

## Newsletter No. 288 – August/September 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.

***Mayor Joe Paronella  
congratulates Club President  
Dave Graham on the opening  
of the club's Atherton Aero-  
drome facility***



***Good weather and a great turn out of  
guests at the opening of the club's new  
storage facility at Atherton Aerodrome***



***More inside***

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

## **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 and welcome my October Report.

Well this has been a busy couple of months, with plenty of flying opportunities to get up in the air.

We have had, over the past few months, Breakfast at Innisfail, which is a nice short trip down the hill and it was well attended but it would have been good to see a few more members come along. We have also returned the favour and had the boys and girls from Innisfail up for a BBQ breakfast just recently.

Another trip saw 3 aircraft from Atherton and Innisfail fly down to the Mackay Air Show and Wheels. This was a top weekend staying at the Airport Ibis. Paul Bennet again showed us his style in the Pitts and the Avenger. The show finished with a couple of low passes from a C17. There were also some very nice vehicles.

NQ Aero Club held their annual Spot Landing Competition which was won by Owen Rankine. Think I need to practise before next year instead of getting the lines sorted. Which did not help me one bit; Did it Rowan Mc Nab.....

Christian from Herberton arranged a fly in to Pinnarindi Station, I understand they had a great weekend with plenty of food and drinks ☺ We will have to head out that way again as it is close enough for all aircraft to attend.

Our major event occurred on the 17<sup>th</sup> September with the official opening of the Clubs facility. With more than 120 people attending including the RFDS with a King Air, Queensland Ambulance and the Queensland fire brigade, plus many members and visitors. The two Nanchang's conducted a fly-by during the opening. There were aircraft on static display for people to inspect, and a Fire Engine and Ambulance for the kids to look through.

I would like to thank the committee and certain members for all the hard work, our Corporate and Foundation Members and the Mayor "Councillor Joe Paronella" who officially opened the Facility. The building will be a wonderful asset to the airport and its users. The weather station is back up and running again and now provides you with up to date conditions with a picture showing visibility. With the new facility comes more expenses and we need to be mindful of our running costs. Thus we will be looking for more funding to complete the lining inside and pay the bills.

We are now holding a Pizza and Movie night on the 1<sup>st</sup> Friday of every month as a get together and fundraiser, everyone is welcome and if you have a good movie to share please bring it along.

Upcoming events are the November Meeting and BBQ and make sure you lock in the Christmas Party which will be held at Jack and Jenny's hanger again. Full details in the club newsletter.

Safe flying

David Graham



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

Hello and welcome to Newsletter No 288. In this issue—,

A thank you to Danny, Lloyd, Tracey 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.atherton Aero Club.org/>

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

Regards and safe flying.

**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.



## ***OPENING OF THE AAC FACILITY AT ATHERTON AERODROME***

Saturday the 17th September saw a great turnout of guests for the official opening of the club's facility by Mayor Joe Paronella. The weather gods were kind and provided us with blue skies and mild temperatures. The event was well attended by emergency services staff as well as local aviators many of whom flew in on their own aircraft.

Not only does the new building provide a base for the Atherton Aero Clubs activities but it also functions as a shelter for Ambulance and Flying Doctor staff during the transfer of patients.

Thank you again to all our sponsors and supporters. More photos on the following pages.





***Atherton Aerodrome  
Sat 17th Sept 2016***



***Above: Formation Display by Lance and George in their Nanchang aircraft***



***Some of the visiting and local aircraft in attendance***



**Atherton Aerodrome  
Sat 17th Sept 2016**

**RFDS Staff and Supporters**

**(Photos this page courtesy Tracey Hayes, Azure Photography)**

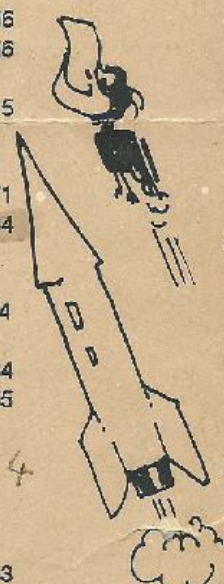


## A BIT OF CLUB HISTORY - 20 YEARS AGO

The Atherton Aero Club (Previously known as the Far North Queensland Ultralight Association then the Atherton Flyers) has been in existence for quite some time. Below is a membership list from 1996. You will see a few familiar names in the listing. (NB not my doodling—Editor)

