

Newsletter No. 279 – March/April 2015



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 Visitor
Greg McNab's RV8



Starke Airfield Fly-In
April 2015

<p>President David Graham PO Box 425 TOLGA Q 4882 0407 008 896 davidg@fnoc.com.au</p>	<p>Vice-President Ian Graham PO Box 858 ATHERTON Q 4883 0419 703 926 iandkgraham@gmail.com</p>	<p>Secretary Tracey Hayes PO Box 608 KURANDA Q 4881 0418 963 796 info@azurephotography.com.au</p>	<p>Treasurer Jon Collins PO Box 1360 ATHERTON Q 4883 0438 634 411 jc4487@gmail.com</p>
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PRESIDENTS REPORT MARCH 2015

Hello All,

We are approaching the end of April already, the year is not holding back that's for sure. I would like to welcome all members, old and new, to the newsletter.



I am now in my third term as President and I would also like to welcome back the management committee which is unchanged from last year. Their dedication is much appreciated. The funding applications for our storage shed are now well underway and we have just received the letter of support from Shane Knuth that we were waiting for.

A few members flew down to Starke Airfield over Easter and Graeme and Robyn drove down. There were about 18 planes from as far away as Gympie, the Whitsundays and around the far north. Ian and I flew down on Saturday morning and were held up in Ingham for about an hour due to low cloud and light rain. Eventually arriving at Starke just before a heavy shower came across. The smell of the BBQ caught Ian and I so we wandered over to say hi and grab lunch, then we set up beds in an open hanger and went for a walk to talk to other pilots, catch up with some mates and look at the various aircraft. Later that afternoon a few of us took passengers for joy flights, after which we looked for a nice cold beer to quench the thirst. After dinner was served we sat back and enjoyed some live music with a group including Graeme Bell on guitar, Carlo on Guitar, Ross on drums, there were also Martin on the squeeze box, others on guitars and a banjo. I must say they were all fantastic with various songs played that we sang along too. There was also a beautiful blood moon rising in the east. A really great night and wonderful atmosphere. Woke the next morning to the moon shining in my face, still air and clear skies. After a good breakfast of Bacon Eggs etc there were a few early departures. Ian and I headed home around 0930. A big thank-you to our hosts Rob and Liz McKenzie 😊

On arrival back at Atherton I refuelled and headed out to Einasleigh where Connie and Emma had overnighted for the Races and Rodeo. I stayed there to watch the Rodeo then flew home later that afternoon in bumpy conditions under some heavy looking clouds. All up we flew 2.7 hours over Easter. Great weekend 😊

At last month's meeting we decided to move the meeting and BBQ to different venues around the Atherton Airport. That way the load is spread out more and we do not have to rely on one member providing their hanger all the time. In saying this I would like to thank DJ and Barry for their long stint as hosts for these meetings. At present we are holding the meetings at Ian and Karen Graham's place but will look to venture to Jon Collins as well. Eventually we hope to end up in our own place. Last weekend's BBQ at Ian's had the usual members and visitors including Greg McNab and his son who flew up from Innisfail in their beautiful RV8.

Continued/

PRESIDENTS REPORT (Continued)

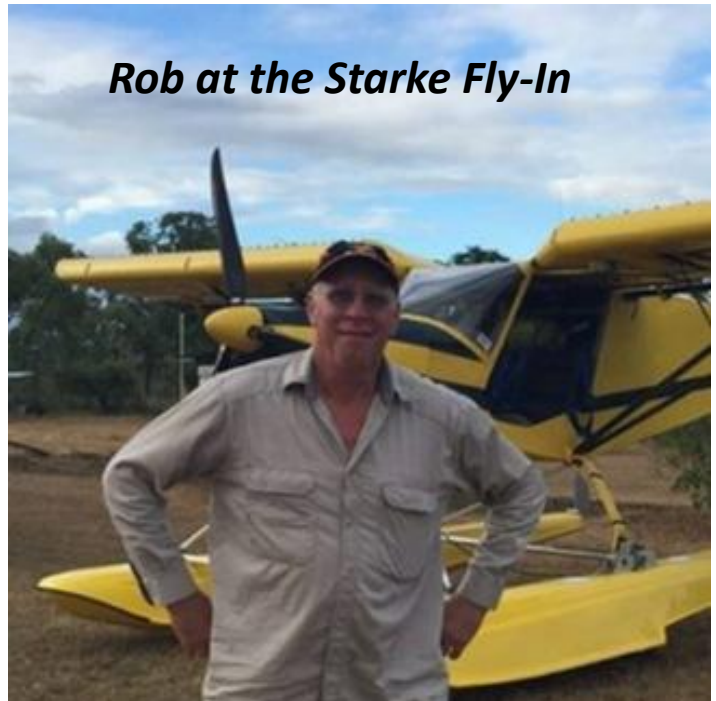
We have a trip planned this weekend to Undara Lave Tubes for the Rock and Blues festival. Anyone wanting to come along please give me a call.

