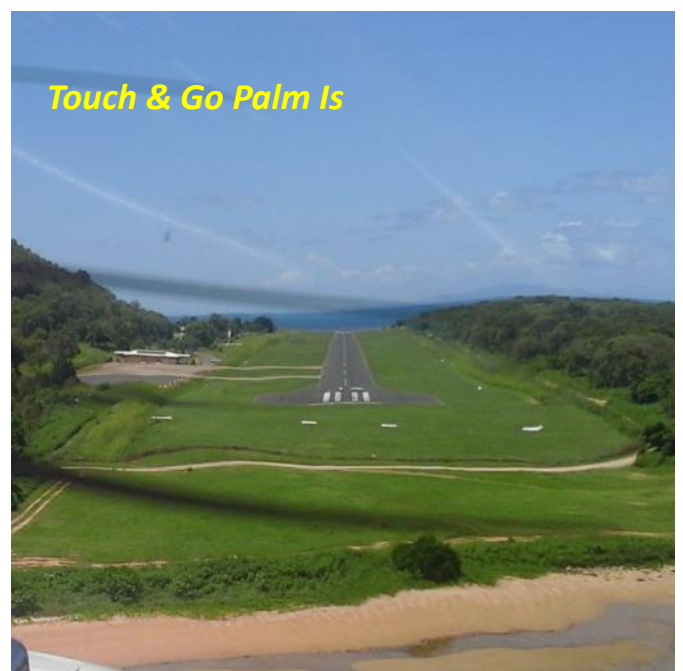
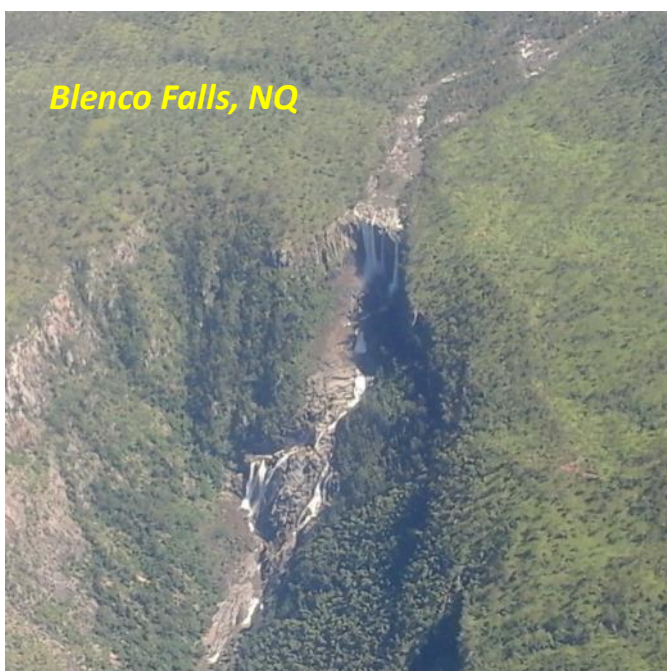


## Newsletter No. 291 – March/April 2017



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***

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

### ***FROM THE PRESIDENT—***

#### Notice of Annual General Meeting



The Re-scheduled Annual General Meeting of the Atherton Aero Club will be held on  
 Sunday 23rd April 2017, Commencing 10.30am  
 At the Atherton Aero Club Facility, Atherton Aerodrome

Notices of Motion & Nominations for Election to the Committee can be completed on the attached Nomination forms and emailed to the secretary prior to the AGM. This also includes Proxy forms. Nominations will also be accepted from the floor when called at the AGM.

Only financial Members are eligible to be elected to the committee and must be proposed and seconded by financial members.

Only financial members are eligible to vote on any motions or resolutions.

Regards David Graham

President



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

Hello and welcome to Newsletter No 291.

A thank you to all those who contributed to this edition.

Please contact me with your newsletter contributions on any of the following: (07) 4036 2868 or 0408 073 142 or by email at - billgron@bigpond.com

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

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

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

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

Regards and safe flying.

**AIRCRAFT FOR SALE AND WANTED**

If you have, or know of, an aircraft for sale please contact me directly by telephone or email with full details. The AAC offers free advertising in the club newsletter as a service to local flyers. Direct emailing of your advert to aviators on the club mailing list is available should your advert be received after the publication cut-off date. *Bill Gronbeck, EDITOR.*



## *View From The New AAC Bar*



*Nice Job Jack*



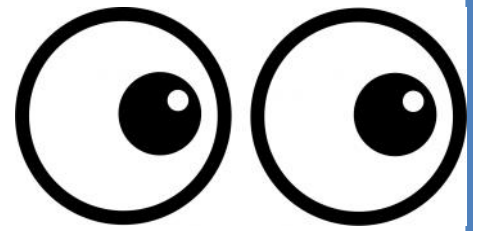
Our next **Club BBQ and social gathering** will take place in conjunction with the clubs **RE-SCHEDULED ANNUAL GENERAL MEETING** on **SUNDAY the 23rd APRIL 2017** commencing 10:30 am.

