

Newsletter No. 320 – May 2021



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.



Lake Tinaroo

Sunset flight over the Lake. The perfect end to the weekend. Photos: Bob & Tracey



Atherton Runway 15



PRESIDENTS REPORT

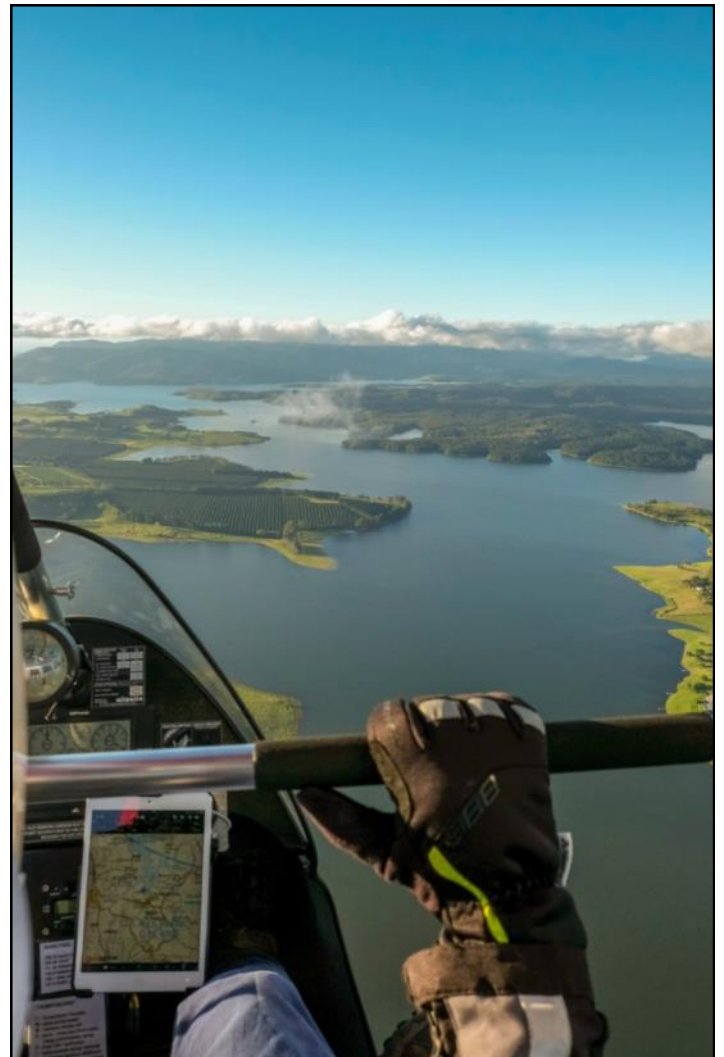
On behalf of myself and the new committee I would like to thank the previous committee for the work and the effort they put in to keep the Atherton aero club viable.

We as the new committee hope to work with all the members to keep the club moving forward

Clear skies and safe flying

Regards, Jack Cross

0418774163



More photos from Bob and Tracey's late afternoon flight.

Atherton Aero Club - Committee Contacts

President	Vice-President	Secretary	Treasurer
Jack Cross PO Box 227 ATHERTON Q 4883 xjac@bigpond.net.au	Dave Camp PO Box 227 ATHERTON Q 4883 dcamp.gvale@gmail.com	Mark Aitken PO Box 227 ATHERTON Q 4883 mjaitken54@bigpond.com	Stephen Klaproth PO Box 227 ATHERTON Q 4883 sjklaproth@gmail.com

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

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

Email athertonaeroclub@gmail.com

EDITOR'S NOTE - by Bill Gronbeck

Hi All and welcome to edition No 320. In this issue, members activities, links to safety articles and so many great photos that we couldn't fit them all in!. Keep those flying adventures going while the good weather holds and remember to send us your photos and stories. Enjoy the read.



A thank you to Jane & Simon, Tracey & Bob, James, Kevin, Christian, Luke, Jon, the NQAC 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 -

williamgronbeck2@gmail.com

Watch the AAC, NQAC, Burdekin Flyers, FNQ Flyers, Donnington and Innisfail Facebook Pages for details of calendar changes and other short notice events. Check out the AAC Website for the YATN weather-cam and older AAC Newsletters.



The next **AAC Club Meeting** will be our regular monthly get together and BBQ Lunch **Sunday the 20th of June** starting around **10:30am**.

Venue the **AAC Atherton Aerodrome** storage facility.

Visitors are most welcome.