### FNQUA Membership List for 1996

<u>Last Name</u>	<u>First Name</u>	<u>City</u>	<u>Phone</u>	<u>Plane</u>	<u>Call Sign</u>
Allen	Stan	Ravenshoe	976874		
Bayne	Peter	Babinda	671627	Kitfox	28-833
Benson	Bill	Malanda	968167	Drifter	25-451
Biondi	Ron	Babinda	675255	Drifter	10-667
Burnell	Don	Brinsmead	341410		
Cameron	Sandra	Malanda	965371	Drifter	25-415
Copley	Errol	Worree	541886		
Evans	Doug	Weipa	699054	Lightwing	25-229
Gardner	Peter	Bungalow	353319		
Geldard	June B.	Toowoomba	076 324256		
Gofton	Lisa	Ingham	018777733	Drifter	25-456
Gofton	Peter	Ingham	018777733	Drifter	25-456
Greenslade	Keith	Cooktown	695118	Drifter	
Grimm	Werner	Malanda	965371	Drifter	25-415
Grimsley	Val	Deeragon Townsville	077516129		
Hecht	Charlie	Kirwan	077731076	Thruster	
Jonsson	Warren	Ravenshoe	978143	Lightwing	25-371
Kidner	George	Yungaburra	953634	Drifter	55-764
Kley	Helmut	Mackay	079590552		
Macfie	Graham	Mt. Nebo			
Macmillan	Don	Yorkey's Knob	557236	Gyra	G1004
Mann	Allan	Home Hill	077 826205	Cessna	
McCormack	Ted	Ravenshoe	976684	Lightwing	25-034
McDermott	Ray	Bowen	077861346	Skyfox	55-755
Meyer	Hal	Rossville	603925		
Morris	Peter	Malanda	018774321		
Neilsen	Robert	Tully	681757		
Owens	George	Tolga	954752	Grasshopper	
Ozarko	Wayne	Malanda	965882		
Payne	Geoff	Kairi	958315	Kitfox	28-853
Pearson	David	via Ingham	077777447	Lightwing	25-159
Plant	Bob	Ravenshoe	976119	Drifter	10-259
Pobke	Richard	Bundaberg		Thruster	
Rees	Brud	Lake Placid	392972		
Ridley	Steven	Rouse Hill	026293749		
Roberts	Eric	Heatley	077799229	Thruster	25-045
Sedgman	Kevin	Clifton Beach	553913	Sunbird	
Stelaff	Hans	Kuranda	930106		
Smith	Brian	Halifax		Drifter	55-032
Starke	Bill	Garbutt	077784496	Lightwing	25-321
Stewart	Jack	Mareeba	923106		
Stroud	Carol	Babinda	675226	Drifter	25-193
Stroud	Arthur	Babinda	675226	Drifter	25-193
Swart	Gerry	Ravenshoe	970240	Thruster	25-043
Tewes	John	Ravenshoe	976037	Drifter	25-315
Timpson	Gerard	Palm Cove	553318		
Torony	Joe	Manly	0733933099		
Watling	Nick	Smithfield Heights	381731		
Watling	Chris	Smithfield Heights	381731		
Wodzinski	Wlodzimierz	Mareeba	933919	Flightstar	
Wright	Paul	Tolga	958444	Aerochute	32-893
Young	Des	Wordai	071684919	Lightwing	



4056 1984

When the Tree is activated, pl-ea-se phone the members highlighted on your list and pass on the message which has been relayed to you.

FRANK ARRI 4067-5253



## Extract from RAA Staying Safe email 20 May 2016

### Message from Operations

#### Landing Accidents (R-LOCs)

Runway Loss of Control events are by far our biggest accident type, representing over 70 per cent of non-fatal accidents. Operations is working from the top down with schools and examiners to focus closely on better training of management of the aircraft in the low speed environment where energy trade-off is constantly changing the control authority and behaviour of any aircraft. This is particularly pertinent in our low inertia recreational aircraft. Pilots are asked to pay particular attention to honing these skills and to seek the services of a qualified instructor where ever possible to better understand and manage our aircraft, especially when coupled with less than perfect environmental conditions.