**Venue:** The Club's **STORAGE FACILITY**, Atherton Airport. Visitors welcome. See you there.

**Movie & Pizza Night:** Friday 7rd April at the Club's Atherton Facility.

## ***THE LIMITATIONS OF ALERTED SEE AND AVOID***

The recent Flight Safety Australia article *Obvious With Hindsight* is a timely reminder that “alerted see and avoid” doesn’t always work. In this case an incorrect circuit entry procedure by one pilot resulted in a near miss. Follow the link below and don’t forget the readers comment at the end regarding his own close call.



<http://www.flightsafetyaustralia.com/2017/03/obvious-with-hindsight/>

As a passenger on a recent scenic flight through Ingham, I was able at first hand to see just how things can come undone. Now Ingham, as an Uncertified aerodrome, does not require the use of radio, however, as is normal practice we gave the usual inbound and joining the circuit calls on 126.7. No replies so no traffic, right? Not so, as a yellow aircraft was then observed departing on runway 23. Little or no wind on the windsock so we continued and landed on that runway. As we were about to turn and backtrack for the parking area another aircraft, white this time, made a low level turn onto short final for runway 05. Not wishing to turn our back on this unexpected traffic we waited until the pilot finally saw us and did a late go round.

So what was all that about? No big deal and nobody got too close but “alerted see and avoid” was not going to work in that situation. Both the yellow and white aircraft were ag machines spraying on a nearby job, departing off 23 and landing on 05 to minimize transit time. Nothing illegal or out of place but obviously neither pilot was listening on CTAF. As a consequence they denied us (and themselves) the opportunity to avoid a traffic conflict.

**Be warned, Be Alert.**



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## AUSTRALIAN DC3 HISTORY VH-AES/VH-SBA



VH-AES "Hawdon" Essendon 1954

This aircraft was built to a 1941 USAAF order by Douglas Aircraft Co. at Santa Monica, CA, as a C-47-DL cargo transport (cn 6021), powered by two Pratt & Whitney R-1830-92 radial engines of 1,200 hp each. It was initially allocated the USAAF serial 41-18660 and taken on charge in November 1942.



The aircraft was allocated to the 374th Troop Carrier Group, 5th Air Force, at Archerfield, Qld. In Australia by January 1943, it was allocated the radio callsign VHC-JC and named *Shanghai Lil*.

In July 1944 the aircraft was one of twelve C-47s purchased by DCA for distribution to the civil airlines. On the 25th it was allocated the registration VH-AES. It was allocated to Australian National Airways as a standard C-47 and used to relieve congestion on the Melbourne-Brisbane route caused by heavy mail loadings.

VH-AES was damaged in a take-off accident at Sydney/Mascot in November 1944 and, whilst it was being repaired in the ANA workshops, the opportunity was taken to convert it to civil DC-3C standards. The repairs and conversion were completed by April 1945.

On 30 June 1946 VH-AES was transferred to the Australian National Airlines Commission as part of the nucleus of the new Trans-Australia Airlines fleet with a time in service of 7,237 hours. The official change of ownership was recorded as 9 July and the aircraft was subsequently named *Hawdon*.

On 9 September 1946, *Hawdon* operated the inaugural TAA service, from Laverton, Vic, to Mascot, NSW (Melbourne/Essendon was temporarily closed for construction of sealed runways). Passengers included the Minister for Air A.S. Drakeford, Chairman of the ANAC A.W. Coles, Board Member and former DGCA Edgar Johnston, and the General Manager of TAA Lester Brain.

*Continued/*

## **DC3 HISTORY—Continued**

*Hawdon* spent 13 years plying the airways until it was retired from scheduled services in June 1959 with 37,822 hours. **Retirement did not last long, as the following year it was sent to New Guinea to operate TAA's 'Sunbird' internal services. It was also re-registered VH-SBA and renamed Moresby.**

In 1970 the aircraft was withdrawn from New Guinea with 49,571 hour and sent for overhaul in TAA's workshops at Brisbane/Eagle Farm. There it was repainted in its original TAA markings and, in August-September 1971, briefly re-registered VH-AES for a 25th anniversary re-enactment of the inaugural TAA service.