Don't forget the NQ Aero Club is holding their annual Air Race on the 10th May starting in Mareeba. Please contact Tonia at the Cairns office for application details.

Lastly I have sad news in the passing of a good friend of mine Rob Pavan who passed away over the weekend when his aircraft crashed north of Gympie. Rob was a wonderful person with great knowledge of aircraft, building many himself. I am glad to have caught up with him at Starke and he will be missed by us all. Investigations into the crash have commenced. It sure makes you sit back and think about how we are all human and the loss of a mate can really hit home.

Safe flying

***Dave Graham,
President,
Atherton Aero Club***



EDITOR'S NOTE - by Bill Gronbeck

Hello and welcome to Newsletter No 279. A thank you to John, Dave and all those 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.athertonaeroclub.org/>

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

Regards and safe flying.





The Atherton Aero Clubs Annual General Meeting and subsequent General Meeting, were held on Sunday the 15th March with the previous management committee being re-elected. Among the visitors to the event was RAAus NQ Board Member, Ross Millard. After the meeting Ross gave us a most informative briefing on the direction that the RAAus board and management are taking us in order to secure the future of the organization. Many thanks you for input Ross. Hope we see you again soon.

A graphic advertisement for Aviation Tutoring. It features a green chalkboard with a wooden frame, set against a background of a blue sky with white clouds and silhouettes of various aircraft. The text on the chalkboard is written in white and red chalk. The main title "Aviation Tutoring" is in white. Below it, the question "Need extra help with your study?" is written in red. A list of bullet points in yellow chalk describes the tutoring services: "At a time that suits you including nights", "One on one or group study options", "\$95 per hour one on one", "\$60 per hour with groups of 2 to 4", and "You tell us the topic you want to cover". At the bottom, the contact information "Email: admin@nqaeroclub.com.au to make a booking" is written in white. Two pieces of white chalk are shown at the bottom right of the chalkboard.

NORTH QUEENSLAND AERO CLUB NEWS

2015 NORSHIP MARINE AIR RACE—Sunday the 10th of May at 8:00 am.

Dear Atherton Aero Club Members,

We are extending an invitation for any of your members to join in this event for a fun day of flying. Get your nomination in today. Nominate online through the link below

<http://www.ngac.com.au/events-calendar/>

Hope to see you there.

Scott Brady,

President, North Queensland Aero Club

WANTED! GOOD WOMAN

Must be able to clean,
cook, sew, wax aircraft
and navigate.

Must have airplane
and hangar.

PLEASE SEND PICTURE
OF PLANE AND HANGAR



JABIRU ENGINE WORKSHOP—By John Martin

Five of us from the Far North Qld Chapter of the Sport Aircraft Association (Four of us also members of the Atherton Aero Club) headed off to Bundaberg in April to do a three day Jabiru engine course.

This was probably the best aviation \$385 I've spent. If you own a Jabiru then do yourself a favour and sign up for one. They have only just started doing them on a frequent regular basis and unfortunately they are booked out for the rest of the year (including the extra courses added on to cope with the demand).

The course was variously labelled as a 100 hourly course, a general engine maintenance course and also a top end overhaul course. So in a way I had no idea what we were going to do until we started to do it. What it turned out to be was a bulk strip and a supervised top end overhaul with a lot of tips, advice and general information thrown in.

As we are mostly builder-pilots who are going to do just our own hundred hourlies and send the engine back to the factory for bigger stuff it covered more than we are likely to use directly. But the general consensus was that it was an extremely worthwhile course. It gave very informative hands-on exposure to what is inside the engine. While our course did by default cover a lot of the engine stuff involved in a 100 hourly we suggested they actually run a dedicated 100 hourly course and/or do a supplemental airframe course. I suspect these would be equally as popular.

