

Newsletter No. 294 – July/August 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.



*Boeing
Stearman*



Flying into Rancho Murieta

Jon Collins' USA Aviation Tour—Article & More Photos inside



Museum of Flight, Seattle



Virginia Beach



Space Shuttle "Discovery"

Atherton Aero Club - Committee Contacts

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PRESIDENTS REPORT—

Hi Everyone,

Finally we have some nice weather to get out there and enjoy the clear cool skies of the Far North.

Not sure about you all but I had had enough of the grey sky and strong winds. But then again that is Atherton for you.

There has been plenty of activity at the Airport with visitors from all over Australia dropping in from time to time. Last month we had the boys from the Bureau Of Meteorology come along to the BBQ and present the latest information on weather forecasting and how the format has changed on the BOM site for aviation. This was well attended and very interesting to learn how these boys read and forecast the weather.

A few members were lucky enough to head to the USA for the annual pilgrimage to the largest air show in the world, Oshkosh. Something you all should experience at least 5 times in your life, well once anyway.

The Atherton Aero Club hosted the NQ Aero Club's spot landing. Great weather with a stiff south easterly made the landing a bit challenging. There were no close landings this year and most falling short.

Some local flying out to Chillagoe for lunch saw 8 aircraft head out and enjoy a feed at the pub. Greg Mc Nab, Julie, Connie and I then flew to Pinnarendi For a coffee. Nice lazy Sunday 😊

We are in the process of rewriting the constitution for our club as the previous one is very old and out of date. Also letters will be going to our major corporate sponsors for funding. This is a major source of income for our club throughout the year and the continued support received from the sponsors is much appreciated.

Looking forward to seeing you all at the Pizza nights, come along for a movie and a feed.

Happy flying

Regards

David Graham

President

Ph 0407 008 896



EDITOR'S NOTE - by Bill Gronbeck

Hello and welcome to Newsletter No 294.

In this issue, Jon Collins' great Aviation Tour of the USA plus local NQ pilots making the most of the good weather and enjoying themselves. A thank you to Jon, Gareth Davey and Dave Graham who contributed articles and photos 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.athertonaeroclub.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.*

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 contacts are:

Laurie Wincen (Secretary) laurie19@gmail.com

John Martin (President) j-martin@bigpond.net.au

SANTOLINS AIRSTRIP FLY-IN (LOWER TULLY)

Report courtesy Gareth Davey:

I drove to the Santolin Road event which I thought was well attended - some pictures attached. Not much parking room left. One aircraft (rotary engine) came from Herberton, and one C182 (Rob & Leon Collins) from about 1km away (at YCLT), so quite a range of distances and engine running temps. Lots of subjects discussed over more than two hours, including converting your VH-registered plane to Experimental to save costs and get CASA off your back. The event was well-hosted by Tony Ilyes.



The parlance of pilots

High above London, Tokyo and Cairo, the language of the cockpit is technical, obscure, geeky – and irresistibly romantic

Story via the following web link:
<https://aeon.co/essays/the-language-of-the-cockpit-is-technical-obscure-and-irresistibly-romantic>

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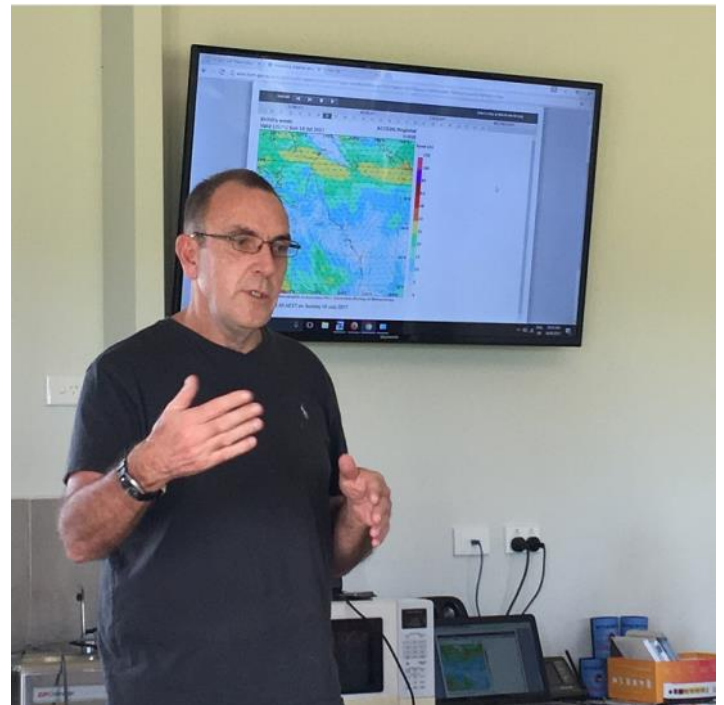
MET BUREAU PRESENTATION—Atherton Aero Club, Sunday 16th July

A great presentation by Bill and Andrew that went till nearly 1.00pm and could have gone longer as there were lots of questions.