#### ***RUNWAY LOSS OF CONTROL DURING TAKE-OFF & LANDING***

Jabiru aircraft seem to feature in many of the *Runway Loss of Control Incidents*. Why? Well, for one thing, the Jabiru is very popular and affordable so there are a large number of them out there. The real cause however is a failure on the part of some pilots to understand and anticipate the handling characteristics of that particular type.

I have personally found the Jabiru (J160 as an example) to be a perfectly normal and predictable aeroplane. Pull the power off and it does this; push the power on and it does that; pull the power off too early on short final and (as with any other *low inertia* aeroplane) it will quickly wash off airspeed, increasing the risk of a stall during the round-out. The stage has been set for a heavy landing and/or bounce that, if not handled correctly, can lead to loss of directional control and/or damage to the nose gear. This, in combination with poor stick and rudder technique, is where the typical Loss of Control on *Landing* accident starts.

The various Jabiru models *do* have quite different handling characteristics from one another and can quickly catch out the pilot who, while quite familiar with one model, attempts to fly another without a proper introduction and check-out. E.g., moving from a large wing span model with a lower stall speed to, say, a short wing J160 without any transitional training is a recipe for trouble especially for the low time, low experience or non-current pilot. The same can be said for any aircraft type that is different from the one usually flown.

Just in case I'm giving you the wrong idea I will again stress that the Jabiru is *just another aeroplane* with quite *predictable* handling characteristics. As with any aircraft, we simply need to learn what those are so that WE FLY THE AEROPLANE and THE AEROPLANE DOESN'T FLY US. How do we do that? Easy - conversion training with an instructor familiar with the type, then plenty of solo practice until we are completely *comfortable* with the new aircraft.

*Continued*

## ***RUNWAY LOSS OF CONTROL DURING TAKE-OFF & LANDING (Continued)***

Each aeroplane type has its own peculiarities. Not necessarily unsafe, just different. An example of a perfectly good aircraft that needed the correct handling is the Beechcraft Musketeer, a popular type being operated by a large capital city flying school some years back. Over the three years that I worked at a neighbouring school I witnessed at least six ground loop incidents involving Musketeers, some of which resulted in a nose-wheel collapse. All of these accidents occurred in light wind conditions – little or no headwind, mostly crosswind. Due to the lack of a headwind the trainee pilot overshoots a little, gets a bit fast, has a correspondingly longer float and then tries to push the aeroplane onto the ground prematurely. The relatively long nose-gear leg touches first, a “wheelbarrow” develops and is followed by the inevitable ground loop. Sounds familiar? Again don’t get me wrong, I’m not knocking the Musketeer, it just had that particular tendency if the correct landing technique was not used and those conditions existed. It can and does happen to other nose-wheel types in similar circumstances and when the proper landing technique is not used.

And just what is that technique? Nothing special or out of the ordinary, just holding off with the elevator until the aircraft stops flying and settles onto the ground in a nose high attitude main wheels first, while keeping straight with rudder and MOST IMPORTANTLY, maintaining back elevator pressure until the aircraft has slowed to a walking pace.

Back to the Jabiru. The type has a relatively short wheelbase and a simple steering system. The nose-wheel and rudder are firmly and continuously connected. We move the rudder pedals and both the rudder and the nose-wheel move. That requires the correct use of nose up elevator to “offload” weight on the nose-wheel during *both* Take-off and Landing and allow greater use of the rudder for directional control without imposing excessive side-loads on the nose-wheel. That is especially important when taking-off or landing in a crosswind.

One observation that I would make regarding J160 handling is that elevator responsiveness decreases quite markedly after the throttle is closed during round-out and hold-off. To put it another way, with power on only a small amount of elevator back pressure is required to round-out and fly level with the ground. However, when the throttle is closed (and slipstream effect reduced), more back elevator control is required to prevent the nose of the aircraft dropping and a premature touch-down on the nose-wheel occurring. This does not pose a problem for the pilot who is familiar with his/her aircraft and anticipates the additional control input needed.

To sum it all up, there are many aircraft types out there that might be perceived as having less than ideal handling characteristics. They are not necessarily unsafe but we do need to make an effort to fully understand the characteristics of any aircraft that we are going to fly.

