

Newsletter No. 277 – November/December 2014



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.



Balloons Over The Tableland—Courtesy Bob & Tracey Hayes

<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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EDITOR'S NOTE - by Bill Gronbeck

Hello and welcome to Newsletter No 277. A while since the last issue due to Mr & Mrs Editor being away on an overseas holiday for nearly two months.

A thank you to those who contributed to this edition. Please contact me with your newsletter contributions on any of the following: (07) 4036 2868 or 0408 073 142 or by email at - billgron@bigpond.com

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.



PRESIDENTS REPORT NOVEMBER 2014

Hi everyone.

How fast has this year gone, can't believe we are in November already. And Christmas is just around the corner. In saying that if you have not put your name down for our Christmas party at the Tinaroo Lodge then get onto Ian Graham and confirm your attendance also we require payment prior to this event. Payment can be made by direct deposit into our bank. Bill has included full details in this newsletter.

A few months ago we flew out to Einasleigh for a swim and lunch, with about 6 aircraft including the guys from Innisfail. Great day out there but the water was still chilly. Another fly-in we attended was at Brian's strip (Santolins) near Tully and what a smooth strip it is. Thanks Brian all for the hospitality we had a nice morning.

The lease is all sorted now for our storage shed, and I have been working on methods to obtain funding. I have received a letter from the minister as a response to Shane Knuth's letter which he read in parliament. The minister acknowledged our request for funding and advised the gaming channel would be best suited to our request. Jon Collins will start looking at grant applications.

DJ had a important birthday this year and we celebrated it in style with a great fancy dress theme. This is how to celebrate your 60th with most dressing up. Great night was had by all.

Also NQ Aero Club recently held their annual Wings Night at The Crown Casino in Cairns. This was also a wonderful night and thanks to all the organisers for a successful evening.

As Connie and I will be away we are unable to attend the next meeting we look forward to seeing as many as possible at the Christmas party.

Safe flying

Dave Graham, President, Atherton Aero Club



FROM BONANZA TO GLASAIR—By Dave Graham



Well most of you would know Connie and I sold our beautiful Bonanza, after 150 hours of absolute pleasure we decided to put the F33 on the market and she sold in no time, the new owner taking her to a new home at Forbes in NSW.

With the Bonanza gone we were looking at something else to satisfy the hunger to fly.

Standing in a queue to catch a flight home from Melbourne I was as usual stalking all aviation market web sites and spotted a nice Glasair Super II RG. I called the owner/ builder "Brian" and had a quick chat before boarding. He emailed me a heap of information which gave me some good reading material for the trip home. I also downloaded the specs of the aircraft and user manuals for the instruments like the GPS the Dynon Skyview and the Auto pilot. This helps to familiarise yourself when you get into the cockpit for the first time.

This aircraft gives us retract, constant speed, and much less fuel burn all at 180knts. VH-JBB ticked the boxes for what we are looking for at this stage in our flying life.

The aircraft was based at Murwillumbah South of the Gold Coast air port.

We worked the pick-up with a trip to Brisbane for our youngest daughters 21st birthday, so the old saying of two birds with one stone suited this.



FROM BONANZA TO GLASAIR—Continued

Friday morning the family drove down to meet with Brian and see the Glasair. I went for a familiarisation flight with Brian's son Peter, who is a retired airforce test pilot, currently flying for Jetstar, so to say I was a bit nervous was an understatement. The aircraft sat outside Brian's hanger waiting for us to arrive. JBB presented beautifully just like the pictures and Brian had build a magnificent aircraft. It must have been difficult saying good bye.

Peter and I went through all checks thoroughly then took off around Mt Warning to Casino, where we conducted some circuits. A little more slippery than the Bonanza but I soon had her speeds sorted and the landings were under control. We headed back to Murwillumbah, and on the way back Peter showed me the stall characteristics which were very docile. After landing and a debrief Connie and I submitted a flight plan to Hastings Point then coastal at 500 feet past the Gold Coast Airport and the high rises up past Southport and following the beach along Stradbroke and Moreton Islands, across to Bribie and back into Redcliffe.

While taxing I contacted BNE centre and received my code and once airborne received clearance through Gold Coast CTR. The tower made me hold in a pattern to sea as a 737 was on down wind and we were traveling quicker than the controller anticipated. Once the heavy was out the way we proceeded up the coast and this is an amazing flight. Looking up at the buildings seemed strange but fun. All the time concentrating on this new environment we were in. Off Stradbroke Connie spotted a mother and calf humpback whale both breaching for us as we circled watching the show. We then climbed to round Cape Moreton, then in no time joining crosswind at Redcliffe. Once tied down we were picked up by Connie's folks and stayed the weekend there enjoying some family time which we miss living in the far north.



