimenter eMagazine June 2014

<http://www.snotr.com/embed/8965>

iPad Versatility

<http://www.avweb.com/avwebflash/news/Car-Headlights-Prove-Inadequate-For-Night-Landing222263-1.html>

Accident Report

<https://www.youtube.com/watch?v=0px9HFIVYjY&list=UU67qNIST48Hbbwq0xLn1j>

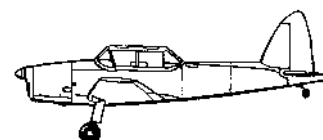
Airshow Budapest 2014 Highlights

ATHERTON AERO CLUB MONTHLY BBQ

Our next regular get-together will be on **SUNDAY the 17TH AUGUST** commencing 10am.

There will be the usual get-together and chat before a BBQ lunch.

Venue: DJ and Barry's Hangar, Atherton Aerodrome.





Promoting safe flying and good airmanship for all!

Atherton Aerodrome – Local Operations and Airmanship

Atherton Aerodrome is a community aerodrome, located in close proximity to Atherton Township. Airport operations, therefore, impact on the local residential community. There is also a large variety of aircraft types that operate regularly such as an agricultural operator, micro lights, helicopters, powered para-gliders as well as a variety of ultralights and GA aircraft. The Flying Doctor Service operator regularly and the military also use Atherton Aerodrome occasionally.

For these reasons, pilots operating at the aerodrome need to be aware of a few specific local operational guidelines and be extremely vigilant with respect to safety and airmanship. These guidelines and recommendations ought to be followed unless not safe to do so.

Local Operational Guidelines

To assist with noise abatement, pilots are to abide by the following:

Circuits and excessive engine running should not be undertaken before 7am on Saturdays and 8am on Sundays.

Aircraft are to avoid flying over the residential areas surrounding the aerodrome.

Low flying is to be avoided unless absolutely operationally necessary (ie for taking off or landing)

To assist with airport operations, pilots are to abide by the following:

Atherton Aerodrome is a single runway with no taxiway to the thresholds. Aircraft are required to backtrack therefore aircraft must hold at the appropriate holding point until it is safe to enter and backtrack.

To allow safe and orderly flow of traffic, taxiways are to be kept clear at all times.

Visiting aircraft are to park in the marked aircraft bays.

The area in front of the fuel bowser must be kept clear at all times to allow access to and from the bowser.

Vehicle traffic is to remain on the access roads or in designated parking areas.

Vehicles are not to be driven on or parked on or near taxiways.

Airmanship

Airmanship covers a broad range of desirable behaviours and abilities in an aviator. It is not simply a measure of skill or technique, but also a measure of a pilot's awareness of the aircraft, the environment in which it operates, and of their own capabilities. Airmanship is mostly common sense and showing respect for others. A good airman is knowledgeable and conscious of the effect his actions may have on others.

The Atherton Aero Club is a strong advocate of safety and good airmanship and it is fostering an open and responsive communication amongst pilots. Pilots showing poor airmanship will be dutifully informed and continued displays of poor airmanship will be reported via the appropriate channels. Let's keep Atherton Aerodrome a safe, friendly and responsible aerodrome!

Atherton Aero Club

2014 EVENTS CALENDAR

- July** *Sunday 20th—AAC Navigation Workshop*
- August** *Sunday 3rd—NQAC Spot Landing Competition, Atherton*
Sunday 31st—AAC Atherton Airport Open Day, Aircraft Static Display,
Trial Instructional Flights, Scenic Flights (by NQAC and others)
- Sept** *Saturday 6th—NQAC Cardwell Fly-In*
Saturday 27th & Sunday 28th—AAC Alkoomie Station Fly-Away
- Oct** *Friday 3rd to Monday 6th—NQAC Hamilton Island Weekend*
- Nov** *Saturday 1st—NQAC Wings Night*
Sunday 9th—NQAC Fun Flight, Cairns & Mareeba
Sunday 16th—AAC Fly-In to Chillagoe for Breakfast then Club Meeting
back at Atherton
- Dec** *Saturday 6th or Sunday 7th—AAC Christmas Party, Venue TBA*



Club Shirt Order Form

Sizes available

Men's (Half Chest Size)

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

Ladies (Half Chest Size)

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

Children shirts available on request

Price per Shirt \$35.00 Each

Name.....

Size.....

Qty.....

Payment required prior to Supply (No Returns)

Payment Details

Bank Bendigo Atherton

BSB:633 108 Account 114 33 1796

Please use your name as Reference