Jabiru staff and factory

We had lots of interaction with all the Jabiru staff from Rod Stiff to the LAMEs and principle instructor, Jason, and even with Nasir, the spare parts manager. (I think we all came back with bags of bits and pieces and parts.) Getting a lot of input from a variety of people increased the worth of the course dramatically.

Even though we stayed at the motel just 500 metres away Jabiru gave us the use of a car which was very much appreciated.

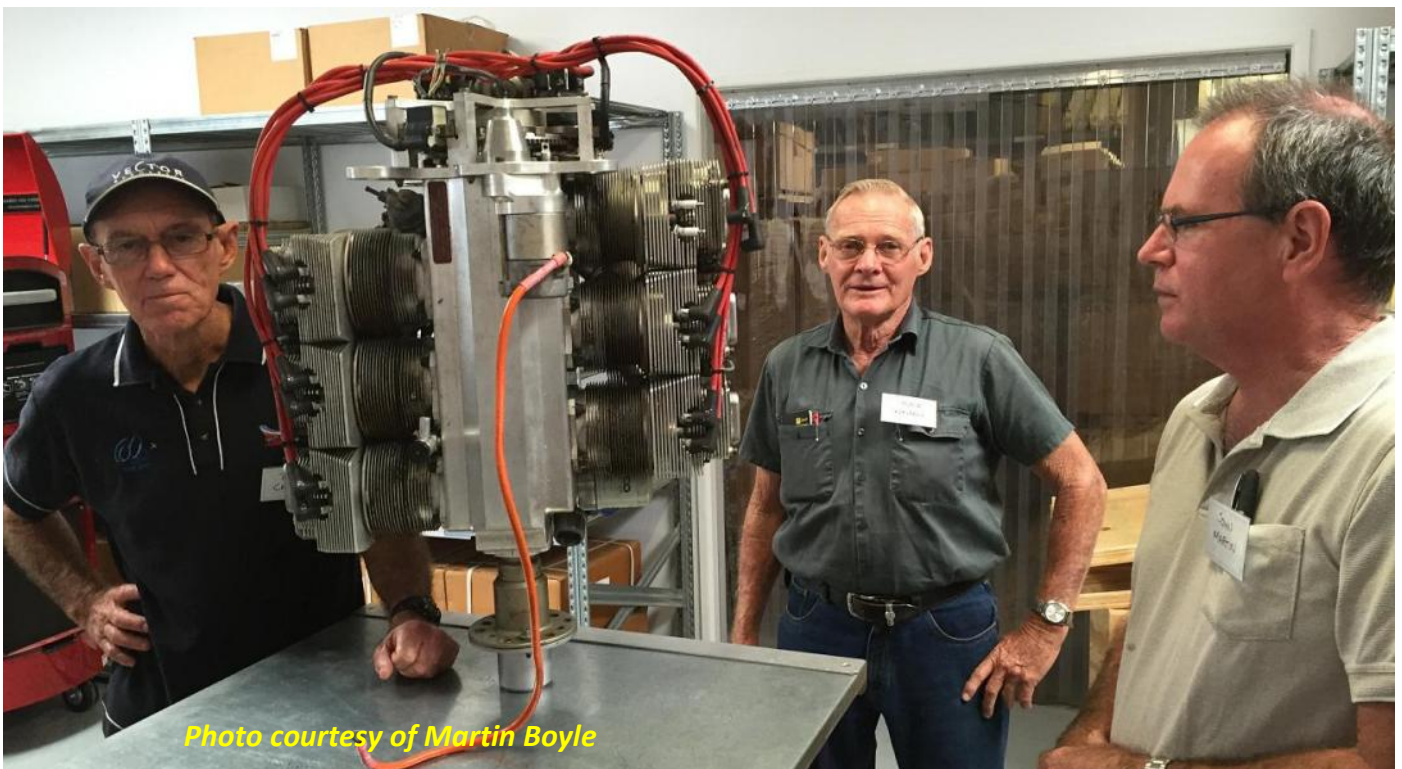


Photo courtesy of Martin Boyle

Continued/

JABIRU ENGINE WORKSHOP (Continued)

The Course Work.

Day One.

