

## Newsletter No. 295 – September/October 2017



The Atherton Aero Club is an organization of aviation enthusiasts who promote the sport of aircraft building and flying. The organization is associated with *Recreation Aviation Australia Inc.* The Club meets at Atherton Airport every third Sunday of the month. Food and drinks are available and visitors are most welcome.

***NQAC Dunk Island Fly-In***



***AAC Christmas Party Saturday 9th December  
Invitation Inside. Please RSVP by 2nd Dec.***



## ***Atherton Aero Club - Committee Contacts***

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

### ***PRESIDENTS REPORT—***

Hi Everyone,

Just a quick message from me.

I would like to take this opportunity to thanks all the corporate sponsors who have again dug deep to help the club survive. Please support these businesses as they have supported your club.

As you all know Connie and I have sold our house and looking to move back down south to be closer to the family. We are planning to head down mid-December, but with the commitments of the business, we will be up here quiet regularly.

The Atherton Aero Club is also a issuing agent for your ASIC cards. So when you go online you can select Atherton for your pick up location.

Don't forget Pizza and Movie Night Next Friday the 3<sup>rd</sup> November, also at our next meeting and BBQ we will be having a guest speaker Dr House to talk about your CASA medical.

Also please make sure you book early for the Christmas Party. This will be a great night as usual.

It is great to see the rain of late and how quickly it has greened up the place. This means mowing YUK.

Happy flying

Regards,

David Graham

President

Ph 0407 008 896





## **EDITOR'S NOTE - by Bill Gronbeck**

Hello and welcome to Newsletter No 295.

In this issue, trip reports, fly-ins & air race results. Thank you all those who contributed articles and photos to this edition.

Please contact me with your newsletter contributions on any of the following: (07) 4036 2868 or 0408 073 142 or by email at - [billgron@bigpond.com](mailto: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 for details of short notice events. Check out the Website for the YATN weather-cam and older club newsletters.

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

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

Regards and safe flying.



The Bureau of Meteorology will be changing the format of Area Forecasts (ARFORs) from text based to graphical on **9 November 2017**. The new format is known as a Graphical Area Forecast (GAF).

The GAF will be a combination of graphical and textual information. The graphic will be divided into areas that share common weather characteristics which are detailed in an associated table.

There will be significant changes noticeable to users of ARFORs. See the following link for details:

<http://reg.bom.gov.au/aviation/gaf/index.shtml>

## 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.*

***NOTE: All aircraft For Sale adverts have been removed from this edition for updating.***

***They will be included in the next issue if still current at that time.***

## INTERESTED IN BUILDING YOUR OWN AIRCRAFT?

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

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

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

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

Local contacts are:

Laurie Wincen (Secretary)      [laurie19@gmail.com](mailto:laurie19@gmail.com)

John Martin (President)      [j-martin@bigpond.net.au](mailto:j-martin@bigpond.net.au)



**MORE FROM OSHKOSH**

Hi Bill. Some trivia for you; the last day we were at Oshkosh, on the Saturday afternoon, I checked the international visitors tent and Australia had the second highest attendance behind Canada. Not bad considering that we are the furthest away. We caught up with Geoff and Alf while we were there, and we all went to the international visitors dinner together, never pass up a free feed.

This was my third trip. I spent the entire week at every one and still haven't got to see and do all the things available. Here are a couple of happy snaps for you. Some of the cubs you spoke about.  
Lloyd English





# More Oshkosh



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## ***CLUB ACTIVITIES—YOUR SUGGESTIONS REQUESTED***

A presentation by local Tablelands DAME Dr Diana House on the new pilot medical procedures has been arranged by committee member Jon Collins. The presentation will be held in conjunction with our next regular club Sunday BBQ on Sunday the 19th of November. We would also like to welcome Dr House as our newest club sponsor.

The committee is seeking your ideas and suggestions for other club events and activities. Theory or practical, in-flight or on-ground. Anything that might assist or advance our flying endeavours.

One activity that has already been suggested and discussed is an OzRunways Workshop lead by Dave Graham. A half day would be adequate for this purpose. We will need some firm expressions of interest to justify running the workshop.

Another possibility would be a Navigation Refresher workshop. It is a few years since we ran one of these and the last one was well received.

It's up to you—if you have a special aviation skill or knowledge, or know of some one else who has, and is prepared to donate some of their time and experience, please let your committee know.

