

Newsletter No. 286 – April/May 2016



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.



Day 1 of Bob Hayes' Balloon Class 3 training with some familiar faces among the self-loading ballast



Atherton Aero Club - Committee Contacts

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

PRESIDENTS REPORT—MAY 2016

Hello Fellow Aviators.

I would like to welcome all new members, Corporate Sponsors and Foundation Members.

The AGM, held in the new Club House was well attended and I am pleased to stand as president for another year, I would like to thank those who have put their hands up to help on the committee again this year.

The year is racing away and we are into the cooler months finally, although the weather has not been too kind of late. Hopefully it will improve and allow for some more local flying.

The New Club Facility is taking shape. We now have water and power, thanks to Jack and Ian for their efforts. Thanks to Tracey for getting the signs made up too. Our priority is to get the kitchen and lights working then the Weather Station up and running again, Honour Boards and Sponsorship Plaques mounted. There is heaps of work going on in the background with Jon managing the finances, Simon mowing the building surrounds etc. We have a list of jobs to be done so please contact me if you can help in any way. As they say many hands make light work.

We had our first visitors last Sunday from Darwin. A couple of Jabiru's and a Cessna 172 called in for the night. We cooked up a BBQ, had a few cold ones and chatted about everything aviation as usual. They were travelling from Emkaytee which is just outside the southern boundary of Darwin Airspace across to Bourke town then to Atherton. They then tracked up the coast past Cooktown to the Cape and back down the western side to Karumba and home. Emkaytee is a great place to land if you are visiting Darwin and its surrounds, without the dramas of Controlled air space and security.

Congratulations to Ian, who just purchased a very tidy Cessna 150. We look forward to seeing him up flying more regularly again.

NQ Aero Club had a trip to Musgrave last weekend with 3 aircraft going. Weather was marginal and that kept a few of us on the ground. We have arranged a fly in to Innisfail for a breakfast, I will keep you all posted with dates and times but it should be early July at this stage. Also please remember the new frequency in the Cassowary Region 132.9 which includes Innisfail despite what the chart says. There is a fly in and air show at Old Station on the 27th, 28th and 29th May. This is a great weekend and, although it is a bit of a trip, it is well worth the effort with Matt Hall, Paul Bennet and the Roulettes performing.

If anyone is interested check the link http://www.oldstationflyingclub.com.au/fly_in.php

For those who want to test their navigational skills NQ Aero Club have the Norship Air Race on Sunday June the 12th so call up and nominate before it's too late.

With a few events coming up along with the regular Monthly BBQ and Meetings the calendar has plenty happening. On a social note we will be holding a movie night in August, date to be confirmed.

Regards

Dave Graham, President



EDITOR'S NOTE - by Bill Gronbeck

Hello and welcome to Newsletter No 286. In this issue—lots of photos, some interesting links and more on local pilots and their aircraft,

A thank you to Ian Graham, Bob & Tracey Hayes and 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

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.



Results of Board Election - North Queensland

Board Election

RAAus wishes to advise that Frank Marriott has been appointed to the board. Frank was elected with a clear majority of votes as follows:

In total 93 eligible votes were received, with 5 informal votes.

Frank Marriott 48

Luke Bayly 24

Alan Middleton 21

EDITORS NOTE: At the time of this newsletters publication the RAAus web page still did not show any contact details for Frank Marriott the newly elected NQ Representative. We look forward to meeting Frank in the not too distant future.

2016 Aero Club Facility - Fund Raising

Foundation Memberships

Greg McNab	200
Bill Owen	200
Alf Horne	500
David Gillieson	200
David Camp	200
Heather Camp	200
Jon Collins	200
Ray Fry	200
Ian Kidner	200
Bill Gronbeck	200
Kevin Priestly	200
Dave and Connie Graham	200
Hunter and Mitchell Jacob	200
David Spackman	200
Martin Boyle	200
Teddy Powell	250
Graeme Bell	200
Mark Aitken	200
Mellory Aitken	200
Jane Errey	200
Simon Perkins	200
Rob Mauloni	200
Tracey and Bob Hayes	200

4,950

Foundation Corporate Sponsorship

Bill Owen Insurance	500
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	<u>5,000</u>
<u>Grand Total</u>	<u>9,950</u>

Thank you all for your generous contribution.

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IN THE CLUB NEWSLETTER. Contact Editor Bill Gronbeck.**

ALTIMETER FAILURE (Continued)

2. Some transponders are capable of displaying an altitude and can be set to reference a particular QNH. The altitude transmitted to ATC is based on standard pressure 1013; the ATC secondary surveillance radar (SSR) then adjusts the transmitted pressure altitude for area QNH to get an actual altitude AMSL.

NOTE -The transponder is normally plumbed into the aircraft static system.

Again, check out the capabilities of the aircrafts transponder the next time you fly one that is so equipped. Altitude displays from a popular model are shown below.



*Pressure Altitude in Feet
referenced to 1013*



*Altitude in Feet
referenced to QNH*

3. Should you be flying an aircraft with an electronic flight instrument display (EFIS) you will have another altitude display, also plumbed into the aircraft static system. The Operating Handbook for the particular equipment will detail setting options. Shown below is one of the altitude displays available on the popular Dynon D10A EFIS.