On the first day we worked on two engines. One of which was my own, which I had sent back as a trade-in and the other was out of VH-BNP (their J430 demonstrator) which co-incidentally was the first Jabiru I ever flew in.

We used my old engine to do a complete strip and basically get the hang of working on the engine before we were let loose on the one that actually had to go back into an aircraft. It was really useful to see what state my engine was in after 500 hours. (which, by the way, was pretty good. Oil changes every 25 hours seem to work well).

On BNP's engine we did a leakdown test and then stripped off the heads, push rods and pipes.

Day Two.

On the following day we did a clean and hone of my old cylinders and learned how to measure all the components for whether they were still within tolerances. We then measured, prepared and installed new pistons and rings, con rods and bearings. These were then pulled apart and the old bits consigned to the box for reconditioning.

After we had done the pretend rebuild on mine we then further stripped and prepared the heads, rockers and lifter systems from BNP.

Day Three.

The final day saw us putting all the bits back together and return BNP to the state of a working aircraft. After lunch we pushed her out and fired her up. She started first time and ran as sweetly as if some real LAME's had put her together. I suspect they'll get someone to pull her apart and redo all the stuff we did but none-the-less she worked when we did it all.



Continued/

JABIRU ENGINE WORKSHOP (Continued)

Although much of the work was stuff I would probably not do myself it was still a very, very useful exercise. I now know what it all looks like, what's inside and what things actually do. If I needed to pull something down or take a head off I now know how to do it and could do it here. A good deal of the stuff I learned is directly applicable to doing a 100 hourly or hunting down a problem to decide whether it needs to go back to the factory or not.

Other useful stuff

The other very useful thing was to see what tools and equipment they use there. We found a number of very useful things which we will acquire or make for our own hangar workshop. Things like trolleys shaped to fit in under the aircraft engine, valve spring compressors and some other tools will now become part of our workshop as well.

Some other interesting stuff we found tucked in corners included airframes and engines with interesting modifications (some were good ideas and some were a lesson in what not to do!). Some were owner-made changes - some of which were successful and some abject failures (but which didn't stop some of the owners trying to claim warranty and blaming Jabiru for the bad outcomes that resulted from these unauthorised and "already proven to be bad" modifications. Believe it or not! Imagine Toyota or Holden's response if you modified their engine and then claimed the damage on warranty. I couldn't believe it but that's what Jabiru have to face.



R & D

Something that was an eye opener was to see the huge amount of R & D that goes on there, and has gone on over the years.

Continued/

JABIRU ENGINE WORKSHOP (Continued)

R & D (Continued)

In the current world of web forums and user groups there are two accusations that are constantly levelled at Jabiru. That they have not done anything to fix the problems that occur and that they don't listen to users and utilise the ideas others but stick to their own recipe. I can honestly say, " Don't believe it."

There were trial fixes, prototype mods and innovations sitting on benches, in boxes and hanging from the rafters everywhere. Even the lunch room table sports a trialled new flywheel! The new 2210 engine was sitting in an airframe and was run multiple times with one and then twin carbys, while we were there.

When someone suggests that Jabiru should simply do some particular change and their problems would be solved, you can bet there is that exact mod somewhere in the shed and has been tried already. It seems that every suggestion I have read on several Internet forums were already there and had been thought of many moons ago. When prototypes were made they were not always as brilliant as the proponents would believe. Ideas that worked have been incorporated into the engines.

We also found a helicopter (actually the second prototype - I sat in the first on my first trip to Jabiru in about 2000), a Diesel engine and a twin engined Jabiru 230 tucked up in the shed! While the helicopter and the diesel were trialled and abandoned the twin is still in the pipeline. Keep an eye out for that one in the future. If you like the idea of twin engines to get you home then this might be your next aircraft! And what's even better is they are retro-fittable to a J230 or J430.

The Jabiru Saga

In the current situation with the CASA instrument about Jabiru engines it was also very useful to get the Jabiru side of things and hear what has been happening in the background. When you hear the full story it makes you shake your head in wonder at the way the situation has evolved. While I obviously have a leaning toward Jabiru, even with trying to be even handed it's hard to see that the regulator approached the whole debacle from anything other than an indefensible position with indefensible evidence and relied on their position of absolute power, without the need to conform to the tenets of natural justice. But that's another story which would take an article in itself.