Spinning the Pitts - By Jane Errey

Simon's daughter's wedding had been rescheduled. It was cancelled last year because of Covid, and now was planned for Easter Tuesday. Great, we thought. We'll go to Caboolture, doing some tailwheel practice in the Eurofox, and some spin training in the Pitts.

We are working on our RAA instructors ratings, and if we were doing a GA instructor rating we would need to have carried out spin training, so we decided that although not mandatory for the RAA rating, we would get it anyway. At least, that was the plan.

So, we were to fly the Mooney from Atherton to Caboolture on Thursday, and start training on Good Friday. Our friends, Prue and Kerry had kindly offered us accommodation at their house at Beachmere, about 8 kilometres from the Caboolture field, and we had a car booked from Hertz, that we had to get before their closing time of 4 o'clock.

On the weekend before Easter the news reported that there was a case of community transmission in Brisbane. Not good, we thought, and hoped that any lockdown would happen on the weekend and be lifted well in advance of Easter. That didn't happen, and by Monday the news came out the lockdown was to start on Monday evening, and be lifted by Thursday evening, unless more cases were identified. The news repeatedly announced the possibility of extending the lockdown.

We rang Rebecca, Simon's daughter, who sounded morose. She said if it had to be cancelled again they would elope.

We rang Hertz. They advised they were an essential service and weren't subject to lockdown.

We decided to go anyway. There was going to be an announcement on Wednesday evening, but it was postponed to Thursday at 9. We would be the air when we found out. We left at around 7 am knowing that we might not be able to go the full journey. What if the restrictions were lifted on Sunday, would we still come down for Tuesday? We discussed all variations and options as we flew. Simon was pilot for the first leg, and we would land in Rocky to refuel, if we were to continue, or we would return to Townsville if the lockdown was extended.

At 9am the news came through – lockdown lifted at midday. We flew on, changing pilots at Rocky and continuing against the 27 knot headwind. As we got further south the cloud tops were higher and began to join to a thick layer. We flew IFR and planned to descend on the Sunshine Coast RNAV and then try to visually continue to Caboolture. We broke visual at about 3500 feet, but there were showers all around, particularly to the west. Sunshine Coast is controlled airspace. We requested coastal as there are no mountains there, but were told to depart the airspace to the west. We advised that it wasn't possible.

"Turn right immediately" we were told, and complied, but struggled to remain visual through the unfamiliar terrain. We saw the highway and tracked along it. We knew the active runway was 12 as the wind was howling off the coast. We joined base and landed.

The next challenge was getting a taxi to Hertz. Smarter people would have looked up where Hertz was – not us. No taxi came, so I tried out the Uber app that I had installed the last time we seemed to wait too long for a taxi. The app said it was a \$7.50 fare. That seemed cheap but with no Uber experience we accepted it. It told us Mukhtar was on his way, so when he arrived we happily jumped in. He drove us around the corner to Hertz. Mmmm, no wonder no taxi turned up for that fare!



Continued next page

Spinning the Pitts - Continued

We sat with Prue and Kerry, eating cheese and drinking too much wine in readiness for the next day's flying.

Waking up and feeling a bit brain cell depleted, we headed off to Stick'n Rudder for our Eurofox training. Doug Field, who is the owner, is everything we oldies in aviation should be welcoming. He is still under thirty, and has a café bar running out a sea-container at the front of the flying school, with stools and tables so people gather in the mornings around coffee.



But don't be fooled into thinking the lack of age equals lack of experience or lack of attention to detail. The instructors, all young like Doug, use their smart phones to see when the aircraft was last maintained, or flown. Student records are similarly recorded on the iPad that is located in each briefing room or on the instructors' interconnected smart phones.

Doug conducted our pre-flight brief, and he reminded us to keep the landing point at a constant position in the windscreen. This is made easy as the Stick n Rudder team have marked small crosses at regular intervals up the Eurofox screen, allowing easy judgement of the nose attitude. Once the aiming point is decided and the attitude set, speed is adjusted using throttle to increase or decrease power. Doug drew the weight and lift arrows on the whiteboard, and split lift into stick for angle of attack and throttle for indicated airspeed.

We headed out into the wind. It was blowing about 20 knots, mostly down the 12 runway, but was gusty. We began our sessions by taxiing the fox and learning to feel the tailwheel unlocking. Doug flew with Simon and Ty was my instructor. Once Ty was happy with my taxiing we headed out to near the holding point for our runups and pre-takeoff checks.