PRE-TAKE OFF SELF BRIEFING BY PILOTS OF SINGLE ENGINE AIRCRAFT

The Australian Transport Safety Bureaus publication **Avoidable Accidents No 3, Managing partial power loss after take-off in single engine aircraft** shows that statistically, *Partial* engine failure events have a much higher fatality rate than that for *Complete* engine failures.

A copy of the publication can be downloaded from the following link;

www.atsb.gov.au/publications/2010/avoidable-3-ar-2010-055/

An excellent article and well worth the read.

That publication also makes reference to the value of a **Pre-Take Off Self Briefing**.

Normal practice in multi-crew, multi-engine aircraft is for the crew to conduct a Pre-Take Off Briefing covering such things as aircraft configuration, expected departure path, the procedure in the event of an engine failure, etc. The briefing can be simple or quite complex depending on the situation. Regardless of that, the purpose is to ensure that all crew members fully understand what to expect during the take-off and departure.

Let us now switch to what is reality for the rest of us - a recreational pilot flying a single engine aircraft. The following is an example of the type of Take-Off Safety Brief the Pilot of a Single Engine Aircraft should give to his or her self Prior to Lining Up:



- ***The take-off safety speed for this aircraft is (e.g. 66) knots.***
- ***Should I have an engine failure during the take-off run, I will close the throttle and apply brakes evenly.***
- ***Should I have an engine failure after take-off with sufficient runway remaining, I will close the throttle, lower the nose to maintain (e.g. 65) knots, lower flap and land.***
- ***Should I have an engine failure after take-off with insufficient runway remaining, I will close the throttle, lower the nose to maintain (e.g. 65) knots, look 30 degrees to either side, select the most suitable area, lower flaps as required and land.***

Conducting a self-brief before every take-off helps us recall the actions needed to successfully cope with an unexpected emergency. The more often these actions are refreshed the more automatic they will become if we are faced with the real thing:)

RECENT VISITORS

Earlier in May the club provided a welcoming BBQ for a group of Darwin flyers over-nighting in Atherton on their way up to Cape York. If you are over their way make sure to drop in at Emkayte situated just south of the Darwin control zone. Originally a WW2 military airstrip, Emkaytee is the main base for recreational flying in the Darwin area.

EDITOR—My first visit to Emkayte was nearly 20 years ago. Even then it was a hive of activity with a friendly mix of GA and Ultralight aircraft and pilots.



PILOTS & THEIR AEROPLANES

An occasional look at what our local flyers and builders are up to.

6. Lloyd English

Lloyd is another active Innisfail flyer. His first aircraft being a Skyfox, a type that he still flies (although not the same one). Lloyd shares his time between the Skyfox and his later acquisition, the RV6 shown below on a recent visit to the Tablelands. The RV6 does the aerobatics that the Skyfox doesn't.



ABOVE: The other toy

CENTRE RIGHT: Lloyd doing what he likes best

RIGHT: Inside the RV6.

PILOTS & THEIR AEROPLANES

7. Nat & Robert Jaques

Nat and son Robbie commenced flying with the purchase of their first aircraft, a Rotax 582 powered Micro-light. Since then it has been onwards and upwards with later model trikes, gyrocopters and the building of a Zenair 750 STOL ultralight.

Having gained experience with the Zenair as a land plane Nat has now fitted a set of floats for water operations. Floatplane endorsement in the near future.



PILOTS & THEIR AEROPLANES

8. Rob Mauloni

Rob has been flying gyrocopters privately for quite some time. In recent years he gained his instructor rating and is now in demand as one of the few gyrocopter training schools (North Queensland Gyrocopters) available in our area. We caught the following photos of Rob and his machine during a recent visit to Innisfail.





ATHERTON AERO CLUB MONTHLY BBQ

Our next get-together will take place on **SUNDAY the 19th JUNE** commencing 10:30 am and followed by a BBQ lunch .

Venue: The Club's **STORAGE FACILITY**, Atherton Airport.



A huge turn out at the Old Station Fly-In 28th May 2016

- Early photo courtesy of Dave Graham. More next issue

What did you do on the ANZAC Day holiday ?

Go to the Parade, sleep in, chill out or did you have to go to " Work " like Phil Frawley an old Air Force mate of mine.

Work was doing ANZAC Day flyovers, over Sydney & Newcastle in a fast Jet.

In January 1969 Phil, myself and 130 young lads joined the RAAF 23 Intake as Electrical & Mechanical Apprentices.

Phil was selected for Pilot Training in the early 70's and at 64 years old is the World's Oldest Fully Operational Fighter Pilot.

His nearest rival to the records is a retired Russian Pilot at 52 years.



Check out the Guinness World Record Book and search World's Oldest Fighter Pilot or you can check out Phil's site at www.fighterjet.com.au and you too can be jealous.

Phil's very proud kids put up this site about their amazing Dad.

The last time I spoke to Phil in person was at a Bundaberg Air Show where he was doing displays in a BAE 127 Hawke .