Left—Passing the Gold Coast



Right—At Murwillumbah

The weather gods were smiling but only for a short time on Monday morning as a trough was approaching so we headed off early.

We flew coastal along Bribie and Caloundra (our old stomping and flying ground) into the Sunshine Coast to say goodbye to James who wanted to see the new plane.

FROM BONANZA TO GLASAIR—Continued

Flight plan submitted we took off direct for Rockhampton at 8,500 ft but they were having radar issues so a late clearance had us descend and divert to Emu Park then with clearance we climbed direct to Mackay, where we landed and ran like hell to the toilet which if anyone has landed at Mackay the toilets are a real hike from the fuel bowser.

We refuelled and continued, departing Mackay climbing again to 8,500 ft. BNE centre were fantastic as usual and we were cleared direct over Townsville and in no time descending into Atherton. 4.5 hours flying time from Redcliffe via Sunshine Coast, Mackay to Atherton, with no wind to help at all.



We had a great trip and we are enjoying the Glasair, with lots more trips coming up.

Regards David and Connie Graham



Skybolt building progress...



My Steen Skybolt has been progressing in recent months. After several large (and expensive!) packages were received from Steen Aero and Aircraft Spruce, I was able to commence building in earnest! It took several months to work out how the previous builder was doing things and, along with the plans, work out all the hardware required for the wings and fuselage. I have been building the lower ailerons with the starboard aileron now complete. I have been gaining experience with the T88 epoxy system and the System Three Clear Coat product. Each of these epoxies takes about 24 hours to dry so progress at times is rather slow.

The project came with some very useful wing rib jigs so the current task is making the 24 upper wing ribs. Each rib has 24 ply gussets and 14 carefully cut pieces of $\frac{1}{4}$ " x $\frac{1}{4}$ " spruce. Several days were spent cutting up all these bits so that all are now ready to glue up using the wing rib jig. It takes about an hour to glue up each rib and then 24 hours for the glue to set. A long, tedious process but I am enjoying it immensely! It is very rewarding to see the pile of completed ribs grow!

When these ribs are completed, the next stage is to build the upper wing. The spars have been profiled and the two large workbenches are ready to be laser-levelled. I am really looking forward to putting all the pieces of the upper wing together!

I have also created a "Kitlog" website to record my progress. I try and update this website weekly so if you are interested, you can follow my progress on www.mykitlog.com/jc4487.

Jon Collins



NORTH QUEENSLAND AERO CLUB NEWS

Good to see a strong Atherton Aero Club presence at the NQAC's Annual Wings Night.

Among the award recipients were:

The Bill Forewell Airmanship Award - Dave & Heather Camp

Congratulations Dave and Heather!

AIRCRAFT REQUIRED

We are looking for a replacement Cessna C152 for the club's Mareeba Facility. Please contact CFI, Sally Scott on 0409 471 655 if you know of a suitable aircraft that might be available for lease.

DRY SEASON TAXYING AT ATHERTON

Pilots are requested to taxi using the sides of the strip rather than the actual landing strip as it's pretty dry & a bit threadbare at the moment.

Hamish has organised for the Council to come out with a water tanker periodically to try & keep the grass growing down the centre line but if we can get everybody to stay off it, except for taking off, every little will help.

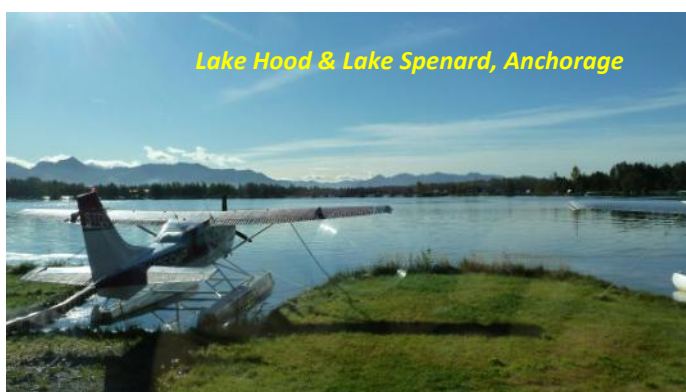
Regards, DJ.