Remember WE FLY THE AEROPLANE—DON’T LET THE AEROPLANE FLY US.



The AOPA Air Safety Institute have produced another excellent series of Safety Videos that draw from real life case studies to demonstrate, in this instance, just what can go wrong when transitioning to another aircraft type.

**A Simple Mistake** <https://www.youtube.com/watch?v=eYqS-j3pUHY>

**Errors of Interpretation** <https://www.youtube.com/watch?v=d-AnOQKwGVs>

**Tempting Fate** <https://www.youtube.com/watch?v=yCINQ8jwgg8>

**Misplaced Priorities** <https://www.youtube.com/watch?v=l582P3GXyel>

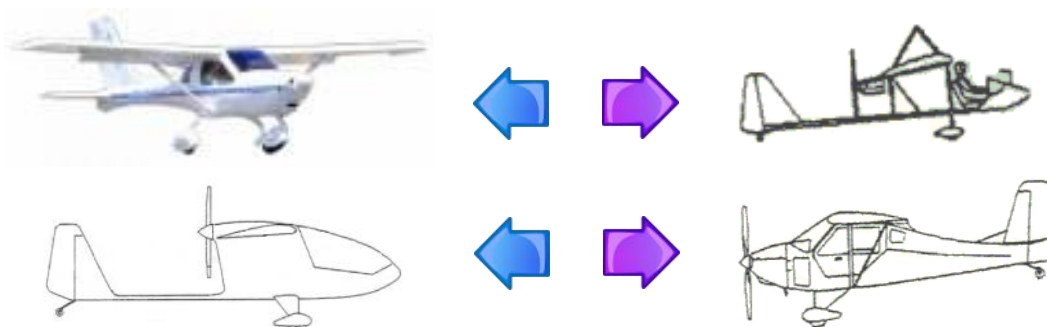
**A Dangerous Detail** <https://www.youtube.com/watch?v=5bGbUKT6QEc>

The video "**Tempting Fate**" does make the point that transitioning down to a lighter aircraft is not always as easy as pilots might think.

## **TRANSITIONING TO ANOTHER AIRCRAFT TYPE—RAAP 1**

The RAA's RAAP 1 "Type Training" is recommended reading for all pilots intending to fly a new or unfamiliar aircraft type or model.

<https://members.raa.asn.au/storage/raap-1.pdf>



## **MILITARY EXERCISES SEA RAIDER & BROLGA RUN—3 to 27 October 2016**

A REMINDER to check the Updated AIP SUP H106/16. The SUP was originally issued some time ago so details may have slipped below most peoples radar. A careful read of the updated SUP is a must for any pilot intending to fly through or near the exercise areas.

Exercise activities extend from Tully to Bowen, both inside and outside restricted airspace. Military aircraft will be operating in G airspace on random tracks without communications.

## ATHERTON AEROCLUB CHRISTMAS PARTY AND FLY-IN



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

WHEN: Saturday 10th December 2016

COST: \$40 per person

TIME: Nibbles served 6pm Full buffet 3 course dinner 7pm BYO drinks

Band and entertainment will be there, if you play an instrument bring it along!

RSVP: Please email Tracey [athertonaeroclub@gmail.com](mailto:athertonaeroclub@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

# *Pinnarindi Station Fly-In*

*24th & 25th September 2016*

A short report on the recent weekend fly-in to Pinnarindi Station,

Location: 70nm southwest of Innisfail, 25nm southwest of Mount Garnet and also accessible from the nearby Kennedy Highway.

Our hosts were Ron Atkinson, his wife and family.

Bob Simpson and crew flew in for Saturday lunch then departed as the overnights began to arrive in the afternoon: DJ & Sharon Voyce, Christian whose wife drove down with family, Karl in his chopper, Lloyd English, Tony Ilyes and myself. Bruce and Luke flew down on Sunday morning for breakfast.

Our hosts did make us most welcome. I can see Pinnarindi Station becoming a regular destination for a social drop in and meal; conveniently situated and not too far away from Tableland and Coastal airfields. One to keep in mind for a future outing, also well positioned as an inland alternate (with accommodation) should the coastal weather go bad.