I followed Ty through on the first take-off. Simon had flown the fox about 18 months ago, but this was my first time. The light aircraft bounced around the sky, and like the Foxbat, the Eurofox doesn't have a spring on the rudder and the wind was pushing the tailplane, ensuring that even in flight, this baby needed attention from my feet. We headed out for some gentle and then steep turns, with a stall or two thrown in. The fox stalls benignly, no nasty wing drops.

With the upper airwork completed we went back to try some circuits. The aiming point on the screen helped identify and hold the aiming point. Ty had explained that in the wind of this quantity, wheelers were the better option. So, a lower flare and faster speed were needed, and then once the main wheels were down, slight forward on the stick before letting the tail come down, all the time dancing on those rudders.

The wind was not helping, and shortly into our second session, which was later the same morning, we called it off.

Simon and Doug bravely carried on for a bit longer. We planned to be back the next day to start our spin training in the Pitts.

The BOM had predicted a wet Easter, and it was Easter Saturday. We arrived at Stick n Rudder, and met Rory. Doug and Rory would instruct us in the Pitts.

Today's briefing was upset recovery, either nose up, or spiral dive. We learnt that nose up would require power first, then attitude, and finally wings level. Spiral dive, on the other hand, needed power reduced first, and then level the wings before a smooth recovery to the straight and level position before climbing out.

Continued next page

Spinning the Pitts - Continued

We headed to the hangar that housed the two Pitts Specials. Simon was to fly in the blue one with Rory and I would fly in the yellow one with Doug. We put cushions in, climbed in, tested rudder movement, added more cushions, tested stick movement, etc until we got the compromise right. Then we looked at the sky again. Rainshowers were coming in waves. We debated the time between each band. We discussed the ceiling we needed. As both Doug and Rory were low level endorsed, we needed only 2500 feet ceiling, but this was more than the Easter Saturday sky was offering. We left the Pitts in the hangar, and Doug would call us later.



Jane ready to Rock and Roll

It was still raining later that day, and looking like getting worse. Sunday was no better, and Monday's weather had further deteriorated. We formulated a plan to stay a few days longer after the wedding, to try and get this flying to happen.

The wedding went well, even while the rain continued. The ceremony was moved under cover while the creek flowed over the original designated spot. Still, the bride and groom had fun and managed to forget the stress the wedding had caused them. The family avoided their standard conflict and everyone seemed to have a good time. We left after the dancing had started, the rain was still coming down and the surrounding creeks were lapping at the bridges. We hoped the other guests didn't get flooded in.

We woke to more rain the next morning, but the forecast was looking better. Around midday Doug texted us and we met for a consolidation briefing on upset attitude recovery. It seemed straightforward in the briefing room. Don't pull through a loop to recover, add power or take off power depending on nose up or nose down, roll wings level if nose down and then pull up. Doug told us about stick position, and how in some aircraft, like the Pitts, it is possible to stall with full forward stick whilst inverted. He reminded us that the elevator causes the aircraft to stall, so stick position is key to stalling.

There was enough of a break in the weather. I went out with Doug in the yellow Pitts, and Simon and Rory went in the blue Pitts. Both Simon and I were concerned we would get airsick. The flight was short and we started by Doug taxiing and taking off. The Pitts is so nose high that even in straight and level flight the cowl obscures the pilot's view. Taxiing and takeoff appeared impossible to us novices, more a leap of faith than a visual flight.

At about 1000 feet Doug handed the controls to me. I find the stick quite solid feeling, not at all twitchy like the Eurofox or the other light sports we had been flying. I was surprised as I had heard differently about the Pitts. I started doing gentle climbing turns to get used to the feel of the aircraft. It only needed small inputs, both rudder and stick, to achieve the turns I was aiming for.

At altitude Doug told me to carry out a 360 degree turn, and called for it be a steeper angle than I was doing. There are few instruments in the front seat of the Pitts, which forced me to focus my attention outside. Doug then showed me a stall, and we played with the feel of the pre-stall buffet. He then showed me a loop, and at each horizontal and vertical position showed me the stick position that will stall the aircraft's wing.

Continued next page

Spinning the Pitts - Continued

Unfortunately I didn't have my shoulder straps tight enough and was swimming in free air, or so it felt, with my feet losing the rudders. I was more diligent on my next flight with tightening all straps.

That was enough for the first flight. Aerobatics and unusual attitudes are sickening, particularly at first, and we needed to build up our capacity to not get sick, or at least try to.



We planned a second flight, but the clouds rolled in, not allowing enough ceiling to carry out any further airwork. In preparation for our second flight (which didn't happen) we took some travel sick medicine. The box recommended one to two pills. I took one, Simon took two, claiming he was a fat bastard. Soon, he was wobbling on his legs, and I drove us back to Prue and Kerry's where he slept away a few hours.