Very interesting topics. The new area forecasts are different and this was well presented by Andrew.



President Dave Graham with Met Bureau staff Bill and Andrew



The next **Club BBQ** will be our regular Third Sunday of the month get together on the **17th of September 2017** commencing 10:30 am.

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



And don't forget, first Friday of each month:
Movie & Pizza Night at the Club's Atherton Facility.



An Awesome Aerospace Tour of the United States—By Jon Collins

I was the fortunate recipient of the Queensland Aerospace Teacher Award for 2016 and part of this award was an aerospace tour of the United States for six weeks, including a week at the Space Academy for Educators. This tour would not have been possible without the support and sponsorship of the Gateway to Industry Schools Project for Aerospace, Boeing, GE Aviation, Brisbane Airport Corporation and Virgin Australia.



The tour was an amazing experience filled with incredible learning opportunities and has been an unforgettable journey. There were so many highlights that to list all of them would take several pages! Kelly and I were amazed by the world class aviation and aerospace museums such as the Planes of Fame and Yanks Museum in Chino, the Museum of Flight in Seattle, the USS Intrepid Air and Space Museum in New York, the Smithsonian National Air and Space Museums in Washington and the Military Aviation Museum in Virginia Beach. We journeyed to Kill Devil Hills, the birthplace of aviation where the Wright Brothers first flew. A very special place.



Got my FAA Certificate!



Flying into Rancho Murieta, California

An Awesome Aerospace Tour of the United States—2

I had my Australian pilot's licence endorsed by the FAA in the US so I had the opportunity to fly several aircraft types on the trip. This led to an opportunity for me to fly some EAA Young Eagles for their very first flights around California. They had such an exciting time and I was so thankful that I got this opportunity! I participated in an Aviation Camp, run by the local EAA Chapter, for secondary aged students whilst in Sacramento. It was rewarding to see how these students were engaged with the various activities that were provided...flying experiences, rocket building, aircraft construction activities, museum visits and careers advice. It was an honour to be asked to help with this educational experience.



Kelly enjoying the flying



Lodi for lunch



Dennis Sander's private aircraft collection



Flew to Lake Tahoe for 4th of July breakfast pancakes



Flying EAA Young Eagles around California



EAA Young Eagles enjoyed their flights with me

An Awesome Aerospace Tour of the United States—3

The Boeing Factory Tour in Everett was a highlight to remember. Marly Hartline, manager of the Boeing Education Centre, along with one of the line managers took me for a 3 hour factory floor tour. This allowed us to observe the systems engineering involved in producing the B777 and B787 – and we got to crawl all over these aircraft types in various stages of completion! We felt very privileged to be allowed such an up-close and personal tour of the factory.



Museum of Flight in Seattle and the Boeing Factory in Everett



***A Concorde at the USS Intrepid
Air and Space Museum, New York***



***The Wright Flyer III (Original!) at the Smithsonian
Air & Space Museum, Washington***



Aircraft and the shuttle "Discovery" at the Udvar-Hazy Centre, Smithsonian Institute, Dulles Airport

An Awesome Aerospace Tour of the United States—4

Oshkosh was amazing! This was our first time at Airventure and we were not disappointed. Because I was due at the Space Academy on the Wednesday, we only had the two days there but they were packed days – 8am to 9pm both days! We were amazed by the numbers of aircraft...not one mustang but thirty-five, not a dozen Piper Cubs but five dozen! The air shows each day were filled with interesting formations (mustangs with an F35 and A10 Thunderbolt II and the two B29s with 14 B25 Mitchells!). There was “Sasquatch” the jet powered Boeing Stearman, the Sonex Jet, a B1B Lance supersonic bomber, B17s in formation with literally hundreds of radial engine WW2 aircraft types.