Following the re-enactment the aircraft was intended to be permanently withdrawn from use, but **that didn't last long. Registered VH-SBA again and re-named Wewak, it departed for further service in New Guinea in December 1971. Finally, in July 1973, it returned to be put in storage with a total time of 51,182 hours.**

In 1979 *Hawdon* was re-painted in its original TAA colour scheme and put on public display, suspended above the car park in front of the TAA passenger terminal (today, the Qantas domestic terminal) at Melbourne Airport (Tullamarine). The photo at right, probably taken in the early 1980s, shows the aircraft in this location - the co-pilot's window being left open can't have done it any good!

*Hawdon* remained there until mid-1987 when it was taken down for restoration to flying condition, being re-registered on 6 September 1988 and flying again three days later. *Hawdon* remains airworthy and is a common and much-loved sight at airshows around Australia.



*Hawdon* at Bundaberg in August 2007 for the Wide Bay International Airshow, restored in its original 1946 colour scheme.

## WAKE TURBULENCE RE-VISITED

### Accident: Airbus A380 over the Arabian Sea on Jan 7th 2017. Wake Turbulence sends Business Jet in Uncontrolled Descent

The Airbus was en-route at FL350 about 630nm southeast of Muscat (Oman) and about 820nm northwest of Male (Maldives) when a Canadair Challenger 604 business jet travelling in the opposite direction passed underneath. The A380 was observed by the Challenger's crew as it passed 1000 feet above them.



About two minutes after passing underneath the A380 the Challenger crew lost control of their aircraft as a result of wake turbulence from the A380 and were only able to regain control of the aircraft after losing about 10,000 feet. The airframe experienced very high G-Loads during the upset and a number of occupants received injuries. After the crew managed to stabilize the aircraft they decided to divert to Muscat (Oman), declared an emergency, reported injuries on board and continued to Muscat where a landing was made without further incident. A number of occupants were taken to a hospital, one with serious injuries. The aircraft received *damage beyond repair* and was written off.

According to information received the CL-604 passed 1000 feet below the Airbus A380-800 while en-route over the Arabian Sea, when a short time later (1-2 minutes) the aircraft encountered wake turbulence sending the aircraft into an uncontrollable roll and turning it through at least 3 rotations (possibly even 5), both engines flamed out, the Ram Air Turbine could not deploy possibly as a result of G-forces and structural stress, the aircraft lost about 10,000 feet before the crew were able to recover the aircraft exercising raw muscle force, restart the engines and divert to Muscat.

*The article also reviews an earlier light aircraft accident following an encounter with wake turbulence. A sobering message regardless of the size of the aircraft involved and a reminder of how vulnerable we are in a small aircraft. Check the following links for more:*

<http://avherald.com/h?article=4a5e80f3&opt=0>

<https://www.youtube.com/watch?v=KXlv16ETueU>



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## LIGHT AIRCRAFT OPERATIONS AT HIGH AMBIENT TEMPERATURES

Club member Gareth Davey recently raised the matter of ambient temperature operating limits with me. We agreed that, with such high temperatures occurring in our northern areas of late (e.g. 45°C and higher), there was a need for pilots faced with flying in those conditions to fully understand the reduction in aircraft take-off, climb and landing performance and what real operational limitations, if any, applied.

Many Aircraft Manufacturers set a maximum temperature at which their aircraft are permitted to operate. This may be expressed as a single temperature, e.g. 38°C Ambient or as a deviation from ISA, e.g. ISA+35°. These limits recognise the reduction in an aircrafts performance at high ambient temperatures but may also be for other reasons such as engine cooling. A Minimum ambient temperature may also be specified, however in this article we will confine ourselves to operations at high temperatures.