***RSVP for the AAC Christmas Party by 2nd December***



The **next Club BBQ** will be our regular Third Sunday of the month get together on the **19th of November 2017** commencing 10:30 am.

***This month:***

***SPECIAL GUEST SPEAKER Dr Diana House***



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

And don't forget, first Friday of each month:

**Movie & Pizza Night** at the Club's Atherton Facility.





## ***THE LONG REACH TO LONGREACH—Danny Cosgriff***

The past two weeks to the end of September have been full with past and present experiences in aviation and with the visit of a long term personal friend and work colleague. We are both retired from Charlie Q (QANTAS) Engineering, although my friend still has a connection with the conglomerate and a strong interest in all of the relevant affairs. Hence, a simple question as to if he was interested in flying from Innisfail (YIFL) to Longreach (YLRE) in our UL to see all of the offerings there, primary being the Qantas Founders Museum, the response received was an immediate Affirmative.



Our four cylinder 2200cc Jabiru UL500 is a very pleasant flying machine, with longer wings than the J120/160 and the variety of early models, and in design they support the lower takeoff, landing and stall speeds. It is furnished with a relatively symmetrical 85 litre fuselage fuel tank, neatly installed behind the fixed cockpit seats, providing a very comfortable refueling facility at low chest height behind the left cabin door. The capacity together with a cruise burn of 10.5 to 11.2 l/h returns a comfortable endurance of some 6.5 hrs plus reserves. Essentially all of the tank fuel is useable. I might add that my endurance is not quite up to that mark, such that a jury rigged sensitive piece of hospital patient equipment is most essential for long flights - and greatly appreciated.

The weather forecast for the areas 43, 44 and 45 over a period of the three days planned for the complete journey, was stable as expected for this locale at this time of the year, but strange as it may seem, with a NW to NE wind aspect.

My flight planning technique is basically “keep it simple but conservative”; err on the side of safety. Route structure YIFL, Mount Garnet (YMRT), The Lynd Junction, Hughenden (YHUG), Muttaburra (YMTB), YLRE. Fuel may be available at YHUG or indeed off planned track at Charters Towers (YCHT). Most of this route COULD take advantage of the northerlies IF they appeared at the altitude(s) we choose to cruise at in the main. The overall result was that strict adherence was paid to what went on the aircraft for W&B and then we were still able to carry trip fuel with the usual monitoring at critical points for any necessary change.

### **Outbound:**

The departure from YIFL was a westerly leg to YMRT and subsequent southerly leg to The Lynd, conducted at 6500' was spot on and beat the flight plan respectively. The remainder of the outbound journey to YLRE was conducted at 7500', beating the flight plan BUT with no real sign of the assisting northerlies!!! In fact an in-flight E6B calculation using both the OAT and actual barometric pressure indications I have available, concluded we had a 20knt head wind component, which was confirmed in essence by the ground speed.

Treat the forecast winds with respect of their existence or other.

*Continued/*



## ***THE LONG REACH TO LONGREACH—2***

The outbound flight was made non-stop and in quite comfortable conditions, haze not necessarily smoke, up until the decent into YLRE. As expected the thermals were very active with 40 odd degrees on the ground at around 1230 hrs. The only runway is bitumen 04/22 to which we approached from the north for joining downwind, expecting the forecast winds to be in play, lending us 04 for touchdown. The north sock was limp, maybe jammed up and the south one was not sighted on downwind as we were probably almost above it. However the turn onto final livened up with a bucking bronco approach that The Stockmans Hall of Fame would have been proud of. With just a hand height to land the NWly picked up the little Jab with ease suggesting we get off the bitumen and use the grass but perseverance paid off and we eventually put rubber to pavement using a lot of available length. But we all know the shows not over.....!! On turning to back track, taxiing felt awkward then the aircraft weather cocked with a wind gust and finally on tying down we checked the observations to get confirmation of a full crosswind gusting at 18 then 20 kts. Leave me out but I mention the alternative was limited to overfly to Winton (YWTN) where the ground winds may quite well be similar.

On approach, particularly to a strange airport, use ALL available indications to ascertain the actual wind situation to be fully prepared for a landing.