The Military Aviation Museum, Virginia Beach



Flying a Boeing Stearman at Virginia Beach



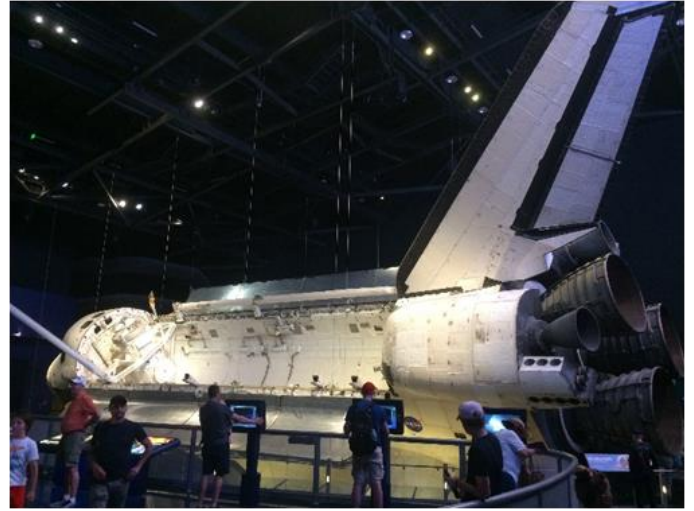
Wright Brother's Memorial, Kill Devil Hills, North Carolina



The Kennedy Space Centre – Launch Pad 39A and the Rocket Garden

An Awesome Aerospace Tour of the United States—5

Oshkosh was also an amazing place for buying stuff for my Skybolt! I bought my avionics (transponder, VHF, GPSs and some steam instruments) at very good prices (and Australian customs weren't too concerned with collecting GST on them either!). To have so many aircraft parts vendors in the one place was so convenient and I was able to talk with all the EFIS and EMS suppliers and see the products working. Probably need to go next year too!



The Kennedy Space Centre – A Saturn V Rocket and the space shuttle “Atlantis”



EAA Airventure 2017 at Oshkosh, Wisconsin



Formations rarely seen!



Balloons at sunset

An Awesome Aerospace Tour of the United States—6

OSHKOSH



Pitts Special (almost a Skybolt!)



B17 in formation



Lots and lots of Cubs!



Mustangs galore



The only Skybolt at Oshkosh



There were two B29s flying in formation

An Awesome Aerospace Tour of the United States—7



F35 – Incredible handling display



T-34 Mentor

We visited the **Kennedy Space Centre** in Orlando, Florida and were able to see the Shuttle Atlantis, a Saturn V rocket and numerous lunar modules. We undertook an extended tour of the launch pads and saw such wondrous things as the launch pad 39A – used for all the Apollo and Shuttle missions, the VAB (Vehicle Assembly Building) and the “crawler” transport. These space adventures then culminated in the week long Space Academy for Educators in Huntsville, Alabama (whilst Kelly went to New Orleans for the week!). This can only be described as awesome! I was one of eighteen teachers that experienced space life in numerous ways. We used the MAT (Multi Axis Trainer), Mission Simulators – both Shuttle and Mars missions, experienced G-Force, shot down a zip-line, recovered from a “crashed” helicopter and built rockets. I met and spent time with some astronauts and space engineers. There were a number of educational sessions where I learnt more about space and, more importantly, how to actively engage students in the wonders of space and what it offers to the younger generations.

Back to reality now but the memories will be forever!

Jon Collins



The US Space & Rocket Centre



Astronaut & shuttle pilot Capt. Robert “Hoot” Gibson

An Awesome Aerospace Tour of the United States—8



The Multi Axis Trainer (MAT)



Zip Line and Chopper “Crash” simulator



Being CAPCOM for the simulated shuttle mission

Building and launching rockets



Recent NQ Flying (or To Chillagoe for Lunch and a \$100 Hamburger)

Photos by Dave Graham and Jon Collins. A bunch of pilots and friends enjoying the good weather for a flight and lunch at the Post Office Hotel, Chillagoe. Dave and Connie even managed a coffee at Pinnarendi along the way.



More—To Chillagoe for Lunch and a \$100 Hamburger

Jon and Kelly getting in some flying back home after their USA adventures



FLIGHT INTO MARGINAL VFR CONDITIONS

Extracts from an AVweb article by Rick Durden

Full article available via the following link:

<https://www.avweb.com/news/features/Flight-Training-in-Marginal-VFR-Do-It-228999-1.html>



Flight Training in Marginal VFR: From an Instructor's Point Of View

VFR-into-IMC accidents continue to rate high in aviation's hit parade and data shows that VFR-only pilots have poor weather analysis skills. Flight training needs to include and integrate weather evaluation with each lesson along with dedicated training in marginal VFR weather.