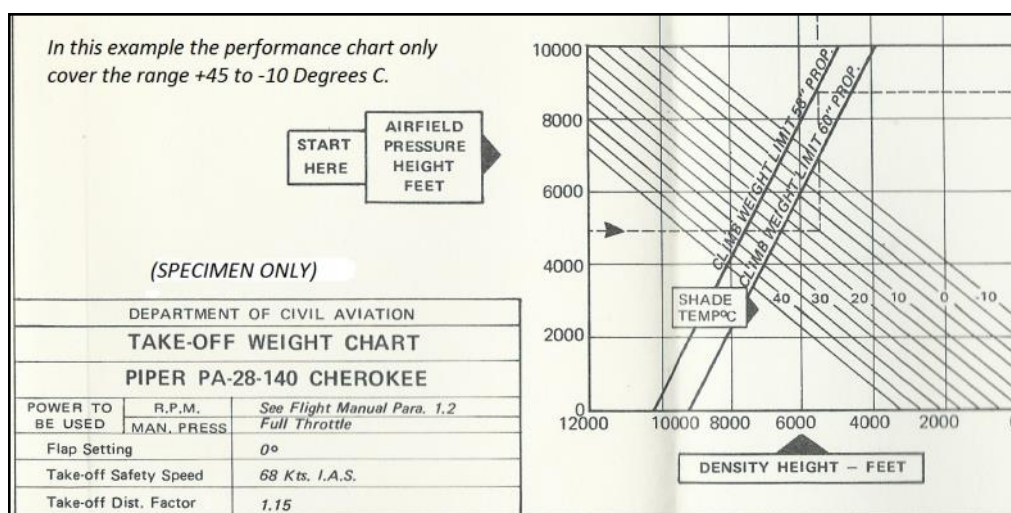
Manufacturers can be quite specific, e.g. Jabiru Aircraft’s stated maximum Ambient Temperature limit is 38°C for their J160 and J230 aircraft and extrapolation above the limit is specifically prohibited. Other manufacturers are a bit more vague when specifying limits. These may only be indirectly hinted at by the fact that the performance charts for their aircraft only go up to, for example, 40°C. In that case is 40° an operating limitation or are safe operations above that figure still possible? The big question.

What happens when a pilot chooses to operate at a temperature in excess of a published limit? Well for one thing, accurate data cannot be obtained by extrapolation from aircraft performance charts as the drop off in performance with an increase in temperature is NOT linear. We are now entering an area of rapidly deteriorating aircraft performance, the amount of which can only be guessed at.

For commercial flexibility larger more complex aircraft are subjected to flight testing in extreme ambient temperature conditions (e.g. minus 30 to plus 50) in order to establish the widest possible operational envelope. However, a typical light aircraft simply isn’t powerful enough to accommodate operations over such a wide range of temperatures.

Just what factors a manufacturer takes into account when setting ambient temperature limits I do not know, however, I am obliged (and happy) to use it as an operational limit and advise my students to do the same. The main issue is reduced aircraft performance, but the possibility of other unknown issues, such as engine & component over-heating and fuel system vapour-lock, may well be a part of the prescribed limitation.

There are many parts of the world where extremes of temperature, both high and low, can ground aircraft operations. We must accept the fact that it will happen to us from time to time and be prepared to make a “GO or NO GO” decision as appropriate. Leave operations outside the normal performance envelope to the test pilots. Keep cool. ED.



## Emergencies: Deciding Which Ones to Practice

By [Rick Durden](#) | AVweb March 19, 2017

A while ago I had a long, interesting discussion on the topic of preparing for in-flight emergencies with a pilot whose day job was as a surgeon who trained surgeons. He had an interesting perspective on the subject based on how he taught aspiring cutters: He had them sit down and write down everything that could go wrong during an upcoming operation and then set out what should be done to deal with each anomaly. He asked whether flight instructors engaged in such a practice.



My answer was equivocal; some flight instructors do the "list-everything-that-can-possibly-go-wrong-and-what-shall-we-do-about-it" exercise, but most do not carry it out in a formal manner. From early on, student pilots are taught to deal with emergencies in flight. They are introduced gently to the aeronautical boogymen, with an understanding that the concept of floating around above the planet does generate a certain level of trepidation among most mortals. A balance is usually struck between reassuring the fledgling pilot that this endeavour has an adequate level of safety, forecasting gloom and doom, and teaching her or him how to parry the thrusts of ill fortune.....

Check the following link for the full story:

<http://www.avweb.com/news/features/Emergencies-Deciding-Which-Ones-to-Practice-228667-1.html>

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## MICROBURST



Watch a video of a powerful Microburst developing and spreading.

<http://www.boldmethod.com/blog/video/2017/02/watch-a-microburst-develop-and-stay-away-with-your-plane/>

### *Canadian 'Balloonic' Fined \$26,500 by Court*

A man who [rode a lawn chair](#) suspended by 100 large helium balloons into the approaches of Calgary International Airport in a 2015 publicity stunt was described as “unconscionably stupid” by a judge who assessed \$26,500 CAD in financial penalties but no jail time. Daniel Boria, 27, of Calgary, pleaded guilty to dangerous operation of an aircraft last December and was before Judge Bruce Fraser for sentencing and a tongue lashing on Friday. “The stunt was unconscionably stupid,” Judge Bruce Fraser said at the hearing. “There was nothing fantastic, fun or exhilarating about it as the offender was quoted describing it. It was dumb and dangerous.” Boria’s day in court didn’t dampen his apparent enthusiasm for what he called “the greatest story to tell for the rest of my life,” and laughed off the gravitas with which Fraser and the local media appeared to view the case. “It’s pretty hard to take it seriously when you guys are asking me these questions based on me flying a lawn chair lifted by helium balloons,” he told local media.