The next morning it was beautiful. Calm and no clouds. Rory briefed us on spins. Rory has degrees in mathematics and statistics. He presented us the equation – Stall + Yaw = Spin. He told us that there are two ways to recover from a spin, the Mueller Beggs method or the PARE method. Mueller Beggs is reduce power to idle, employ opposite rudder, take both hands off the stick to break the stall, and then wings level and climb using power as required. PARE is power to idle, aileron neutral, opposite rudder and then elevator, or stick back to climb.

I went with Doug again in the yellow Pitts, Simon and Rory in the blue. I ate two ginger pills before flying, Simon had none, scared off by the effect of the drugs the day before. Doug demonstrated a spin. He started by setting the power to idle and pulling the stick back, holding the plane from yawing with rudder. At the stall the right wing dropped and he applied right rudder. The plane seemed to move wildly in sky and then settle in the spin. The spin was more comfortable and stable than the incipient period before it developed. Using the Mueller Beggs method, Doug applied left rudder and the aircraft eventually lurched out of the spin, but felt like it was threatening to start turning the other direction. With the rudders centralized and releasing the stall, Doug quickly leveled the wings and then pulling Gs with the stick back, climbed to straight and level.

"How are you feeling?" Doug asked.

I told him so-so, and he made me fly around the sky for a while and climb back to 4500 feet. I looked over my shoulder at the Glasshouse mountains. There was beautiful terrain all around us. We had another go at the spin, this time to the left, with Doug demonstrating and talking me through it. After some recovery time I had my chance at spin recovery, and found it easy enough to stop the spin, but had trouble working out where the horizon was to level the wings. Keeping our flights short, we headed back for some post flight briefing.

I was over the moon when we got back, adrenalin pumping. Simon, on the other hand, had been sick and wasn't very happy. Still he was determined to try again.

We re-fuelled and after a short break, took off again in our respective aircraft. This time Doug and I did another spin and tried some more upset recovery. I was struggling with finding the horizon, and made the mistake of pulling through to a loop rather than rolling out. Doug allowed it as we had plenty of height, and he wanted me to see how much height I had lost. We headed back again, to find Simon and Rory already there. Simon's sickness was killing it for him. We stopped for lunch, and Simon decided it was enough for him for today.

Continued next page

Spinning the Pitts - Continued

I had another session in me, so this time I went with Rory. More spins and unusual attitude recovery. The spins were ok, but I was still struggling with working out when inverted where the nearest horizon was. Rory guided me through an aileron roll, to get used to rolling back to the horizon. We called it a day, and planned for the next morning to fly again.

It was Friday now, and Simon wanted another go. He went out with Rory and I went with Doug. We climbed to 7500 feet and planned to introduce complications to the spin. First we added power and the spin tightened. We then added aileron and the spin flattened.

I had another session with Rory, as Simon needed a break from being sick. I sat in the back of the Pitts this time as Rory thought I might be able to see the horizon more readily through the biplane wings. Rory had been bravely letting me taxi, and sometimes almost land, taking over just as the wheels touched, talking me through it all the while. We did two more spins from 7500 feet, and I asked to do one more, so I could feel I really had it under my belt, We headed back. I still needed more upset recovery work.

For my last flight in the Pitts, I elected to go back to the front seat where the cockpit is open and there is more air passing. We didn't need any more spinning, just recovery from those inverted upside down strange places these guys kept putting me in, and asking me to recover from. I finally got it. Not perfectly, or that quicky, but I could roll to recover, and then climb, and not lose too much height.

Simon wanted one more crack and he and Rory headed out in the yellow plane. He did it without getting sick on his last flight, and was able to carry out sufficient spins to get the endorsement on his licence.

It was Saturday, the weather was beautiful all the way up the coast, and we returned to Atherton in the Mooney.



Jane and Simon

Out And About In The Far North - Helicopter Flight from Mackay 1

(Or — The Further Adventures Of James)

Shute Harbour back to Kuranda today (3rd May).