Anytime you get a group of flight instructors together, the topic of weather will enter the conversation in some form. It may range from how crummy it always seems to be when a CFI has nothing but primary students on the schedule to how miserable it is to preheat a Cessna 152 in the winter and still have time for a lesson, to shooting approaches to minimums in IMC with instrument students. Almost invariably it will work around to whether it was a good idea to train primary students and new private pilots in marginal VFR weather, that is, in any combination of strong winds, low ceilings and reduced visibility. After all, a significant proportion of general aviation accidents still involve attempting to fly VFR into deteriorating weather. In their candid moments, instructors want to know why pilots keep insisting on killing themselves in this fashion. Is there something wrong with our training? Is it simple "bloody mindedness" as the British would say, on the part of pilots, who know what crummy weather can do to them but insist on pressing on and smacking into hillsides and towers? Etc.....

OK, all very interesting but the BIG QUESTION is How to SAFELY expose trainee pilots to flight in marginal weather conditions so that they have the experience needed to evaluate and avoid same. For every pilot that presses on and smacks into a hillside there are many more who correctly assess the situation and make a safe diversion. Just how do they arrive at that decision; through a well thought out process or just dumb luck?

Australian accident records also reveal the same long history of inadvertent flight into IMC, usually with tragic consequences. So what is it that can suck many cautious and well intentioned pilots into such a situation? The need to minimize risk would dictate against deliberately placing oneself in those conditions, however we do need some way to safely gain experience in evaluating deteriorating weather. Fortunately, for both trainee and licenced pilots, such means may soon become available with the development of high quality flight simulation software capable of producing the required weather displays.

>>>>

FLIGHT INTO MARGINAL VFR CONDITIONS—Continued***Unlimited Visibility on
a Nice Sunny Day***

Until such time that high quality weather simulations DO become available, there are some practical precautions we can take to avoid being caught out in deteriorating weather.

EXAMPLE—5,000 metres visibility in light rain/mist under a 1,000 feet AGL ceiling with lower patches. In other words visibility is at the minimum for VFR, there is no horizon and all the familiar landmarks more than 5 Km away are not visible.

- CONSIDERATIONS
- Is the visibility going to deteriorate further?
 - Is there lower cloud or rising ground ahead?
 - What can I do while considering my options?

***Limited Visibility on a
Not So Nice Day***

>>>>>>>>>>

FLIGHT INTO MARGINAL VFR CONDITIONS—Continued

Answers:

Q 1—Who knows! There might be a solid wall of cloud/fog/rain 5000 metres ahead or the visibility might remain around 5000 metres. At a groundspeed of 100 knots (185 Kilometres per Hour) it will take a little over a minute and a half to travel 5000 metres and find the answer.

Q.2—Do you really know the local terrain. What might look flat from a higher cruise altitude can actually turn out to be quite hilly when flying at a lower level. Rising terrain can also cause an increase in cloud due orographic uplift.

Q.3—(a) Reduce power, SLOW DOWN, lower flap and adopt a slow cruise configuration, This will give you a smaller turn radius if there is a sudden need to reverse direction and will allow you a little more time to evaluate and respond to the situation;