**Longreach:** A good time was had by the many people still travelling in hordes at this time of the year. The day layover was excellent for sightseeing, and for me in particular, the relaxed aircraft preparation and flight planning for the return journey the following day. We decided to have a change of scenery on this occasion and elected to forgo the idea of simply inverting the outbound plan and opted instead to do YLRE, YMTB, YCHT, Lassie Creek (YLCK), Ingham (YIGM), YIFL



### **Homeward Bound:**

Dawn on day three was perfect like so many in this outback. Fully refreshed and raring to go we attended the aircraft at 0545 to find it rocking gently on the tie down ropes with the stiff breeze still coming from the NNW. It didn't take long to decide we were not going anywhere, with the expectation of a rough ride to climb, the possibility of the northerly wind actually appearing this time for our northerly track, and a 132 minute leg from YMTB to YCHT in particular. Again we planned a one stage return trip with fuel available at YCHT if necessary, but the overall compelling thought was the need to return to YLRE and that excess blustery crosswind. We chose a good cuppa and toast alternative for an hour or so and then returned to the field, where, strange as the weather may get, the wind had dropped slightly but was now out of the south. We mounted and took off in short time. I purposely mention at this point I made a departure radio call as is my habit, and a voice came back that he was on the reciprocal, on decent but hadn't yet called in on the CTAF.

Radio communication is paramount. It lets all airspace users know who is operating in the subject locale. The GPS capability can result in very fine track accuracy including reciprocal bearings.

*Continued/*

### **THE LONG REACH TO LONGREACH—3**

Again after initially climbing through some turbulence, we settled down in the cruise at 7500' with literally an armchair ride all the way home until decent into YIFL at 15DME. A NOTAM check on planning showed a late activation of two restricted areas around Townsville, one of which was on our planned track. Hence a short diversion to YLCK was inserted into the GPS to service that requirement. Now again I purposely mention the radio calls. I am very familiar with the coastal plain north of YIGM and as required I had changed to the YIFL CTAF around Cardwell and had not heard any transmission along the coast. I did a CTAF call at 10nm Tully as a habit and at 1510 hrs I received a reply from the local parachute aircraft which was climbing through our track to 8000' to drop over Mission Beach.

Don't take things for granted and use the radio as required as you never know who is passing through a particular region at any one time.

The whole exercise went very well indeed which I simply put down to conservative planning and open mindedness to have operational limitations. I do have some reservation regarding five hours in flight in one non-stop stage, which may be an age thing, but whatever, sustenance for that period needs to be readily available in flight.

**Statistics for the Flight:**

	<i>Outbound</i>		<i>Inbound</i>	
	Planned	Actual	Planned	Actual
Distance nm	403	403	388	388
FTI mins	285	291	273	297
Engine Time mins	318		318	
Fuel lts on Board	82		82	
Fuel Burn lts	67	59	64	60
Fuel Rem lts	23		22	
Fuel Flow ltr/h@ 2800rpm cz	11.2		11.2	