BILL'S HOLIDAY SNAPS—Bill Gronbeck

Are you ready for a few hundred of my holiday snaps? No? Just kidding!

Diann and I had often talked about doing a cruise from Alaska down the Inside Passage to Vancouver. Finally this year we bit the bullet and booked our flight to Anchorage, a land tour of the Denali National Park and the cruise. That was followed by a week in Vancouver then another cruise back to Sydney. In all about seven and a half weeks away.

The two things that stood out aviation wise were; firstly the mind boggling number of floatplanes in the Anchorage area; secondly (and best of all) the spur of the moment floatplane flight that we took out of Ketchikan. The following are a selection of photos from both of those places. Unfortunately there are only a few photos from the Boeing factory tour that I took in Seattle—no cameras or phones allowed inside the Boeing facility!!!



BILL'S HOLIDAY SNAPS—Continued



Beaver Cockpit



Glaciers & Waterfalls



Fjords, Tongass Wilderness



Taking a break, Floatplane Pontoon

The Boeing Aircraft Factory Seattle



Main Assembly Building



Paint Building



Pre-Delivery Finishing & Storage

BEING AWARE OF COMMERCIAL OPERATIONS—By Jon Collins

I guess most of us have heard the saying, “How do you make a small fortune in aviation? You start with a large fortune”. You can easily laugh at this saying but making money in aviation is a tough business and you only have to read the current aviation media to see reports on struggling airlines and numerous small charter companies closing their doors. There are many reasons for the difficulties in making money from aviation, including regulation (or over-regulation), cost of running aircraft, weather and so forth.

So, why have I brought this up and how does it concern Atherton Airport? Well, we have a commercial operation at the field, Tableland Air Services, owned and operated by Hamish and Rebecca Jacob. An aerial application business has been operating at Atherton for many, many years and is one of the main reasons we actually have an airport with the current facilities. We also have regular visits by the RFDS. It is therefore in our best interests to help, where we can, to keep these commercial operations and RFDS as viable as possible.

How can we achieve this? Most of us fly in the Atherton area for the sheer joy of flying or we are training in the area with one of the local flying schools. We willingly burn fossil fuels to enjoy the freedom of flight or simply gaining experiences whilst training. And this is great! If, however, you fly for commercial gain, every drop of fuel you use costs the business...and when you operate large aircraft, fuel is one of your largest costs. So, if you are operating around the Tablelands, please be conscious of commercial operators (i.e. the ag operator and RFDS) and, if possible and safe to do so, please be kind and give them priority for take-off and landing. This will help keep them in business!

Thanks for the timely reminder Jon. The spraying of Tableland crops is quite an important business, bananas especially requiring frequent treatment. Those of us who regularly fly out of Mareeba are familiar with spraying operations in the area and comfortable with the ag pilots need to fly across the runway at times in order to achieve proper crop coverage. We talk, he talks, no fuss. A few extra minutes flight time means little to us but can be a significant extra cost to the ag operator. Editor.

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

Jabiru 24-4926 Cockpit View





Christmas Lunch at the Tinaroo Lodge Resort was a resounding success.

A great venue, good food and excellent company. Hope we can get it again next year.



Plenty of room to mix and mingle. You will have a fair idea as to the topic of conversation.

Thanks again Tracey, you certainly picked a great venue.



INTERESTING and/or USEFUL LINKS:

<http://www.snotr.com/embed/8965>

iPad Versatility

<http://www.fai.org/civil-news/38450-fai-gold-air-medal-for-bill-moyes>

FAI Gold Medal for Bill Moyes

http://www.youtube.com/v/pd5BMP_41bI%26rel%3d0%26hl%3den_US%26feature%3dplayer_embedded%26version%3d3

Mid Air Refuelling

<http://www.chonday.com/Videos/helihumau2>

Some REALLY Fancy Helicopter Flying

<http://www.youtube.com/watch?v=V-8yKMZtvpo&feature=youtu.be>

Ballooning in Mildura with Bob & Tracey

<http://www.wimp.com/approachlanding/>

A380 Approach & Landing at San Francisco

http://www.youtube.com/watch?v=FitSCx4xzLY&feature=em-upload_owner

Teddy Powell Steam Engineer

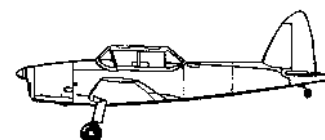
<http://www.youtube.com/watch?v=WiBaTszgktQ&feature=youtu.be>

Ballooning with Steve. A time lapse

ATHERTON AERO CLUB MONTHLY BBQ

Our next regular get-together will be on **SUNDAY the 18th JANUARY** (No meeting in December) commencing 10am. There will be a Club Meeting followed by the usual get-together and chat before a BBQ lunch.