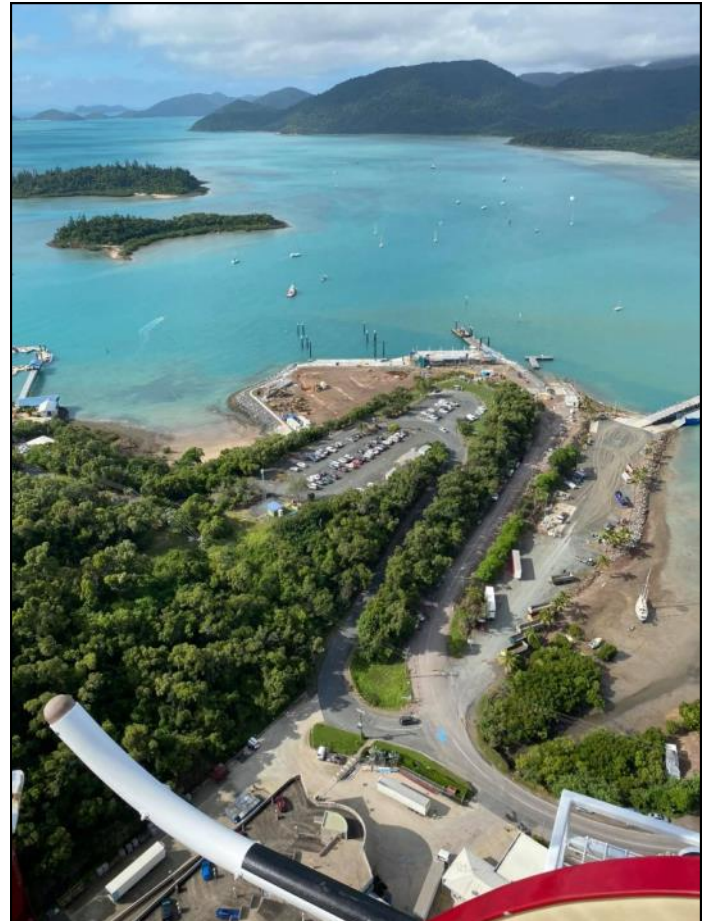
4.9 hrs, 2 fuel stops, another fab trip up the coast.

James Lake



Above: Packed and ready for departure

Below: Beach



Above: Shute Harbour

Below: More Beach



Helicopter Flight from Mackay 2



Above: Fuel at Ayr Right: More fuel at Ingham

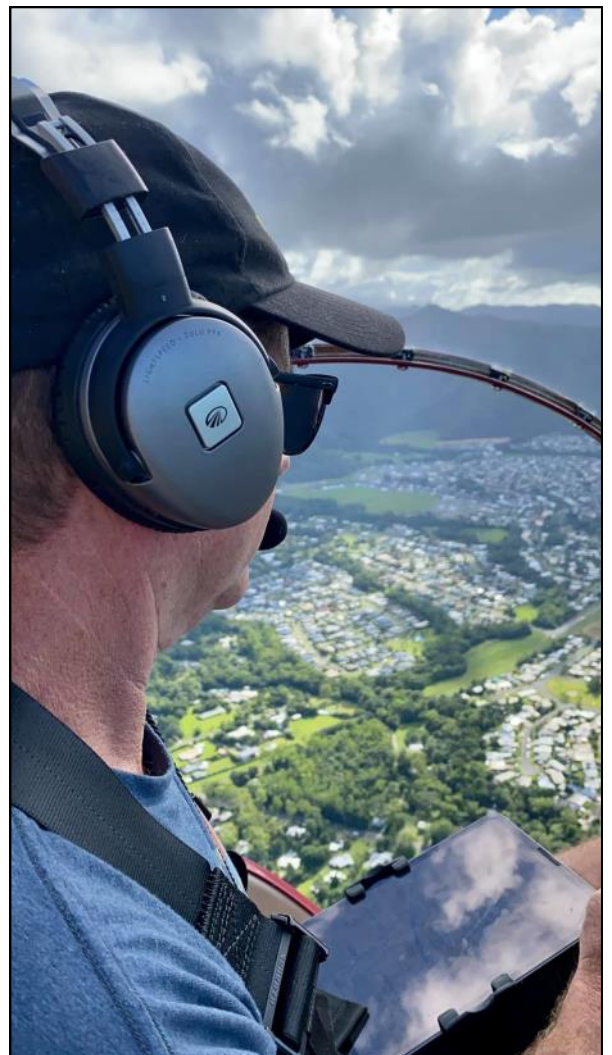


Above: Still more beaches

Below: When the tail wind increases your GS by >30%



Right: Cleared to enter the zone at 2000 feet. Maaate, got no doors, and flat out doing 65 knots, 2000 feet is a long way up!



Helicopter Flight from Mackay 3



All washed up



And tucked into bed

Burdekin Aero Club Fly-In Breakfast

Very social and enjoyable breakfast at Burdekin Aero Club this morning (9th May) with a diverse and eclectic array of aircraft in attendance.

Donnington Smythe



More Burdekin Aero Club Fly-In Photos

(By the Boys from Innisfail)

Trip to Ayr today (9th May) with Lloyd English.