Check the link below for the full story and news video.

<http://www.avweb.com/avwebflash/news/Balloonic-Assessed-26500-228668-1.html>

## **NORTH QUEENSLAND AERO CLUB NEWS**

Winner of the Instrumentless Circuit Competition held on Saturday the 4th March. **Brad Allan**.

The winner of the Right Hand Seat Competition held on Sunday the 2nd April was **Scott Brady** with Owen Rankine taking second place.



*Brad Allan*

Next Competition will be Hands-Off Flying in July.

### MAREEBA HANGAR NEWS

At last! settlement on the Hangar finally happened! The Club through a subsidiary company NQAC Limited now owns the Hangar from which we currently operate at Mareeba Airport.

Thanks once again go to Ray Fry who took the lead on this project which ended up being a very complex transaction.

Another bit of news, we have extended our lease to include the grassed area to the left of the club which we will use to park club aircraft (as we do already). Plans are underway to build a cantilevered style carport along the grassed area to provide protection from the elements for our aircraft.

Also a big thank you for all those NQAC members who helped on the recent working bees to fix the hangar roof and install the foundations for the new demountable classroom which has given the club the capacity to increase the theory class sizes and somewhere for the Directors to have their Board Meetings.

See the following pages for the clubs 2017 calendar of activities.



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## NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

# 2017 Flying Calendar



Feb 26	<b>Einasteigh Day Trip</b>	Swim in the Einasteigh Gorge followed by lunch at the Einasteigh pub	Bob Simpson 0429 958 200
Mar 4	<b>Instrument less Circuit Competition</b>	Fly by sight and sound only....its all you have to fly this circuit.	Sally/Jeannie 07 4092 2043
Mar 26	<b>Chillagoe Day Trip</b>	Enjoy a short trip west and visit the caves or smelter followed by lunch at the Chillagoe pub	Guy Brisciani 0429 522 064
Apr 2	<b>Right Hand Seat Competition</b>	Its easy...Right? See how well you can do a circuit from the Instructors perspective. Is it as easy as it looks?	Sally/Jeannie 07 4092 2043
Apr 14-17	<b>Adels Grove Fly In</b>	Escape to an outback Oasis. Nestled in the west Australian bush is this serene hideaway.	Bill Owen & Linda Jodner 0400 521 000
May 26-29	<b>Old Station Fly In</b>	One of the most attended fly ins in Australia. Join many other passionate aviators over this great weekend	Bob Simpson 0429 958 200
Jun 17-19	<b>Gilberton Station Fly In</b>	All inclusive Accommodation ranging from Luxury Cabins, Shearers Quarters or good old camping	Maggie McBride 0419 779 881
Jul 2	<b>Hands off Control Column Competition</b>	Show your skills when you have to fly without the Control Column....Are you up for the challenge?	Sally / Jeannie 07 4092 2043
Jul 15	<b>West Australian Outback Adventure</b>	Extended Tag-a-long tour with Bill and Linda across the land downunder. Watch this space for further details	Bill Owen & Linda Jodner 0400 521 000
Aug 6	<b>Spot Landing Competition</b>	How well can you land at your aiming point? Put your skills to the test at the NQAC's most popular social event	Sally/Jeannie 07 4092 2043
Aug 20	<b>Dunk Island Day Trip</b>	Enjoy a picnic lunch in paradise followed by a swim in the turquoise waters of the Great Barrier Reef	Hugh McBride 0418 188 423
Sept 3	<b>Norship Marine Air Race</b>	This time trial is sure to test your navigation skills.....with a little bit of fun along the way.	Sally/ Jeannie 07 4092 2043
Sept 30 - Oct 2	<b>Airlie Beach &amp; Hamilton Island</b>	Spend the weekend at Shute Harbour with a day trip to Hamilton Island for lunch	Mark & Mellory Aitken 0418 962 316
Oct 29	<b>AGM</b>		
Nov 4	<b>Wings Night</b>	Celebrate the year that was 2017 with a group of likeminded people	Scott Brady 0438 751 767
Nov 26	<b>Cooktown Day Trip</b>	Discover the sights of Historical Cooktown with lunch	Maggie McBride 0419 799 881

## NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

# 2017 Theory Courses



### Recreational Pilot Licence Course

Course	Day 1	Day 2
Course 1	Saturday 4 <sup>th</sup> February 2017	Sunday 12 <sup>th</sup> February 2017
Course 2	Saturday 18 <sup>th</sup> March 2017	Sunday 26 <sup>th</sup> March 2017
Course 3	Saturday 20 <sup>th</sup> May 2017	Sunday 28 <sup>th</sup> May 2017
Course 4	Saturday 15 <sup>th</sup> July 2017	Sunday 23 <sup>rd</sup> July 2017
Course 5	Saturday 16 <sup>th</sup> September 2017	Sunday 24 <sup>th</sup> September 2017
Course 6	Saturday 18 <sup>th</sup> November 2017	Sunday 26 <sup>th</sup> November 2017