Venue: DJ and Barry's Hangar, Atherton Aerodrome.





Promoting safe flying and good airmanship for all!

Atherton Aerodrome – Local Operations and Airmanship

Atherton Aerodrome is a community aerodrome, located in close proximity to Atherton Township. Airport operations, therefore, impact on the local residential community. There is also a large variety of aircraft types that operate regularly such as an agricultural operator, micro lights, helicopters, powered para-gliders as well as a variety of ultralights and GA aircraft. The Flying Doctor Service operator regularly and the military also use Atherton Aerodrome occasionally.

For these reasons, pilots operating at the aerodrome need to be aware of a few specific local operational guidelines and be extremely vigilant with respect to safety and airmanship. These guidelines and recommendations ought to be followed unless not safe to do so.

Local Operational Guidelines

To assist with noise abatement, pilots are to abide by the following:

Circuits and excessive engine running should not be undertaken before 7am on Saturdays and 8am on Sundays.

Aircraft are to avoid flying over the residential areas surrounding the aerodrome.

Low flying is to be avoided unless absolutely operationally necessary (ie for taking off or landing)

To assist with airport operations, pilots are to abide by the following:

Atherton Aerodrome is a single runway with no taxiway to the thresholds. Aircraft are required to backtrack therefore aircraft must hold at the appropriate holding point until it is safe to enter and backtrack.

To allow safe and orderly flow of traffic, taxiways are to be kept clear at all times.

Visiting aircraft are to park in the marked aircraft bays.

The area in front of the fuel bowser must be kept clear at all times to allow access to and from the bowser.

Vehicle traffic is to remain on the access roads or in designated parking areas.

Vehicles are not to be driven on or parked on or near taxiways.

Airmanship

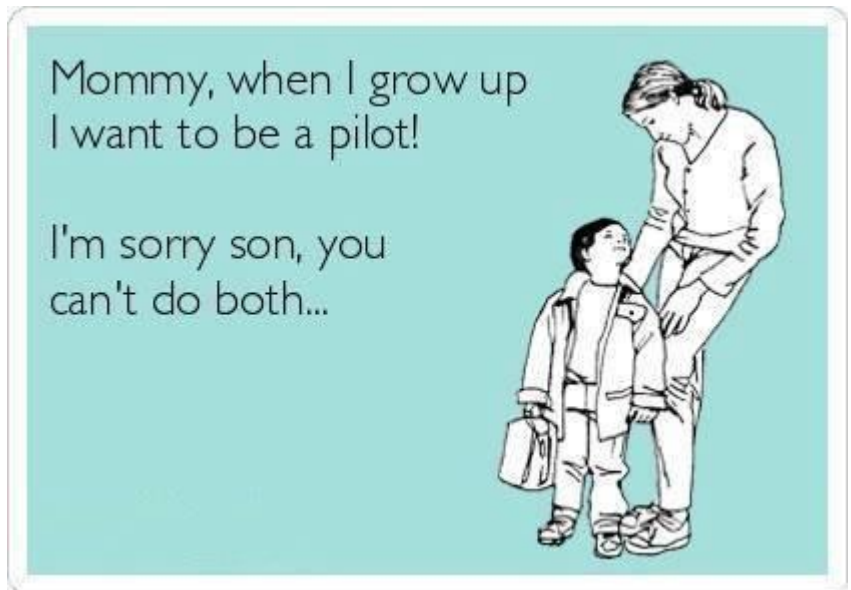
Airmanship covers a broad range of desirable behaviours and abilities in an aviator. It is not simply a measure of skill or technique, but also a measure of a pilot's awareness of the aircraft, the environment in which it operates, and of their own capabilities. Airmanship is mostly common sense and showing respect for others. A good airman is knowledgeable and conscious of the effect his actions may have on others.

The Atherton Aero Club is a strong advocate of safety and good airmanship and it is fostering an open and responsive communication amongst pilots. Pilots showing poor airmanship will be dutifully informed and continued displays of poor airmanship will be reported via the appropriate channels. Let's keep Atherton Aerodrome a safe, friendly and responsible aerodrome!

Atherton Aero Club

2015 EVENTS CALENDAR

Jan **Sunday 18th—AAC Monthly meeting and BBQ.**




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