Regards, Danny Cosgriff.



*Sunday Morning Pinnarindi*



*Sunrise Pinnarindi*

# **Line up at the Pinnarindi Fly-In**



**Pinnarindi Station S 18 02.3 E144 53.0**  
**Elevation 2500 feet**  
**Rwy 10/28 Level Grass 1500 m x 15 m**  
**CTAF 126.7**

**Aerodrome Operator**  
**Ron Atkinson**  
**Ph 0419 201 622**

Wind Sock 18° 21' 32" S - 144° 52' 59.00" E

Pinnarindi station

Google earth

## FLYING DESTINATIONS

### GILBERTON STATION

This Email (Courtesy NQAC) came in from Lyn... Always nice to forward info on an all-weather strip with accommodation

"I am from a remote cattle station 450km west of Townsville or 530km SW of Cairns.

- Gilberton Station Airstrip (YGBS) **S19 12.57 E143 39.8** (5km North of Homestead)
- Bearing / Distance from Cairns **214°m / 183nm**
- Bearing / Distance from Mareeba **211°m / 163nm**
- Elevation **1900 feet**
- Airstrip Length & Direction **1200 metres x 30 wide, 02/20**
- Slope **Slight downhill slope to North**
- Obstacle **300' tower on eastern side of strip**
- All weather **Hard sand**

We have an all-weather airstrip that is well maintained and used by RFDS Kingair aircraft. We are offering free landing for students or members and while we don't expect many of those people to use the luxury retreat we can offer budget accommodation & meals in workers quarters, also a reduced rate for tours if anyone is interested.

I am more than happy to do a budget plan if you think members would be interested.

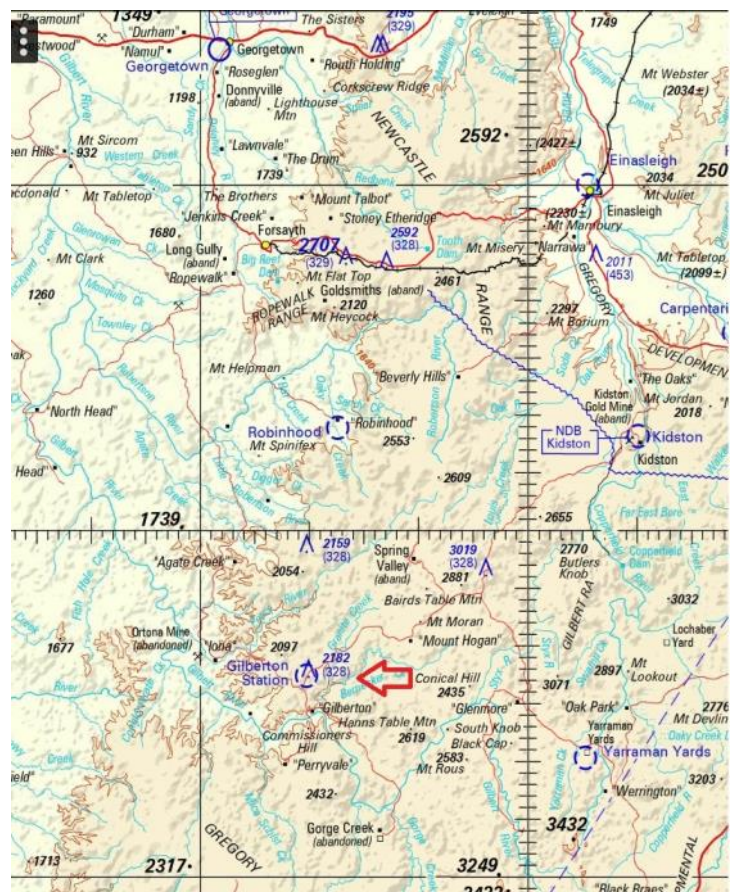
Look forward hearing from you in the near future.

Cheers, Lyn"

*Additional information:*

Operator: Robert & Lyn French  
 Address: 'Gilberton Station', Einasleigh, 4871  
 Telephone: 07 4062 5329  
 Email: [gilberton@bigpond.com](mailto:gilberton@bigpond.com)  
 Nearest town: Georgetown 56nm N

(Also see AOPA Aerodrome Directory)



# Atherton Aero Club BBQ



## ATHERTON AERO CLUB MONTHLY BBQ

Our next Club Meeting will take place on **SUNDAY the 16th OCTOBER** commencing 10:30 am and will be followed by the usual BBQ lunch.