### Private Pilot Licence Course

Course	Day 1	Day 2
Course 2	Sunday 19 <sup>th</sup> March 2017	Saturday 25 <sup>th</sup> March 2017
Course 3	Sunday 21 <sup>st</sup> May 2017	Saturday 27 <sup>th</sup> May 2017
Course 4	Sunday 16 <sup>th</sup> July 2017	Saturday 22 <sup>nd</sup> July 2017
Course 5	Sunday 17 <sup>th</sup> September 2017	Saturday 23 <sup>rd</sup> September 2017
Course 6	Sunday 19 <sup>th</sup> November 2017	Saturday 25 <sup>th</sup> November 2017

### Meteorology Course

One day Course 4<sup>th</sup> March 2017

\$190 per student (minimum of 3 Students)

### Oz Runways Course

One FULL DAY Course 8<sup>th</sup> April 2017

\$190 per student (minimum of 3 Students)

### Instrument Rating Theory Course

5 Week Course Commencing 28<sup>th</sup> January 2017

Day 1 Saturday 28<sup>th</sup> January 2017

Day 2 Sunday 29<sup>th</sup> January 2017

Day 3 Monday 30<sup>th</sup> January 2017

Day 4 Saturday 10<sup>th</sup> February 2017

Day 5 Saturday 25<sup>th</sup> February 2017

[www.nqac.com.au](http://www.nqac.com.au)

[admin@nqaeroclub.com.au](mailto:admin@nqaeroclub.com.au)



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## AIRCRAFT FOR SALE

As I will be moving interstate soon I have decided to put my sleek little **Lightning** up for sale.

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I will be happy to show it to anyone interested and/or provide info, images, documentation.

\$75,000 neg.

Contact:

Ian Hendy-Pooley

0404 306 711

ianhp2004@yahoo.com.au

**AIRCRAFT FOR SALE (PRICE REDUCED) Jabiru UL500**

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

**CONTACT:**

*Danny Cosgriff on 0468 931 895 for further information.*



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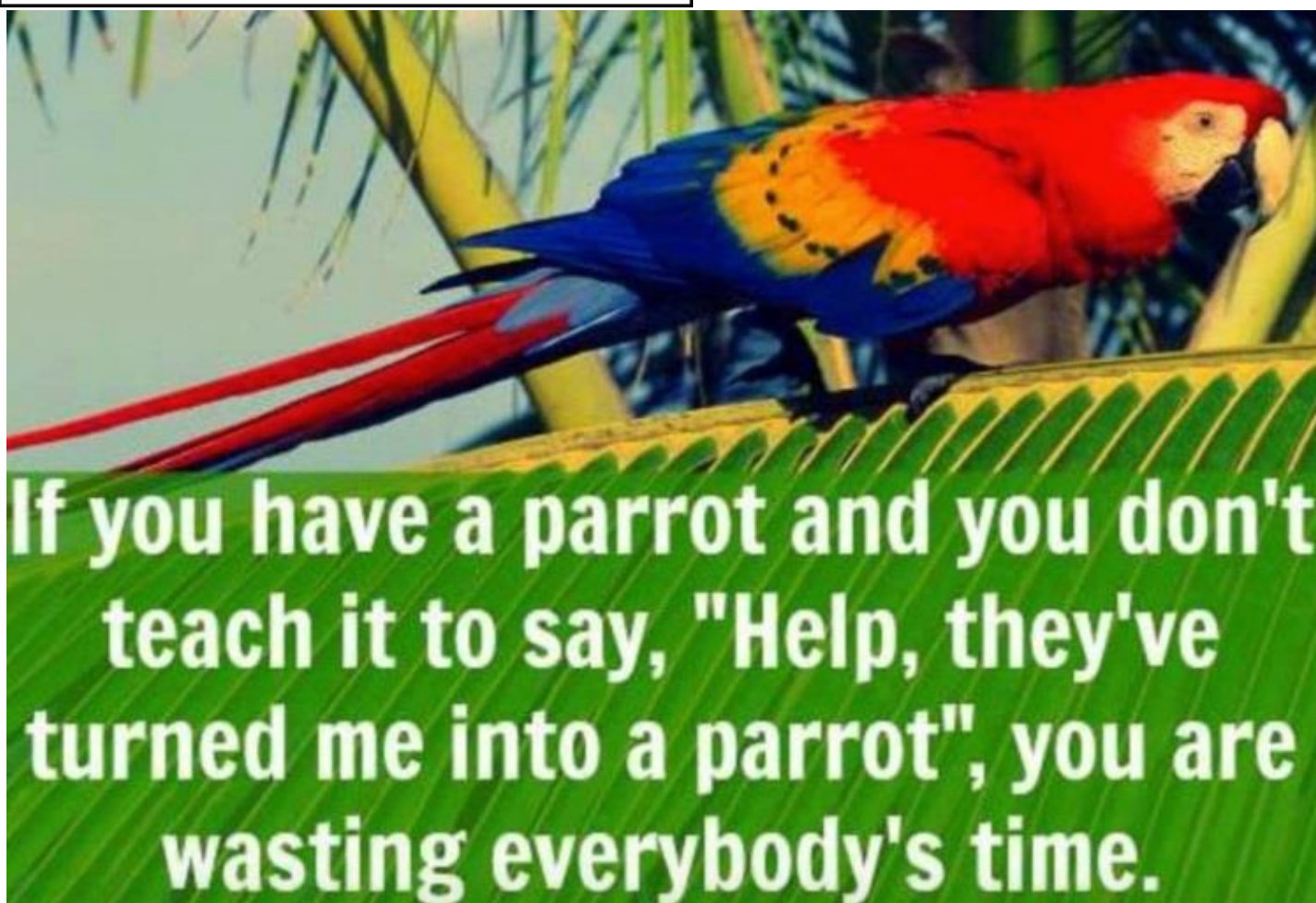
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**INTERESTING and EDUCATIONAL LINKS:**