We keep in touch on FaceBook, he is the only one still in the RAAF from our 23 Intake but you can see what the attraction is.

Story by Ian Graham

Permission given by Phillip Frawley.



NORTH QUEENSLAND AERO CLUB NEWS

The NQAC Mareeba Base



The route for this year's race is **Mareeba to Cooktown via Port Douglas** (even the C152's can enter this one) and on the way back is **Cooktown to Mareeba via Maitland Downs and Mt Mulligan**

It would be great to see all club aircraft and members participating. Ideal for aviators with all levels of experience from the student just starting out the most experienced pilots.

For our members who would like to the opportunity to promote their business, **we have the following sponsorship opportunities remaining:**

Bronze Sponsorship (7 places available)

Your business logo (small size) displayed on all advertising material (including specially designed polo shirts, posters, facebook advertising & members emails) for the air race.

Special mention at a presentation at Wings Night, Appreciation trophy – presented at wings night, 1 x air race polo shirt.

Only \$250 per place.

NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

“Just where is the Mareeba Flying Training Area?”

A question often asked by pilots of aircraft transiting the Mareeba area. Understandable as there is nothing shown on AirserviceAustralia charts. For the information of pilots unfamiliar with the Mareeba area, a map showing the NQAC training area boundaries is included below.

NOTE that the Missionary Aviation Fellowship and Great Barrier Reef Helicopters use slightly *different* training areas.

The map shown below is the area designated by the NQAC and approved by CASA as the Mareeba Flying Training Area; the area to which student pilots are restricted during their initial solo training and in which Dual Training will usually (but not always) be conducted.

NQAC training operations may take place anywhere within the designated area below the overlying control area steps. Mareeba has become quite busy with an increasing amount of rotary and fixed wing training flights on and around the aerodrome. Add to that other aircraft funnelling through the area to avoid terrain and remain outside control airspace and it can get pretty hectic, so please **LOOK OUT, LISTEN OUT** and make the recommended **RADIO CALLS** when operating within or close to the Mareeba CTAF area.



More Photos From Page 1



More happy faces from the Day 2 flight



MIND CONTROL

I was part of an Australian team based for several months in Duluth Minnesota, a few years back.

We were underwater mapping (Laser Airborne Depth Sounding) Lake Superior from the Fokker F27 (VH-EWP).

Some of the more paranoid locals thought that we were the CIA spraying mind control chemicals. The attached would have made a great April the 1st leak to the press. 😊

SteveWx

Pilots: Which Is Your Favorite Chemtrail Setting?



DISCIPLINE FROM FATHER (A Pilot Father's Love)

Most people today think it improper to discipline children and as such I have tried another method to control my kids when they have had one of 'those moments.'

Since I'm a pilot, one method that I have found very effective for me is to just take the child for a short flight during which I say nothing and give my child the opportunity to reflect on his or her behaviour.

I am not sure whether it's the steady vibration from the engines, or just the time away from any distractions such as TV, video games, computer iPod etc. Either way, my kids usually calm down and stop misbehaving after our flight together. I believe that eye to eye contact during these sessions is an important element in achieving the desired results.

I've included a photo on the next page taken during one of my sessions with my son in case you would like to use the technique. Should work with the grandkids too.



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“At this time I’d like to ask you to remain calm, fasten your seat belt and flap your arms just as fast as you can.”



INTERESTING and/or USEFUL LINKS:

<https://www.youtube.com/watch?v=H-mkUgkwaR0>

Canberra Balloon Festival 2016—Bob Hayes

<http://www.avweb.com/news/features/A-Little-Night-Freight-Music-226200-1.html>

A Little Night Freight Music

<http://www.flightsafetyaustralia.com/2016/05/power-plus-attitude/>

Power plus Attitude = PERFORMANCE

<http://airfactsjournal.com/2016/05/takeoff-riskiest-three-minutes/>

A repeat of Kevin's Facebook post. Just as applicable to VFR pilots as IFR

"before takeoff the pilot has to acknowledge that the next three minutes will be totally critical."



Takeoff: the riskiest three minutes - Air Facts Journal

There has been a rash of takeoff accidents featured in the news. That cabin-class Cessna hitting the trees in Alabama was dramatic, as was the footage of the Beech Duchess in a yard in Florida. There have been a lot others and when I read of these...

AIRFACTSJOURNAL.COM | BY RICHARD COLLINS



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Atherton Aero Club

AAC—2016 EVENTS CALENDAR

June *Sunday 19th—Monthly BBQ at our Atherton Airfield facility*

July *Date TBA—Innisfail Breakfast Fly-In*

OTHER AVIATION EVENTS

(Check the RAAus Web site for other Coming Events)

North Queensland Aero Club

NQAC—2016 EVENTS CALENDAR

June *Sunday 12th—Norship Marine Air Race*

More from the Old Station Fly-In





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

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Atherton Aero Club - Membership Application / Renewal

- New Member
 Returning Member



PERSONAL DETAILS

Full name				Date of Birth			
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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 633000 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: _____

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Membership type		Receipt No		Fee Paid	\$
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