*Danny Cosgriff*

*(Mob) 0468931895*

*(Email) dannycosgriff22@yahoo.com*



# Atherton Microlights

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



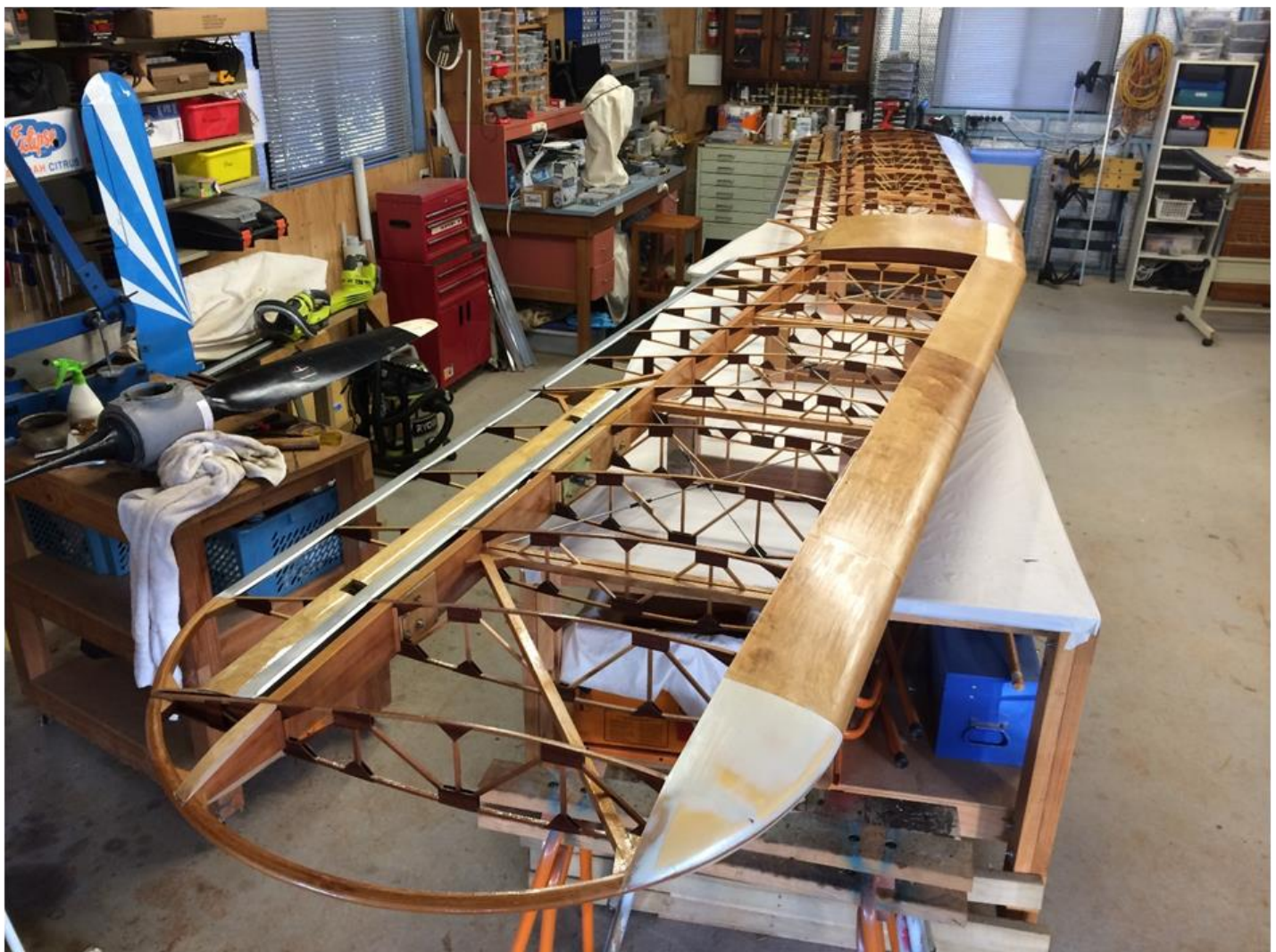
## ***The Skybolt Project Update***

It has been a while since I have written a newsletter article about the progress of my Steen Skybolt build. Work is steadily progressing and I work on the project as often as I can. Six week trips to the USA also slows progress! J

The upper wing was finished to covering stage around June this year and I have just completed the lower wings to covering stage. The fuselage is the next stage and I am looking at the design of the electrical system. The panel design is complete and whilst I was at Oshkosh this year I was lucky enough to purchase quite a few avionics for the panel. It was great to talk with each of the avionics vendors and sales people and see the actual units – plus it is a lot cheaper to buy at Oshkosh and bring it home in your suitcase!

Below are some photos of the project so far. People are most welcome to come and have a look at it!