<http://www.avweb.com/news/features/Surviving-VFR-into-IMC-228452-1.html>

*Surviving VFR into IMC*

<http://www.avweb.com/news/features/Turbulence-Targets-228581-1.html>

*Turbulence Targets*

[http://www.aviationsafetymagazine.com/issues/37\\_3/editors\\_log/Some-Extra-Runway\\_11308-1.html](http://www.aviationsafetymagazine.com/issues/37_3/editors_log/Some-Extra-Runway_11308-1.html)

*Some Extra Runway*

<http://www.boldmethod.com/blog/video/2017/02/watch-a-microburst-develop-and-stay-away-with-your-plane/>

*Microburst Video*

<http://bcove.me/58oechwd>

*Aircraft Anniversaries Celebrated at AirVenture 2016*

<http://avherald.com/h?article=4a5e80f3&opt=0>

*Wake Turbulence Re-visited*

<http://www.flightsafetyaustralia.com/2017/03/down-to-the-last-drop/>

*Down to the Last Drop. A Close Call.*

<http://www.avweb.com/avwebflash/news/Vintage-Air-Rally-Completes-Trip-from-Greece-to-South-Africa-228700-1.html>

*Vintage Air Rally Completed*





## ***Atherton Aero Club***

### ***AAC—2017 EVENTS CALENDAR***

***First Friday every month—Pizza & Film Night***

***April***    *Sunday 23rd—RE-SCHEDULED Annual General Meeting*

### ***OTHER AVIATION EVENTS***

***Apr***     *Sat 15th to Sun 16th—Lakeside Easter Fly-In (Whitsundays Flyers)*

***May***    *Friday 26th to Monday 29th—Old Station Fly In*

*(Check the RAAus Web site for other Coming Events)*

## ***North Queensland Aero Club***

### ***NQAC—2017 EVENTS CALENDAR***

***Apr***     *Friday 14th to Monday 17th—Adels Grove Fly In*

***May***    *Friday 26th to Monday 29th—Old Station Fly In*

***June***   *Saturday 17th to Sunday 18th—Gilberton Station Fly-In*

***July***    *Sunday 2nd July—Hands-Off Competition*



### Club Shirt Order Form

#### Sizes available

#### Men's (Half Chest Size)

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

#### Ladies (Half Chest Size)

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

**Children shirts available on request**

**Price per Shirt \$35.00 Each**

**Name.....**

**Size.....**

**Qty.....**

**Payment required prior to Supply (No Returns)**


#### Payment Details

**Bank Bendigo Atherton**

**BSB:633 000 Account 114 33 1796**

**Please use your name as Reference**

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**Postal Address (Both Clinics):**  
 Far North Chiropractic, PO Box 1446, Atherton QLD 4883  
**Email Address (Both Clinics):**  
[clinic@fnchiro.com.au](mailto:clinic@fnchiro.com.au)





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**CONTACT DETAILS**

56-62 Tingira Street  
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Australia 4870