Luke Crook



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Out And About In The Far North -



Coffee at Jaques 8th May

Photo: Kevin Priestly



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AAC SAFETY SEMINAR - Sunday 16th May

A good turn up for the fourth CASA sponsored AAC Safety Presentation “Assessing VMC & Avoiding Flight Into Marginal Weather Conditions”. The wonderful weather on the day persuaded some folks to take to the blue skies instead but we did get some great photos of their adventures as a result. This presentation was the last in the current series. There are more on the way following another successful CASA grant application (Thanks Simon).



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Out And About In The Far North



***Donnington Air Park
16th May***

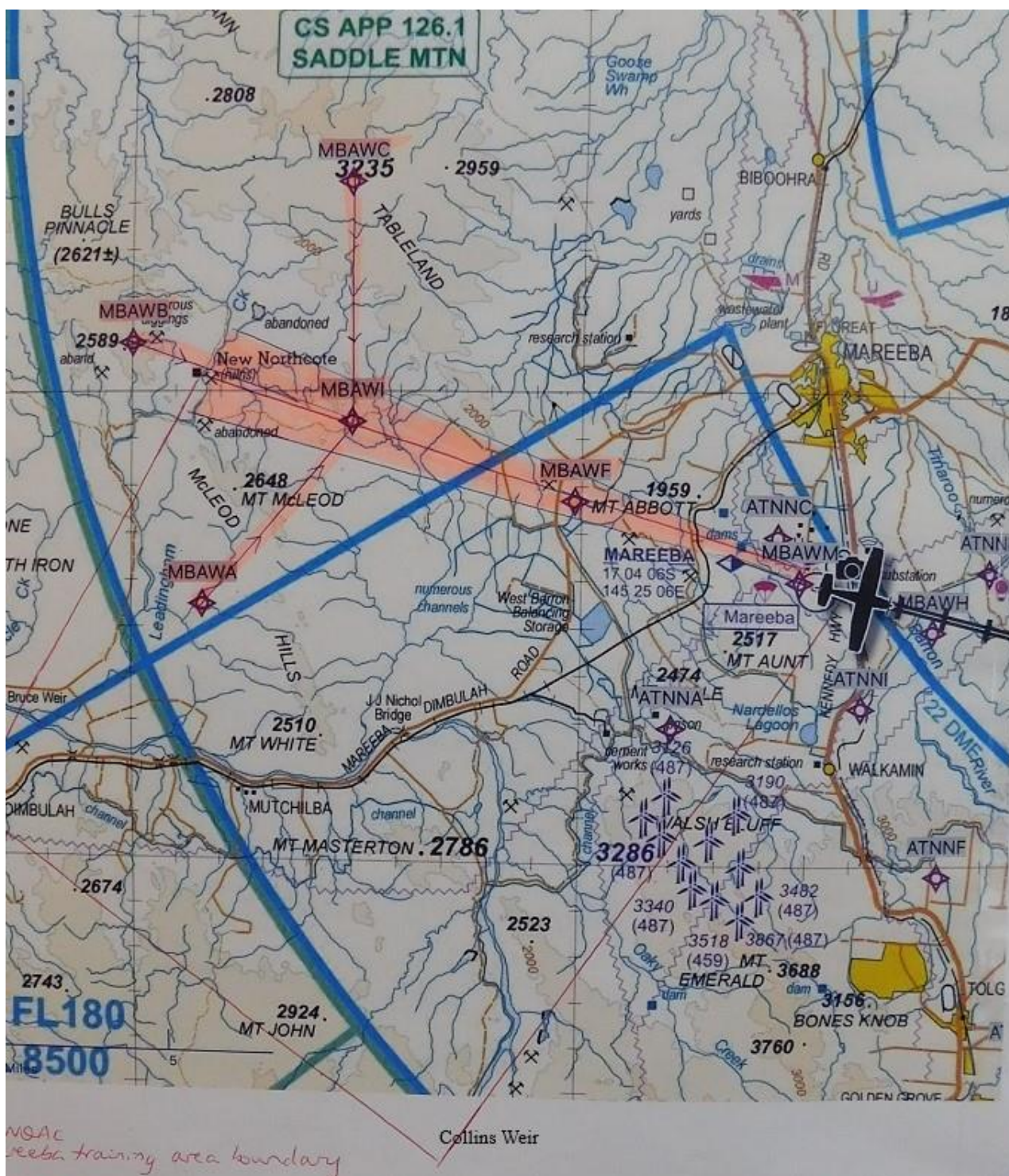


Hot Air Balloon and stored ATRs at Mareeba

Photo: NQAC

NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

What does this RNAV stuff mean?