Jon Collins



Upper wing ready for covering



# The Skybolt Project Update— Continued



Lower wings ready to cover



Forward (passenger) Panel



Rear (pilot) Panel



## *The Skybolt Project Update— Continued*



*Workshop as it is now (ready to work on fuselage)*

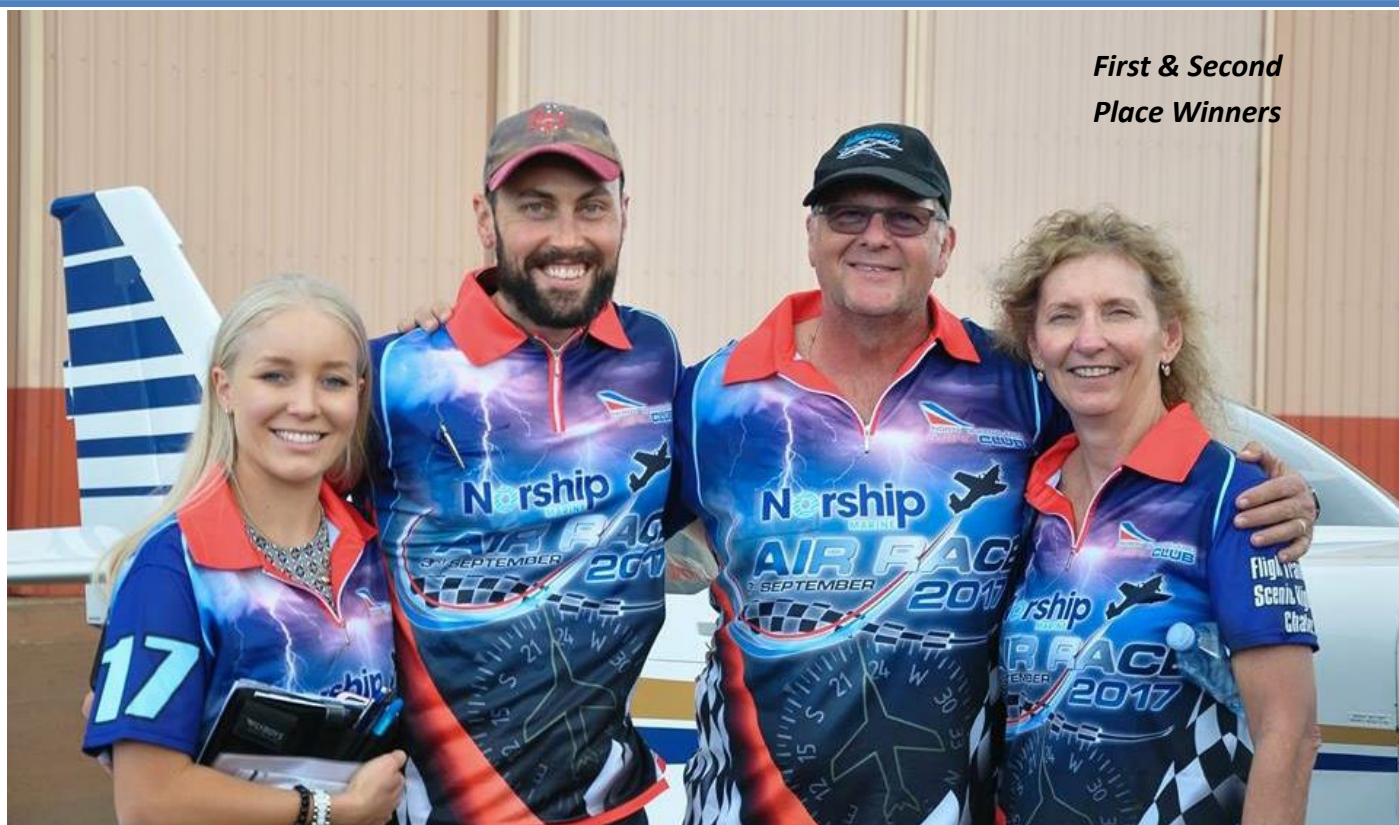


## *Steen Skybolts*





**NORTH QUEENSLAND AERO CLUB NEWS & EVENTS**



*First & Second Place Winners*

Congratulations to Dave and Connie Graham in VH-JBB who were crowned the winners of the 2017 Norship Marine Air Race, coming in at 4 seconds off their nominated time.

A special thanks to the sponsors who made this event possible:

- |                         |                             |                      |
|-------------------------|-----------------------------|----------------------|
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| Far North Office Choice | QBE Aviation Insurance      | Cairns Night Markets |
| Rotorworks              | R A Simpson Builder         | AdFresh Farms        |

Of course the event wouldn't be the success it was without the entrants and their navigators, the organisers and anyone else who assisted in the planning and execution of the event.

A very special thanks to the hosts of our lunch today at Pinnarendi Station, Nadine & Ron.....they're the best wood-fired pizzas on the planet... Thank you!





# NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

A great turnout for the club's Dunk Island day out. Some cloud and smoke haze en-route but smooth flying otherwise under a high over-cast that kept the thermals at bay. A few photos from the day:



*Dunk Island Jetty*



*Seven aircraft + one later*



*Simon & Jane*



*Captain Bob*



*Paddle your own canoe*



*The Lunch Hut*



**NORTH QUEENSLAND AERO CLUB NEWS & EVENTS**

You are cordially invited to wear your wings



The North Queensland Aero Club  
invite you to join us

*Wings Night*  
2017

Cedar Park Rainforest Resort  
6:00pm  
Saturday 4th November 2017  
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# ATHERTON AEROCLUB CHRISTMAS PARTY AND FLY-IN



**WHERE:** Jack and Jenny's main big hangar at Atherton Airport

**WHEN:** Saturday 9th December 2017

**COST:** \$30 per person

**TIME:** All you can eat freshly cooked on site Pizza starts 6.30 pm BYO drinks

**RSVP:** Please email Tracey [athertonclub@gmail.com](mailto:athertonclub@gmail.com)

Please make RSVP and payment by **2nd December 2015**

BSB 633-000

Ac No. 114331796

Ref: Xmas and Your name

**PLEASE NOTE:** Car parking will be near the airport toilet block NOT the hangar.

Bring a swag or tent and camp the night.

Aircraft parking in usual designated areas



# OWNER'S MANUAL



**J3C-65**

**1947**

## TEN COMMANDMENTS

### *For Safe Flying*

1. **THOU SHALT NOT BECOME AIRBORNE WITHOUT CHECKING THY FUEL SUPPLY:** It only takes a few minutes to gas up . . . it may save you a forced landing.
2. **THOU SHALT NOT TAXI WITH CARELESSNESS:** Taxi slowly and make S turns to clear the area in front of the nose. Know the proper use of the controls for taxiing in a strong wind.
3. **THOU SHALT EVER TAKE HEED UNTO AIR TRAFFIC RULES:** Keep a constant lookout for other aircraft. Follow the rules so that pilots of other planes will know what you are going to do.
4. **THOU SHALT NOT MAKE FLAT TURNS:** This is particularly important when making power-off turns. You steer with the ailerons, not the rudder.
5. **THOU SHALT MAINTAIN THY SPEED LEST THE EARTH ARISE AND SMITE THEE:** Don't be fooled by the increase in ground speed resulting from a downwind turn. Keep sufficient airspeed.
6. **THOU SHALT NOT LET THY CONFIDENCE EXCEED THY ABILITY:** Don't attempt instrument flying in adverse weather conditions unless you have the proper training and the necessary instruments. Instrument flying is a highly developed science. Don't pioneer.
7. **THOU SHALT MAKE USE OF THY CARBURETOR HEATER:** The carburetor heater is your friend. Know when to use it. Remember that it's easier to *prevent* ice in the carburetor than to eliminate it after it has formed.
8. **THOU SHALT NOT PERFORM AEROBATICS AT LOW ALTITUDES:** Aerobatics started near the ground may be completed six feet under the ground. There's safety in altitude.
9. **THOU SHALT NOT ALLOW INDECISION IN THY JUDGMENT:** Be certain! You can't afford to make errors of judgment. "I think I can make it" is on the list of famous last words.
10. **THOU SHALT KNOW ALWAYS—THE GOOD PILOT IS THE SAFE PILOT:** It's better to be an old pilot than a bold pilot.



**Lamen Bay  
Epi Island  
Vanuatu**

**"Call a Taxi"**



## JACK & MELLORY'S NEW TOY

Sunbird 19-7475 arrived on the scene (by road) a few weeks back. We look forward to seeing it in the local skies soon when some minor maintenance is completed. Go Jack & Mellory.



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Aerodrome Apartment

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**INTERESTING AVIATION LINKS:**

<http://www.flightsafetyaustralia.com/2017/09/us-alert-is-fuel-for-thought/>

*US Alert is Fuel For Thought*

<http://www.airbus.com/newsroom/press-releases/en/2017/09/perlan-sets-new-world-record.html>

*Engineless Perlan 2 Glider Reaches 52,172 feet*

<https://backcountrypilot.org/knowledge-base/pilots/187-hazards-of-wildfire-smoke>

*More on VFR in Reduced Visibility. Flying in Smokey Conditions*

<http://reg.bom.gov.au/aviation/gaf/index.shtml>

*Changes to Area Forecast format—Educational Material*

**Flying Other People's Planes**

Yes, it's fun—but be aware of unexpected problems.