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

Visitors welcome. See you there.



## **FOR SALE**

### **Engine Storage/Fogging Oil**

Sta-Bil Fogging Oil & Cylinder Protector 340g aerosol cans

2 Cans surplus to requirements available at \$20 each (Normally only available in batches of six).

Contact Bill Gronbeck 0408 073 142 or Drew Parker [acparker@unicef.org](mailto:acparker@unicef.org)



## **NORTH QUEENSLAND** AERO CLUB NEWS

The re-scheduled **2016 Tom McDonald Spot Landing Competition** took place on Sunday the 21st August; finally some good weather. Congratulations to winner Owen Rankine who touched down right on the line! A few photos from the day below:



### **MAREEBA OPEN DAY**



The 27<sup>th</sup> of August 2016 was a significant day for the North Queensland Aero Club with our Mareeba Hangar officially opened by [Mareeba Shire Council](#) Mayor Mr Tom Gilmore. It was refreshing to hear of the positivity and support that the Mareeba Shire has towards the development of both the [Mareeba Airport](#) and our business.

To get where we are today has been no easy feat and there are a number of people who have contributed who need to be acknowledged. The members of NQAC and the SAAA and the Atherton Aero Club, the team of Instructors, board of directors and members of the community who have assisted in one way or another. Equally important is to acknowledge Jake and his team at [Hinterland Aviation](#) not only for ensuring we have a safe, reliable fleet to operate but for the Propeller which will be a prominent art piece displayed at our facility.

Thanks to Mike, Simon and Lance from North Queensland Warbirds for facilitating the flyover at the opening. To MASCOT NQ for their display of RC aircraft, [Northern Pride](#) football club for the use of their jumping castle, AOPA Australia and ECO2000/Bion Water Synergetics for displaying your aircraft cleaning products.

Over 200 people attended with a constant flow of visitors throughout the day.

## **NORTH QUEENSLAND** *AERO CLUB NEWS & EVENTS*

**Cirrus Aircraft** takes flight on a tour across Australia and is landing at North Queensland Aero Club so you can view the 2016 SR22 Australis Premium. See you there any time between 10am and 2pm on Saturday, **15 October 2016**. Thank you to the Club and we look forward to welcoming you on board.



### **IMPORTANT NOTICE**

### **NQAC ANNUAL GENERAL MEETING**

The 2016 AGM will now be held Sunday the 30th of October.

Venue: The NQAC Hangar, Mareeba Aerodrome.

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**AIRCRAFT FOR SALE****Jabiru UL500**

Make & Model:	Jabiru UL500 Calypso		
Engine:	Jabiru 4 Cylinder 2200CC		
Engine Serial Number:	1467, Solid Lifters		
Engine Modification:	Converted to Liquid Cooled Cylinder Heads		
Registration:	19-3905		
First Registered:	30/07/2003		
Registration Expires:	04/09/2017		
TTIS Engine/Airframe:	663.4 HRS	Total Landings:	1039
Incidents/Accidents:	Nil		
Owner/Pilot/Maintainer:	LAME		
Propeller:	Revolution 2 Blade Ground Adjustable Composite		
Propeller Spinner:	Cummins Polished Aluminium		
Fuel Capacity:	85 LTS Fuselage Tank		
Cruise:	98 – 100 TAS @ 2700 RPM		
Cruise Fuel Burn:	11 LPH		
Instruments:	ASI; Digital Altimeter; VSI; Magnetic Compass; RPM/HR Meter; MGL 12 Channel EGT/CHT; FC10 Fuel Flow; Oil Pressure; Oil Temperature; Cooling Liquid Temperature; Fuel Quantity.		
Warning Lights:	Low Oil Pressure; Alternator Failure; Low Fuel Quantity.		
Radio Equipment:	MicroAir M760 VHF; Av Comm Dual Adjustable Head Sets; Intergrated GME UHF Electrophone TX3200 Radio.		
Transponder:	MicroAir T2000SFL		
Navigation:	Garmin Aera 500 GPS & Case		
PLB:	GME MT410 PLB/GPS & Case		
Strobes:	Wing Tip Fence Dual Flash Strobes		
Cowls:	Top Cowl Modified With LCH Cooling Air Inlets; Lower Cowl Modified Increased Outlet Area & Extractor		
Brakes:	Modified Single Caliper Main Wheel Brakes		
Engine Through Bolt:	Modified To 12 Point Nut Installation		
Engine Oil Drain:	Modified Fumoto Oil Drain Valve		
Cabin Heater:	Stainless Steel Exhaust Muff Type		
Purchase Option:	Variety of Spares and Equipment		
General Description:	A Reliable, Delightful, Simple, No Vices Aircraft. Long Wings Provide Stability, Reduced Take Off, Approach & Stall Speeds. Based Innisfail.		