All in all, the three days was three days well spent. It was well worth the time and cost and if they have any other courses of any sort I'll be the first to put my name down.



STARKE AIRFIELD FLY-IN—Photos David Graham



More Starke Fly-In Photos





The Starke Entertainers



See the Presidents Report on page two for Dave Graham's Starke Fly-In story

Just love that long Nose-wheel strut



OPERATIONAL INFORMATION Cassowary Coast CTAFs

1. New Aerodrome Charts

A check of the latest on-line edition of ERSA (05 March 2015) will reveal two new entries in the list of aerodromes, Tully and Cardwell/Dallachy.

Symbols for those two aerodromes will eventually be included in future editions of local area charts, i.e., WAC, VNC, ERC (L) etc.

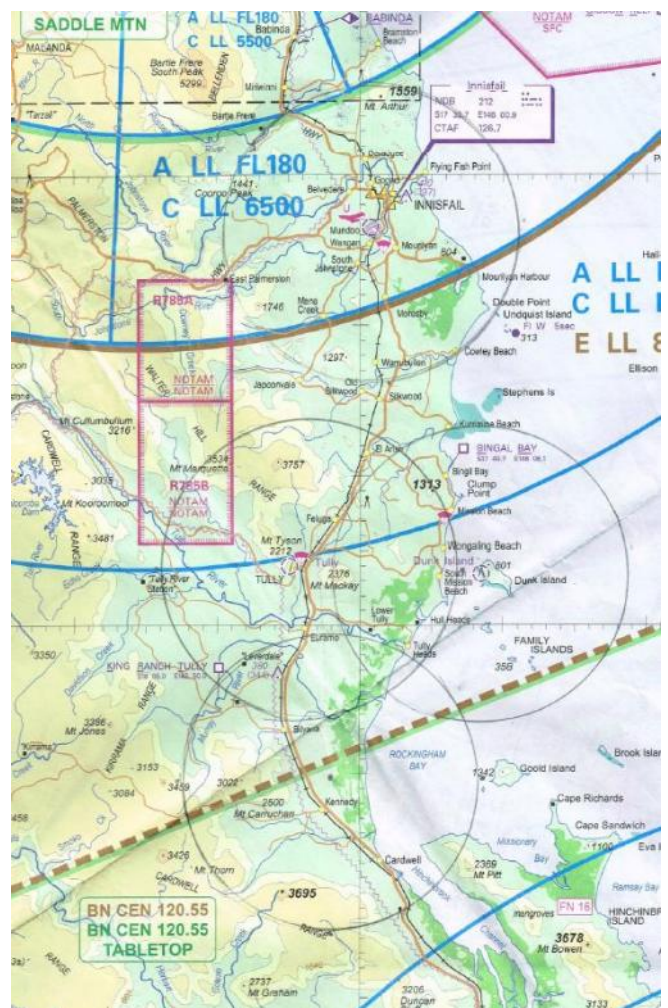
The appropriate CTAF frequency for use when operating in the vicinity of those aerodromes is 126.7 as shown on the new ERSA charts, not the local VHF Area Frequency as was previously the case.

2. Proposed Revised Cassowary Coast CTAF Frequency

Radio congestion has been reported by aircraft using Innisfail aerodrome, as the VHF frequency for Innisfail (126.7 MHz) is also shared with Mareeba, Atherton, Tully, Dunk Island, Ingham and Palm Island (ED—also Cooktown and other inland airfields). To add to possible confusion on the radio, the runway orientation at Palm Island matches the main runway at Innisfail. Daily skydiving flights are conducted from Innisfail and Tully, and Innisfail's NDB is regularly used for pilot training.

A proposal has been made to establish a Broadcast Area CTAF on a discrete frequency extending approximately from Mirriwinni along the coast to south of Cardwell/Dallachy.

At time of publication of this newsletter, the proposal was still under consideration. Pilots should check NOTAMS regularly for details if and when a change takes place.



The attached chart (courtesy of Gareth Davey) has had a 10nm radius marked around Innisfail, Tully, Dunk Island and Cardwell/Dallachy. Aircraft transiting the area below approximately 3000 feet would need to remain almost continuously on 126.7.

NOTE: The area frequency of 124.6 (north of the green dotted line) is currently not being monitored by Brisbane Centre due to interference. Refer NOTAM. The alternative frequency 120.15 should be used if contact with Centre is required.