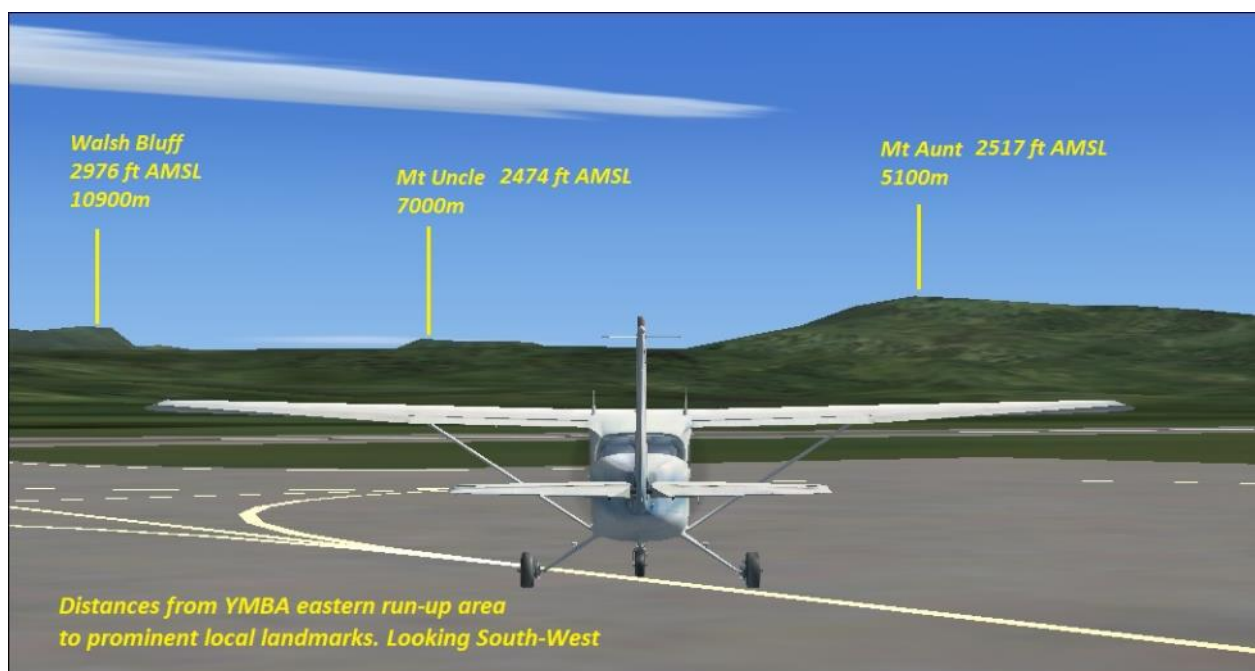
(b) If flying down a valley with hills on both sides of your intended track, keep to one side to allow yourself maximum manoeuvring room for a turn back.

Planning diversion routes/options pre-flight greatly reduces the stress placed on a pilot who suddenly finds that they are un-able to proceed due to an unexpected deterioration in the weather. A diversion that is rushed and made under time stress will most likely not be as well thought out as one that is anticipated and pre-planned.

Much of flying is about Risk Management. There is an element of risk in everything we do therefore our aim as pilots should be to consciously evaluate the level of risk involved in a proposed operation and to work to minimize or completely eliminate that risk.

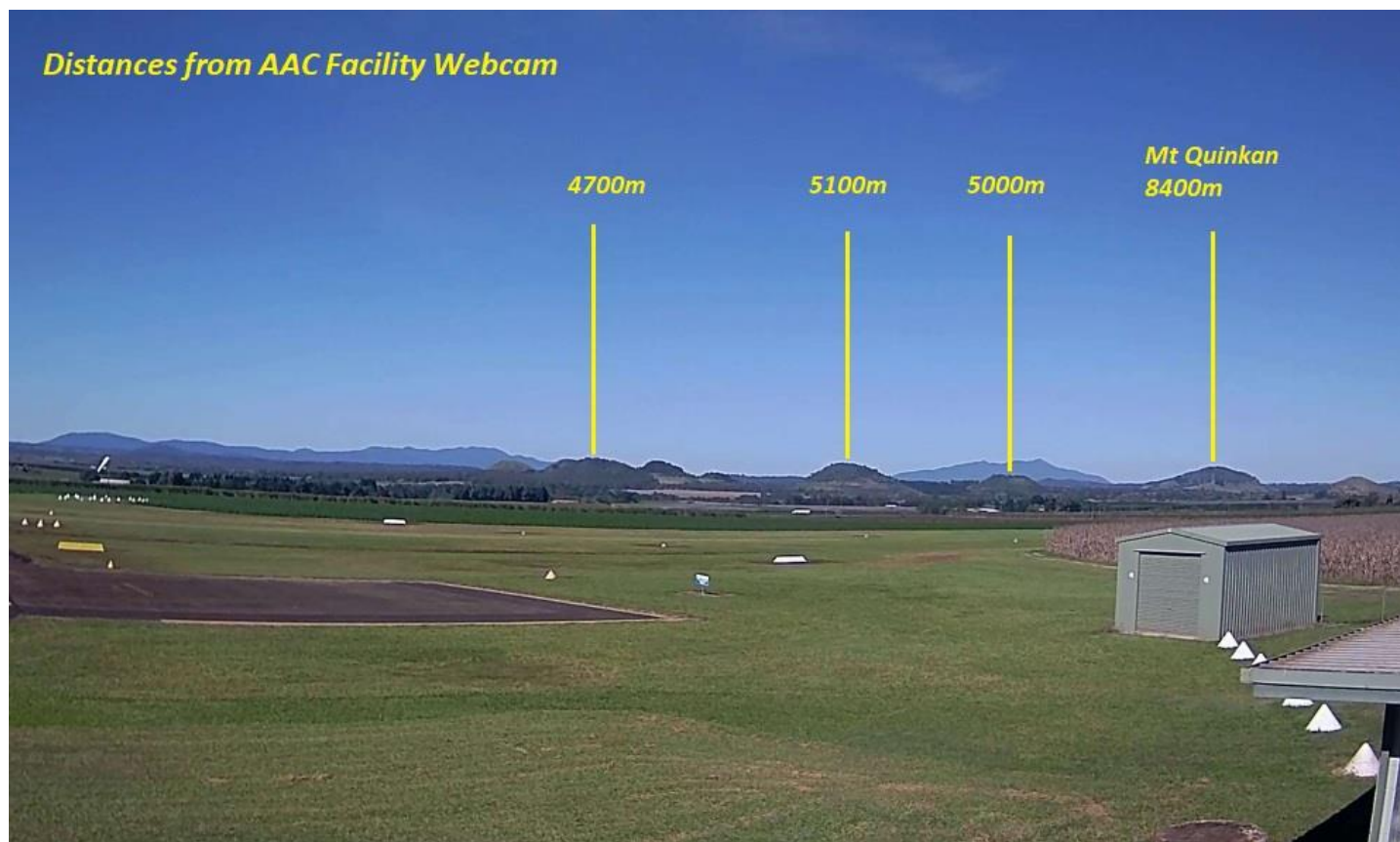
Assessing Visibility Distance for VFR Operations:

Get to know the local landmarks and their distances from your airfield. For example:



Assessing Visibility Distance for VFR Operations—Continued

Another example, this time at Atherton:



When in-flight visibility is reduced to the legal minimum (5000 metres) the world outside the cockpit can look very different from the one we are accustomed to.

Consider this example—You are over Dimbulah township tracking direct to Mareeba at 500 feet AGL, clear of low cloud and with an inflight visibility of a little over 5000 metres. Mt White and the associated low range of hills ahead of you are not visible. You avoid them by following the Mareeba Dimbulah Road and soon find yourself visually abeam of Mt White. From that position the landmarks that would usually help you locate Mareeba aerodrome, (the Balancing Storage Pond, the Sugar Mill, Mt Abbott, Mt Uncle and Mt Aunt), are not visible. All the high ground above 2000 feet AMSL is in the cloud. Not a particularly nice situation to find oneself in but probably not as nerve wracking as encountering similar conditions in an area that you are unfamiliar with.

The point is— Flying at low level to remain under cloud (legal minimum 500 feet AGL) is not necessarily a hazardous activity PROVIDED we have good visibility underneath the cloud (a LOT more than 5000 metres) , are able look far enough ahead to avoid unpleasant surprises and have sufficient visual horizon for an attitude reference.

There is no simple answer when it comes to the “How” of how to avoid flying into deteriorating visibility/weather. Caution should always be exercised. Something to think hard about.

NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

The annual **Tom McDonald Spot Landing Comp** was held Sunday 20th August at Atherton airfield. We had approximately 20 entrants in this year's Comp including quite a few students which was great to see. The conditions proved somewhat challenging with most people undershooting the line this year. This year winner was actually a tie for first with both **Scott Brady** and **John Martin** the winners. Both chaps landed dead centre of the second box. Best landing of the day went to Paul Bennett. The BBQ was attended by about 45 people and was **hosted kindly by the Atherton Aero Club**. Thanks to all who attended and assisted in making another great Club day.



Members the **Dunk Island Fly-in has been rescheduled** for the Queen's Birthday Holiday on **Monday 2nd October** and will replace the Airlie Beach and Hamilton Fly-in.



NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

*More Photos from the 2017
Spot Landing Competition*



... and the Winner Is



Jane plays the BBQ



NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

More Photos from the Spot Landing Competition Day

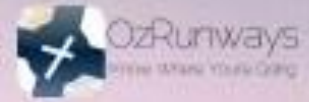


Would you buy a used aeroplane from these people?



NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

2017 Theory Courses



Recreational Pilot Licence Course

Course 1	Day 1	Saturday 4 th February 2017	Day 2	Sunday 12 th February 2017
Course 2	Day 1	Saturday 11 th February 2017	Day 2	Sunday 19 th February 2017
Course 3	Day 1	Saturday 18 th February 2017	Day 2	Sunday 26 th February 2017
Course 4	Day 1	Saturday 25 th February 2017	Day 2	Sunday 5 th March 2017
Course 5	Day 1	Saturday 20 th May 2017	Day 2	Sunday 28 th May 2017
Course 6	Day 1	Saturday 27 th May 2017	Day 2	Sunday 4 th June 2017
Course 7	Day 1	Saturday 3 rd July 2017	Day 2	Sunday 9 th July 2017
Course 8	Day 1	Saturday 10 th July 2017	Day 2	Sunday 16 th July 2017
Course 9	Day 1	Saturday 17 th July 2017	Day 2	Sunday 23 rd July 2017
Course 5	Day 1	Saturday 16 th September 2017	Day 2	Sunday 24 th September 2017
Course 6	Day 1	Saturday 18 th November 2017	Day 2	Sunday 26 th November 2017

Private Pilot Licence Course

Course 1	Day 1	Saturday 4 th February 2017	Day 2	Sunday 12 th February 2017
Course 2	Day 1	Saturday 11 th February 2017	Day 2	Sunday 19 th February 2017
Course 3	Day 1	Saturday 18 th February 2017	Day 2	Sunday 26 th February 2017
Course 4	Day 1	Saturday 25 th February 2017	Day 2	Sunday 5 th March 2017
Course 5	Day 1	Sunday 17 th September 2017	Day 2	Saturday 23 rd September 2017
Course 6	Day 1	Sunday 19 th November 2017	Day 2	Saturday 25 th November 2017



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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		
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Warning Lights:	Low Oil Pressure; Alternator Failure; Low Fuel Quantity.		
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Transponder:	MicroAir T2000SFL		
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**CONTACT:**

Danny Cosgriff on 0468 931 895 for further information.

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INTERESTING AVIATION LINKS:

<http://studentpilotnews.com/2017/06/21/video-tip-avoid-turbulence-find-smoother-ride/>

Tips on How to Avoid Turbulence

<https://www.youtube.com/watch?v=yqPFfTRn5So>

Landing following loss of primary flight controls—Demonstration

<http://airfactsjournal.com/2017/03/what-about-those-spins/>

Spinning Aircraft

<http://www.flightsafetyaustralia.com/2017/07/listen-to-your-aeroplane/>

Listen To Your Aeroplane

<https://www.avweb.com/news/features/Composite-Propellers-Longevity-Efficiency-229276-1.html>

Composite Propellers

<https://blogs.crikey.com.au/planetalking/2017/07/23/uk-test-flies-drones-into-damaging-collisions-with-aircraft/>

UK Test—Drones Into Aircraft for Damage Assessment

<https://www.avweb.com/news/features/Whirly-Girls-Silly-Name-Serious-Aviators-229318-1.html>

An Organization Providing Scholarships & Mentoring to Women Helicopter Pilots

<https://www.youtube.com/watch?v=35ljpcYrcgQ>

Bob's first flight in Kavanagh G-450 at Beaudesert

<https://www.avweb.com/avwebflash/news/NASA-Offers-Free-Aviation-E-books-229517-1.html>

NASA offers Free Aviation E-books

TESTS SHOW DRONE STRIKES MORE DANGEROUS THAN BIRD STRIKES

Follow Link above for the Full Report





Atherton Aero Club

AAC—2017 EVENTS CALENDAR

Third Sunday every month—Morning social & BBQ Lunch

First Friday every month—Pizza & Film Night

OTHER AVIATION EVENTS

(Check the RAAus Web site for other Coming Events)

Oct Sunday 29th—SAAA Chapter 34 AGM, 10am Atherton

Oct Narromine—Air Venture Australia

North Queensland Aero Club

NQAC—2017 EVENTS CALENDAR


Sept Sunday 3rd—Norship Marine Air Race

Oct Monday 2nd (Queens Birthday) - Re-scheduled Dunk Island Fly-In

Sunday 29th—NQAC AGM

Nov Saturday 4th—Wings Night

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To Make an Appointment at either Atherton or Mareeba clinics:
(07) 4091 4430