**MAIN OFFICE**

Phone: 07 4035 1722  
Fax: 07 4035 1613  
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P.O. BOX 858  
ATHERTON QLD 4883

Phone: (07) 40915466  
Mobile: 0418 770 947

Email: iandkgraham@gmail.com

## Atherton Rotary Club



Address	Atherton International Club, Atherton, Queensland, Australia 4883
Short description	Atherton Rotary Club was chartered in 1947. The club meets every Tuesday at the Atherton International Club at 5.30pm.  ROTARY INVOCATION We give thanks for good friends, good food and the opportunity to serve.
Company Overview	OBJECTS OF ROTARY The objects of Rotary are to encourage and foster the ideal of service as a basis for worthy enterprise and... See more
Mission	The Four Way Test Is it the truth? Is it fair to all concerned? Will it build good will and better friendships? Will it be beneficial to all concerned?
Phone number	0448 750 353

## HAYMANS



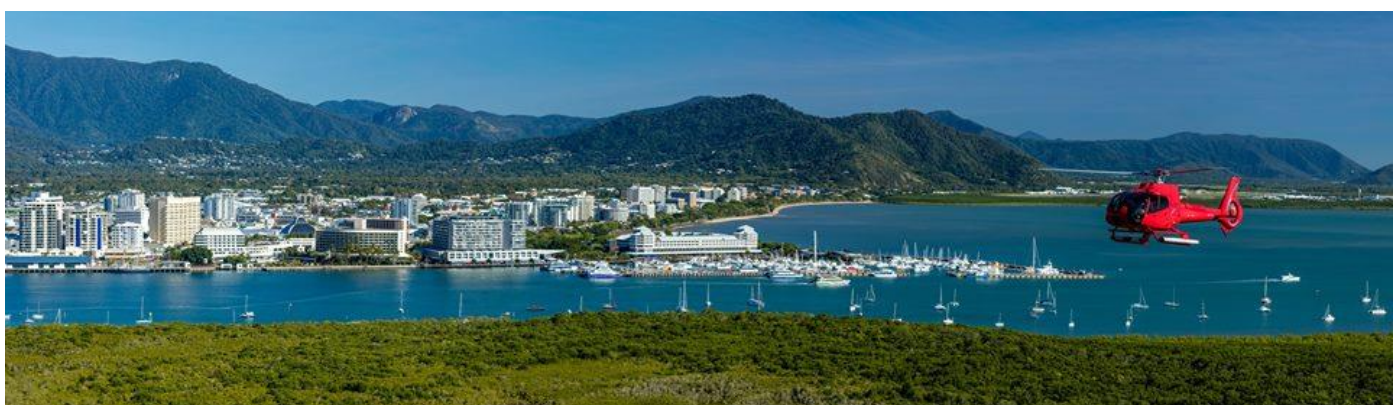
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Nasem Tahir (Manager)  
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atherton.mgr@mmem.com.au



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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: <i>The Treasurer</i> <i>Jon Collins</i> <i>PO Box 1360</i> <i>ATHERTON QLD 4883</i>	or email to: <a href="mailto:jc4487@gmail.com">jc4487@gmail.com</a>
Payments can be made by: <i>EFT, Cheque, cash, or at the Bendigo Bank</i>	
EFT Details: <i>Atherton Aero Club BSB 633000 ACC 114331796 (Ref - Your Name)</i>	

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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*Atherton Aero Club Inc*  
*P O Box 227 Atherton Qld 4883*



## NOMINATION FORM

### MANAGEMENT & COMMITTEE POSITIONS

PRESIDENT
-----------

**POSITION YOU ARE NOMINATING FOR** \_\_\_\_\_

### NOMINEE

FULL NAME:	
ADDRESS:	
HOME PHONE:	WORK PHONE:
MOBILE:	EMAIL:
SIGNED:	DATE:

### NOMINATOR 1

FULL NAME:	
ADDRESS:	
SIGNATURE:	DATE:

### NOMINATOR 2

FULL NAME:	
ADDRESS:	
SIGNATURE:	DATE:

### OFFICE USE ONLY

POSITION ACCEPTED OR DECLINED BY NOMINEE	
SECONDER NAME:	
ALL IN FAVOUR:	
DATE:	



Proxy Form

I, ....., of .....,

Being a member of the above named Club,

hereby appoint ....., of .....,

or failing him/her, ....., of .....,

as my proxy to vote for me at the (annual) general meeting of the Club to be held on the 23rd of April 2017, and at any adjournment thereof.

Signed this ..... Day of ....., 2017.

Signature .....

This form to be used \*in favour of / \*against the resolution.

\*Strike whichever not desired. (Unless otherwise instructed, the proxy may vote as he/she thinks).