LOCAL HAPPENINGS— Congratulations to the following RAAus Pilots. Both achievements in the NQAC Jabiru at Mareeba.

MATT CAHILL

Pilot Certificate, 3rd March



MEGAN PARKER

First Solo, 14th April



The Fastest Guys Out There

Written by Brian Schul - former sled driver

There were a lot of things we couldn't do in an SR-71, but we were the fastest guys on the block and loved reminding our fellow aviators of this fact.



People often asked us if, because of this fact, it was fun to fly the jet. Fun would not be the first word I would use to describe flying this plane. Intense, maybe. Even cerebral. But there was one day in our Sled experience when we would have to say that it was pure fun to be the fastest guys out there, at least for a moment.

It occurred when Walt and I were flying our final training sortie. We needed 100 hours in the jet to complete our training and attain Mission Ready status. Somewhere over Colorado we had passed the century mark. We had made the turn in Arizona and the jet was performing flawlessly. My gauges were wired in the front seat and we were starting to feel pretty good about ourselves, not only because we would soon be flying real missions but because we had gained a great deal of confidence in the plan in the past ten months. Ripping across the barren deserts 80,000 feet below us, I could already see the coast of California from the Arizona border. I was, finally, after many humbling months of simulators and study, ahead of the jet.

I was beginning to feel a bit sorry for Walter in the back seat. There he was, with no really good view of the incredible sights before us, tasked with monitoring four different radios. This was good practice for him for when we began flying real missions, when a priority transmission from headquarters could be vital. It had been difficult, too, for me to relinquish control of the radios, as during my entire flying career I had controlled my own transmissions. But it was part of the division of duties in this plane and I had adjusted to it. I still insisted on talking on the radio while we were on the ground, however. Walt was so good at many things, but he couldn't match my expertise at sounding smooth on the radios, a skill that had been honed sharply with years in fighter squadrons where the slightest radio miscue was grounds for beheading. He understood that and allowed me that luxury. Just to get a sense of what Walt had to contend with, I pulled the radio toggle switches and monitored the frequencies along with him. The predominant radio chatter was from Los Angeles Center, far below us, controlling daily traffic in their sector. While they had us on their scope (albeit briefly), we were in uncontrolled airspace and normally would not talk to them unless we needed to descend into their airspace.

We listened as the shaky voice of a lone Cessna pilot asked Center for a read out of his ground speed. Center replied:

November Charlie 175, I'm showing you at ninety knots on the ground.

Continued/

The Fastest Guys Out There (continued)

Now the thing to understand about Center controllers, was that whether they were talking to a rookie pilot in a Cessna, or to Air Force One, they always spoke in the exact same, calm, deep, professional, tone that made one feel important. I referred to it as the “Houston Center voice.” I have always felt that after years of seeing documentaries on this country’s space program and listening to the calm and distinct voice of the Houston controllers, that all other controllers since then wanted to sound like that... and that they basically did. And it didn’t matter what sector of the country we would be flying in, it always seemed like the same guy was talking. Over the years that tone of voice had become somewhat of a comforting sound to pilots everywhere. Conversely, over the years, pilots always wanted to ensure that, when transmitting, they sounded like Chuck Yeager, or at least like John Wayne. Better to die than sound bad on the radios.

Just moments after the Cessna’s inquiry, a Twin Beech piped up on frequency, in a rather superior tone, asking for his groundspeed.

I have you at one hundred and twenty-five knots of ground speed.

Boy, I thought, the Beechcraft really must think he is dazzling his Cessna brethren.

Then out of the blue, a navy F-18 pilot out of NAS Lemoore came up on frequency. You knew right away it was a Navy jock because he sounded very cool on the radios.

Center, Dusty 52 ground speed check.

Before Center could reply, I’m thinking to myself, hey, Dusty 52 has a ground speed indicator in that million-dollar cockpit, so why is he asking Center for a readout? Then I got it, ol’ Dusty here is making sure that every bug smasher from Mount Whitney to the Mojave knows what true speed is. He’s the fastest dude in the valley today, and he just wants everyone to know how much fun he is having in his new Hornet.

And the reply, always with that same, calm, voice, with more distinct alliteration than emotion:

Dusty 52, Center, we have you at 620 on the ground.