**CONTACT:**

*Danny Cosgriff on 0468 931 895 for further information.*



**Atherton  
Aerodrome Apartment**

Accommodation for you and your plane!  
Modern Self-Contained Apartment  
at the Atherton Airport.

Accommodation designed for  
the travelling pilot.

Land at Atherton Airport  
taxi up to Hangar 52  
park your aircraft in our hangar  
then enjoy a comfortable night  
in our luxuriously  
appointed upstairs apartment.

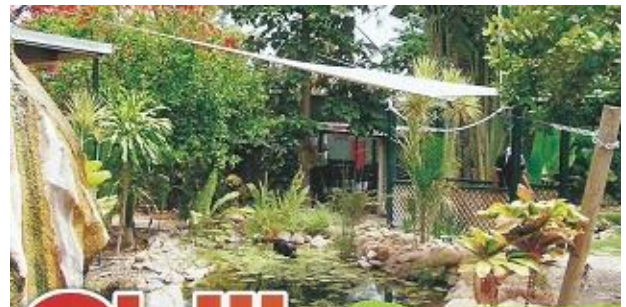


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*Chillagoe Observatory  
(A good idea to check on  
the weather first to en-  
sure cloud free viewing)*



**INTERESTING and EDUCATIONAL LINKS:**

<http://www.avweb.com/news/features/Why-Johnny-Cant-Fly-226747-1.html>

*More on Loss of Control Accidents*

<http://www.flightsafetyaustralia.com/2016/09/positive-charge/>

*Developments in Electric Powered Aircraft design*

<http://www.avweb.com/news/features/Max-Gross-Weight-Ops-226918-1.html>

*Operations at Maximum Gross Weight*

[https://www.youtube.com/watch?v=lnw\\_U2jNHfg](https://www.youtube.com/watch?v=lnw_U2jNHfg)

*100 Years at Schipol Airport, Amsterdam*

<https://www.youtube.com/watch?v=BXr3xr4rj98>

*Unintended Consequences, CFIT*

<http://avherald.com/h?article=49e63a38&opt=0>

*Galaxy Note 2 mobile phone catches fire in flight*



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## **Atherton Aero Club**

### **AAC—2016 EVENTS CALENDAR**

**First Friday of each month—Pizza & Film Night**

**Oct** Sunday 16th—Monthly BBQ at our Atherton Airfield facility

**Nov** Sunday 20th—Monthly BBQ at our Atherton Airfield Facility

**Dec** Saturday 10th—Christmas Party—(To be Confirmed)

### **OTHER AVIATION EVENTS**

**Oct** Saturday 15th—RAAF Townsville Air Show Spectacular

(Check the RAAus Web site for other Coming Events)

## **North Queensland Aero Club**

### **NQAC—2016 EVENTS CALENDAR**

**Oct** Sunday 30th—Annual General Meeting, NQAC Hangar Mareeba

**Nov** Date to be advised—Fun Flight at Mareeba

**Dec** Saturday 3rd—Wings Night, 6pm Mareeba Tarmac. Details TBA



## 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

**Children shirts available on request**

**Price per Shirt \$35.00 Each**

**Name.....**

**Size.....**

**Qty.....**

**Payment required prior to Supply (No Returns)**

### Payment Details

**Bank Bendigo Atherton**

**BSB:633 000 Account 114 33 1796**

**Please use your name as Reference**