RNAV Track - IFR aircraft come from MBEWA, B OR C and join a 10 mile final straight in to runway 10. They may circle to land on runway 10 or 28.

These waypoints are verbalised as "Mareeba Whiskey" Alpha, Bravo, etc. Basically, if an IFR aircraft is on the RNAV instrument approach, stay on or south of the Mareeba - Dimbulah Road and south of the West Barron Balancing Storage pond. You will be well clear.

The NQAC Flying Training Area is shown on the chart by a line extending from YMBA to New Northcote, Dimbulah, Collins Weir and back to YMBA.

NORTH QUEENSLAND AERO CLUB NEWS & EVENTS



Bill Owen

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CONTACT DETAILS

56-62 Tingira Street
Portsmith, Cairns
Australia 4870

MAIN OFFICE

Phone: 07 4035 1722
Fax: 07 4035 1613
Email: admin@norship.com.au

PAINT SHOP

Phone: 07 4035 3167
Fax: 07 4035 6218

Different Accident, No Lesson

By Paul Bertorelli, AvWeb, May 17, 2021

Over the weekend, a highly experienced skydiver acquaintance of mine died in an accident that was, for all intents and purposes, the equivalent of last week's midair collision in Colorado. It was a midair canopy collision that the other skydiver survived.

This news reached me on Sunday morning as I was thinking about the Centennial midair and watching comments scroll by on social media suggesting there's much to learn from the Colorado accident. I can be as thick as a mud fence sometimes, but I can't think of single thing to learn from either of these mishaps, other than if you lose the bubble in a high-risk environment, you can die in an instant. But did we not already know this? Is this now some kind of Eureka moment?



To continue reading follow this link: [Different Accident, No Lesson - AVweb](#)

HANGAR SPACE AVAILABLE ATHERTON AERODROME

Contact Jon Collins for details

0438 634 411



Out And About In The Far North



HOT AIR BALLOON CAIRNS

Keeping it LOCAL. Come and say g'day to our local team. You may also meet some of the other Mareeba locals while you're at it. We are departing on selected days through the week so please call us or check the website for departure dates! We have smaller group departures in regulation with Covid19 safety... However, if you have a special occasion, i.e: A date for two ...and wish to fly privately, we can work with you to arrange a date that suits you to fly with just your party and the pilot.

[#holidayherethisyear](#) [#exploreathertontablelands](#) [#visitcairns](#) [#covid19safetymeasures](#)

[#tourismtropicalnorthqueensland](#)



A great morning out at the airport yesterday (1st May 2021) with a mix of former RAAF, Bush Pilots, Air Niugini & local crew.

The next time we meet there will be a roof over our storage area!



SPONSORS



For an enquiries please get in touch with:

President Brendan Kent 0422 379 984

Treasurer Scott Brady 0438 751 767

Out And About In The Far North



Pinnarendi Station Stay & Café

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

Ron Atkinson 0419 201 622



AAC EVENTS CALENDAR

**EVENTS MAY BE SUBJECT TO SHORT NOTICE CANCELLATION
OR POSTPONEMENT DUE COVID19 RESTRICTIONS**

Check Your Club Website or Facebook Page For changes

Atherton Aero Club—2021 EVENTS

June Sun 20th **AAC Monthly Social get together and BBQ Lunch**
1030 Atherton

OTHER EVENTS OF INTEREST

June Sat 12th & Sun 13th **NQAC Cooktown Fly-In** (lunch or overnight (**Spot Landing Comp**)) (Weather backup will be Atherton)

July Fri 9th to Sun 11th **NQAC Trip to the Tip!** Pundsand Bay QLD

Aug Sat 14th & Sun 15th **NQAC Overnight get-away** Karumba QLD



Northern Flyers

Donnington Airpark (YDOP)



Burdekin Flyers (YAYR)