AH Emergency Mobile: 0429 430 687

Atherton Clinic: 4/19 Maanda Road, Hilltop Strehly, Atherton QLD 4893 Ph: (07) 4091 4430 Fax: (07) 4091 1270	Mareeba Clinic: 4/114 Bryson Street, (Bankind NFO), Mareeba QLD 4890 Ph: (07) 4092 4431 Fax: (07) 4092 4431
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Postal Address (Both Clinics):
Far North Chiropractic, PO Box 1440, Atherton QLD 4883

Email Address (Both Clinics):
clinic@fnchiro.com.au



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P: 0428 976 762

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Contact: Sharyn Petersen
P: 07 4091 6666

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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



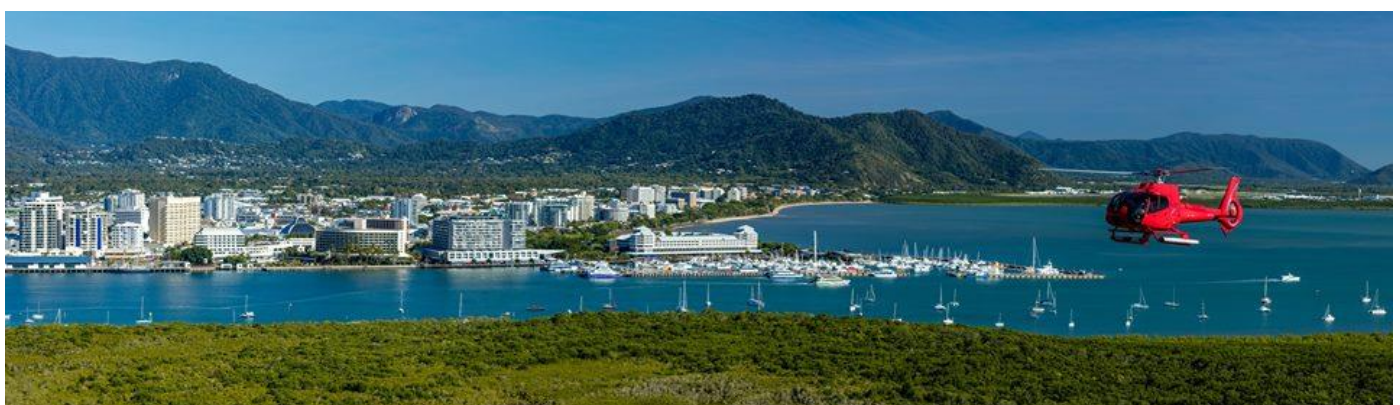
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👤 Nasem Tahir (Manager)
☎ 07 4091 2055
✉ atherton.mgr@mmem.com.au



EXTENSIVE PRODUCT RANGE
Our policy is to stock products and brands to local market requirements. If you can't see it... tell us!



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: jc4487@gmail.com
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: _____

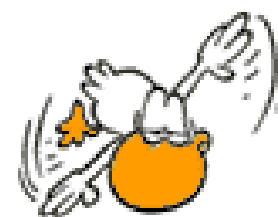
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Membership type		Receipt No		Fee Paid	\$
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THE LAST PAGE

AIRLINE PILOT STUFF (More Pilot Truisms)

- An airline pilot is a confused soul who talks about women when he's flying and about flying when he's with a woman
- The only thing worse than a captain who never flew as a co-pilot is a co-pilot who once was a captain
- Experience is gained through making mistakes. Mistakes are caused by lack of experience
- Hand-flying an ILS in a gusty crosswind is easier than adjusting the shower controls in a layover hotel
- A smooth touchdown in a simulator is as exciting as kissing your sister
- Most airline crew food tastes like warmed-over chicken because that's what it is
- Everything is accomplished through teamwork until something goes wrong.....then one pilot gets all the blame
- A good simulator check ride is like successful surgery on a dead body
- Standard checklist practice requires pilots to read to each other procedures used every day ...and recite from memory those needed once every five years.
- A crew scheduler has to be the kind of person who wakes his wife at midnight to carry out the garbage, then sends her back to let the cat in
- An FAA investigation is conducted by non-flying experts who take six months to itemize the mistakes made by a crew that had six seconds to react to the emergency.
- Unlike flight crew members, jet engines stop whining when the plane arrives at the gate
- Whoever said that pilots are Gods was dyslexic
- Pigs don't become pilots when they drink
- A dispatcher's desk has never run out of fuel



Anatidaephobia: the irrational fear that somewhere, somehow, a duck is always watching you.



Hey, how's it hanging?