And I thought to myself, is this a ripe situation, or what? As my hand instinctively reached for the mic button, I had to remind myself that Walt was in control of the radios. Still, I thought, it must be done – in mere seconds we’ll be out of the sector and the opportunity will be lost. That Hornet must die, and die now.

Continued/

The Fastest Guys Out There (continued)

I thought about all of our Sim training and how important it was that we developed well as a crew and knew that to jump in on the radios now would destroy the integrity of all that we had worked toward becoming. I was torn. Somewhere, 13 miles above Arizona, there was a pilot screaming inside his space helmet.

Then, I heard it. The click of the mic button from the back seat. That was the very moment that I knew Walter and I had become a crew. Very professionally, and with no emotion, Walter spoke:

Los Angeles Center, Aspen 20, can you give us a ground speed check?

There was no hesitation, and the replay came as if was an everyday request.

Aspen 20, I show you at one thousand eight hundred and forty-two knots, across the ground.

I think it was the forty-two knots that I liked the best, so accurate and proud was Center to deliver that information without hesitation, and you just knew he was smiling. But the precise point at which I knew that Walt and I were going to be really good friends for a long time was when he keyed the mic once again to say, in his most fighter-pilot-like voice:

*Ah, Center, much thanks,
We're showing closer to nineteen hundred on the money.*

For a moment Walter was a god. And we finally heard a little crack in the armor of the Houston Center voice, when L.A. came back with,

*Roger that Aspen,
Your equipment is probably more accurate than ours.*

You boys have a good one.

It all had lasted for just moments, but in that short, memorable sprint across the southwest, the Navy had been flamed, all mortal airplanes on freq were forced to bow before the *King of Speed*, and more importantly, Walter and I had crossed the threshold of being a crew. A fine day's work.

We never heard another transmission on that frequency all the way to the coast. For just one day, it truly was fun being the fastest guys out there.

<https://www.facebook.com/video.php?v=600729236728703> SR71 Video Part 1

AIRCRAFT FOR SALE

Jabiru J160-C 24-4926

Factory Built January 2007

\$52,000 ono (no GST)

Hangared at Atherton



In excellent condition and has been well looked after.

Current hours approx. 340 (Engine and Airframe).

Standard J160-C with dual Microair Transceivers and single Transponder.

Adjustable foot pedals.

Engine compressions good.

Oil usage over past 5 years has been 1 litre per 30 hours.

GPS – Garmin Aera 500 (touch screen) attached to top of dash.

Covers for cabin and prop.

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Contact: Jon Collins 0438 634411 or jc4487@gmail.com



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\$50,000

Contact Jon Collins on 0438 634411 or jc4487@gmail.com

ATHERTON HANGAR FOR SALE

Contact Barry Smith on 0457 816 761 for further details.

Barry's Savannah has been **SOLD** to a new owner in the Darwin area.

Barry has fitted the wings to his Pietenpol and they are now ready for covering and painting.



(Previously the Pink Peril)

AIRCRAFT FOR SALE

Piper Cherokee PA-28-140
1971 Model
Registration VH-RRO

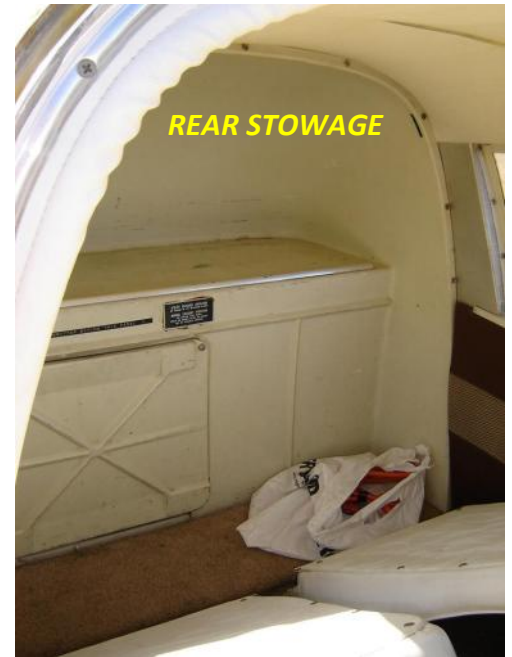
Price: \$36000 no GST



150hp, TTIS 7800hrs approx., Prop & engine 700hrs TBO approx., fresh 100 hrly, located Townsville QLD, excellent maintenance history, all ADs complete, rebuilt ailerons, new wing walk skins, new spinner, AGM battery, near new carpets, Met-Co-Aire Hoerner wing tips, NTVFR. Bendix King KX 170, NARCO COM 11A, Bendix ADF-T12c, King KT 78 Transponder, AvMap EKP IV 7" GPS. View wingtip modification information at:

http://www.metcoaire.com/technical/tech_hoerner_design.shtml

Contact: David Henry 0407 400 783



INTERESTING and/or USEFUL LINKS:

<http://experimenter.epubxp.com/i/457474-feb-2015>

<http://experimenter.epubxp.com/i/471466-mar-2015>

<http://experimenter.epubxp.com/i/492505-apr-2015>

EAA Experimenter eMagazine February, March & April 2015

http://jabiru.net.au/images/Jaba_Chat_Feb_2015.pdf

http://jabiru.net.au/images/Jaba_Chat_March_2015.pdf

Jabiru Chat Newsletter February & March 2015

<http://www.flightsafetyaustralia.com/2015/02/>

<http://www.flightsafetyaustralia.com/2015/03/>

<http://www.flightsafetyaustralia.com/2015/04/>

Flight Safety Australia Magazine February, March & April 2015

<https://www.youtube.com/watch?v=6PmjjEYMYEg&feature=youtu.be>

Canberra Ballooning Spectacular 2015

<https://www.youtube.com/embed/SE71NJI-naY?autoplay=1>

B737 Assembly Line, Charleston, SC.

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We deliver throughout the Far North

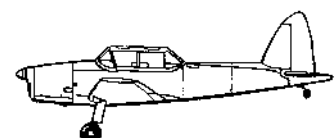
ATHERTON AERO CLUB MONTHLY BBQ

Our next get-together will take place on **SUNDAY the 17th of MAY** commencing 10am.

The usual get-together and chat followed by a BBQ lunch.

Venue: Ian Graham's Hangar

Left side on the Atherton Aerodrome access road.



Atherton Aero Club

AAC—2015 EVENTS CALENDAR

- April** *Fri 24th to Sun 26th Udara Lave Tubes
for the Rock and Blues festival*
- May** *Fri 22nd to Sun 24th—Old Station Fly-In & Heritage Show.*
- May** *TBA—Possible Bowen Fly-In (not the first weekend).*

(See RAA Web site for other RAAus 2015 Fly-Ins).

North Queensland Aero Club

NQAC—2015 EVENTS CALENDAR

- May** *Sunday 10th—Norship Marine Air Race*
- June** *TBA—Tarmac Black Tie Ball.*
- July** *Sat 4th & Sun 5th—Fly-In (Einasleigh or Statten River.*
- August** *Sunday 16th—Spot Landing Competition, Atherton.*
- October** *Sunday 4th—AGM.*
- November** *Sunday 15th—Fun Night.*
- December** *Saturday 5th—Wings Night, Cairns Casino.*

Other regular club events:

BBQ—First Friday of each month,

Evening BBQ/Afternoon Tea—Mareeba hangar 2nd Saturday Afternoon of each month.



**Atherton
Aerodrome Apartment**
Accommodation for you and your plane!

Modern Self-Contained Apartment
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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"/> \$ 45.00	Single Member	Single member with voting rights
<input type="checkbox"/> \$ 55.00	Family Member	Two members with voting rights
<input type="checkbox"/> \$ 35.00	Associate Member	Single member with NO voting rights
<input type="checkbox"/> no charge	Student Member	Single member with NO voting rights

PAYMENT

Forms to be sent to: *The Treasurer* or email to: treasurer@athertonaeroclub.org
Atherton Aero Club
PO Box 227
ATHERTON QLD 4883

Payments can be made by: *Cheque, cash, EFT or at the Bendigo Bank*

EFT Details: *Atherton Aero Club BSB 633108 ACC 114331796 (Ref - Your Name)*

I hereby apply for membership to the Atherton Aero Club and agree to abide by the Constitution and any rules and regulations thereof. I further agree that my contact details may be made available to other members of the association as the Management Committee deems necessary.

Signed _____ Dated _____

Print name: _____ Print name: _____

OFFICE USE ONLY

Membership type		Receipt No		Fee Paid	\$
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