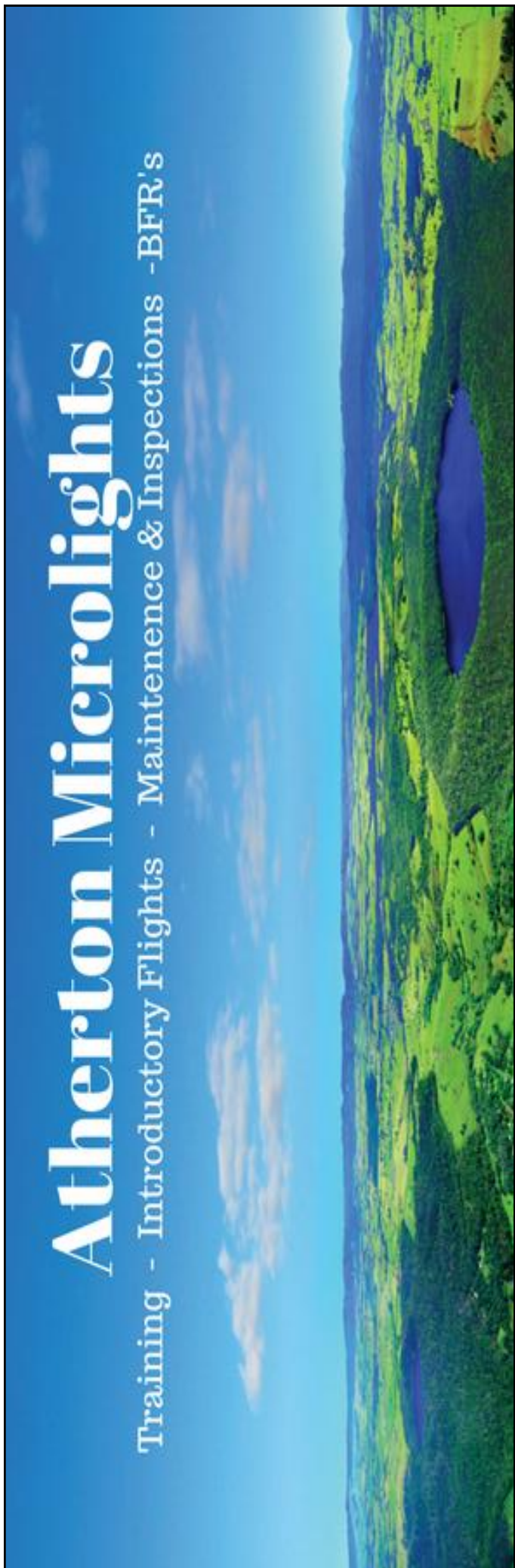


Atherton Aero Club (YATN)



Atherton Microlights

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



Atherton YATN
Elevation 2460 feet

Flight Strip
Length 1286 mtrs Width 90 mtrs
Grass Runway
Length 1166 mtrs Width 30 mtrs

(CHECK ERSA & NOTAMS FOR CHANGES)

33

15

52

Feeney Cr

es-Hwy

NOTICE



The **Atherton Aero Club** is now an ASIC Issuing Agent for **Aviation ID Australia**.

Those seeking the issue or renewal of an Aviation Security Identification Card (ASIC) should apply directly to **Aviation ID Australia** via the following link:

<https://aviationidaustralia.net.au/application.html>

Once the ASIC card has been approved the applicant will be advised and the required “face-to-face” identity check carried out locally by an Atherton Aero Club representative. On the satisfactory completion of the identity check the local agent will hand over the ASIC card to the applicant.

AIRCRAFT FOR SALE AND WANTED

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



INTERESTED IN BUILDING YOUR OWN AIRCRAFT?

The Sport Aircraft Association of Australia (SAAA) is an organization that has mentored and assisted many owner builders, for both VH and Ultralight registered aircraft.

Further information on the SAAA's National and FNQ Chapter 34 websites:

<http://www.saaa.com/>

<http://www.saaafnq.com/>

Local contact is:

Laurie Wincen (Secretary) laurie19@gmail.com

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CONTACT DETAILS

56-62 Tingira Street
Portsmith, Cairns
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MAIN OFFICE

Phone: 07 4035 1722
Fax: 07 4035 1613
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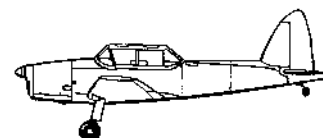
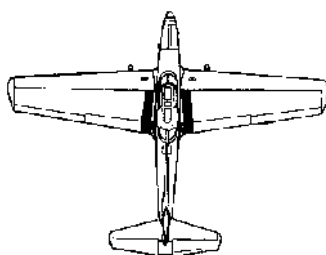
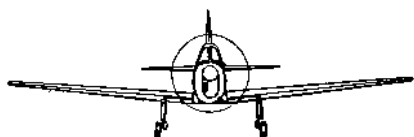
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D.A.M.E

Ph. 4095 2400



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>Stephen Klaproth</i> <i>PO Box 227</i> <i>ATHERTON QLD 4883</i>	or email to: <i>sjklaproth@gmail.com</i>
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	\$
-----------------	--	------------	--	----------	----