By [Paul Dye](#) | AVweb October 12, 2017

One of the benefits I have found of being in the aviation writing business is that I get the chance to fly a fair number of other people's planes. Whether I am doing it to write a flight review on the type, test or check out new avionics, or am simply offered the chance to go flying, I enter a lot of strange N-numbers in my log. Sometimes, the airplane is a type I'm familiar with. Sometimes it is completely new to me. Regardless of which category the craft falls into, there are many things to consider when flying a borrowed airplane. *Story continued on the following this link:*



<https://www.avweb.com/news/features/Flying-Other-Peoples-Planes-229770-1.html>



*A good ground cockpit checkout is essential when preparing to fly a single-seat airplane for the first time. Pay particular attention to secondary controls.*



*Given the opportunity, we'll give any new airplane a try—even from the right seat. Safety first—and then enjoy the ride!*





## **Atherton Aero Club**

### **AAC—2017 EVENTS CALENDAR**

**Nov**     *Sunday 19th—AAC BBQ & Special Guest Speaker Dr Diana House*

**Dec**     *Saturday 9th—AAC Christmas Party, Jack's Hangar, YATN*

**Third Sunday every month**—*Morning social & BBQ Lunch*

**First Friday every month**—*Pizza & Film Night*

### **OTHER LOCAL AVIATION EVENTS**

**Oct**     *Saturday 28th—SAAA Chapter 34 AGM & Christmas Party*

**Nov**     *Wednesday 1st—CASA AvSafety Seminar Cairns*

**Nov**     *Fri 10th-Sun 12th—Helenvale Fly-In. SAAA sponsored*

## **North Queensland Aero Club**

### **NQAC—2017 EVENTS CALENDAR**

**Oct**     *Sunday 29th—NQAC AGM*

**Nov**     *Saturday 4th—Wings Night, Cedar Park Resort*





# ATHERTON AERO CLUB CORPORATE SPONSORS



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**BOLWARDA ENTERPRISES - ADMINISTRATION AND FINANCE OFFICE**  
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Mobile: 0418 770 947

Email: iandkgraham@gmail.com

## Atherton Rotary Club



Address	Atherton International Club, Atherton, Queensland, Australia 4883
Short description	Atherton Rotary Club was chartered in 1947. The club meets every Tuesday at the Atherton International Club at 5.30pm.  ROTARY INVOCATION We give thanks for good friends, good food and the opportunity to serve.
Company Overview	OBJECTS OF ROTARY The objects of Rotary are to encourage and foster the ideal of service as a basis for worthy enterprise and... See more
Mission	The Four Way Test Is it the truth? Is it fair to all concerned? Will it build good will and better friendships? Will it be beneficial to all concerned?
Phone number	0448 750 353

## HAYMANS



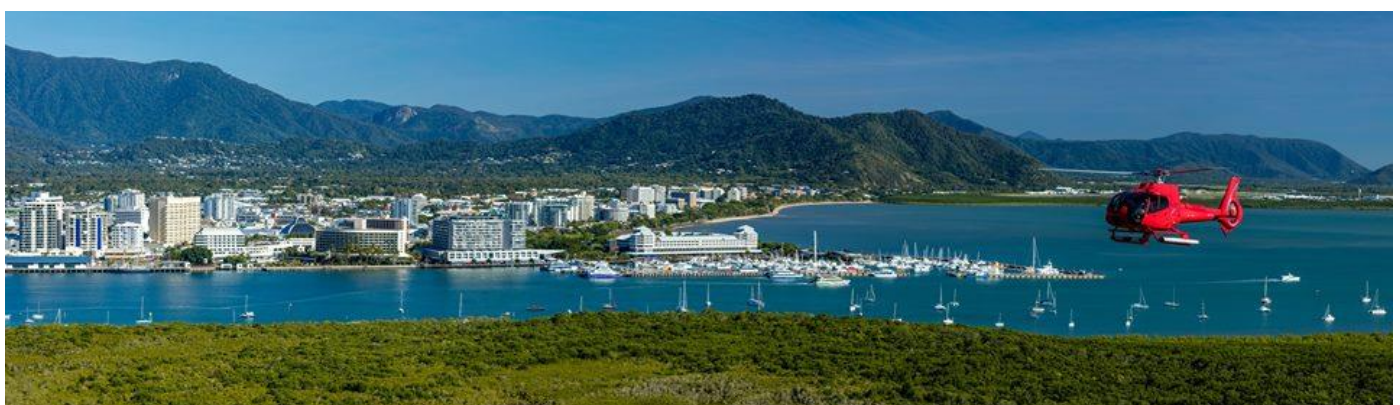
**ELECTRICAL & DATA SUPPLIERS**

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Nasem Tahir (Manager)  
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atherton.mgr@mmem.com.au



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**THE LAST PAGE**

