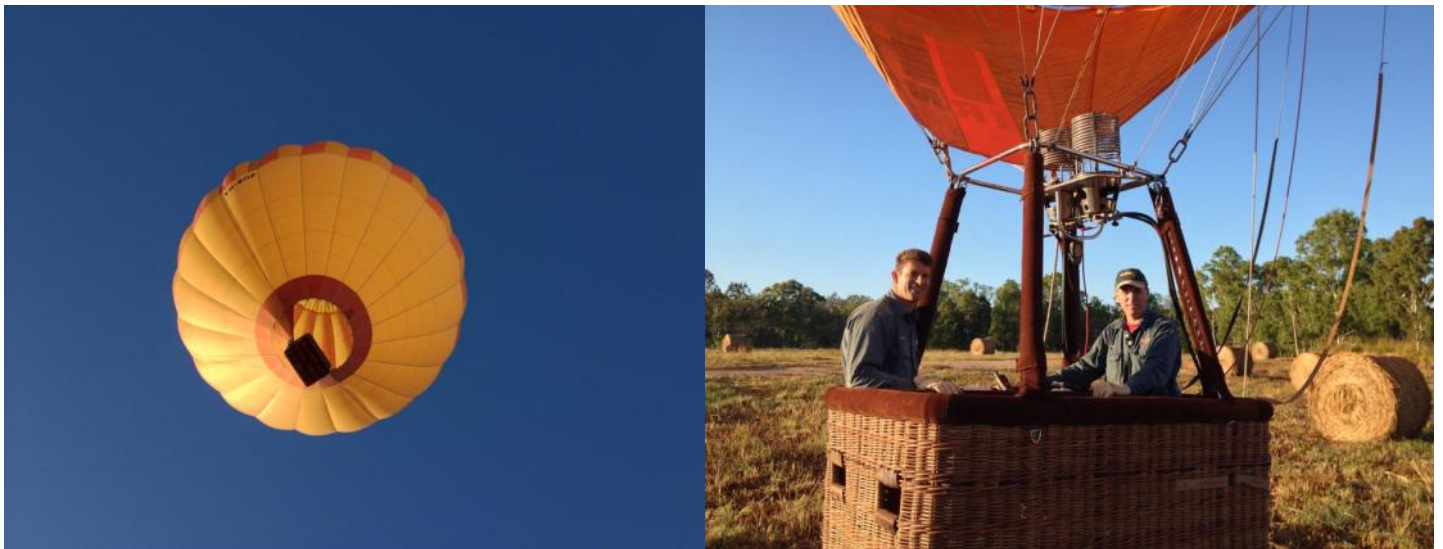


**Newsletter No. 275 – April / May 2014**



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.



***A Sunny Morning on the Atherton Tablelands***



***Photos Courtesy Tracey Hayes, Azure Photography***

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

Hello and welcome to Newsletter No 275. In this edition:

- |                                |                       |                            |
|--------------------------------|-----------------------|----------------------------|
| +Presidents Report             | +Jon Collins' Skybolt | +Atherton Local Operations |
| +This is my airfield, Atherton | +Radio Procedures     | +Barry's Pietenpol         |
| +Easter adventures             | +Raglan & Ayr Fly-Ins | +NQAC News                 |
| +Hangar space for rent         | +Interesting Links    | +Aircraft for sale         |
| +Morning Glory photos          | +Events Calendar      | +Club Shirt Order Form     |

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.athertonclub.org/>

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

Regards and safe flying.



### **PRESIDENTS REPORT MAY 2014**

Hello Everyone,

Well, I always start with the weather. Or shall I say the poor weather, after cyclone Ita we have only had some small windows of opportunity for flying and this makes it difficult to arrange any fly away trips. Fingers crossed this will improve soon so we can keep ourselves current.

The lease is still ongoing, we are looking at funding options as I now have an estimate on the storage shed. I will advise when things finalize.

For those who attended the monthly meeting, BBQ and movie night, thanks for attending. We had a great feed thanks to DJ and Sharon, followed by the movie Planes, oh and a few rums to keep warm.

We also now have club shirts available for sale \$35.00 each. They can have pockets on them for those who wish. Order form and size chart is provided in this newsletter. These can be emailed to me, and payment can be made through a direct deposit. Shirts will not be ordered until they are paid for. My email is [davidg@fnoc.com.au](mailto:davidg@fnoc.com.au) ph 0407 008 896

As you can see the committee have been busy filling up the year with various flying trips so try to support your club and come along or offer to help on the day or even run a trip yourself.

Fly safe.

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

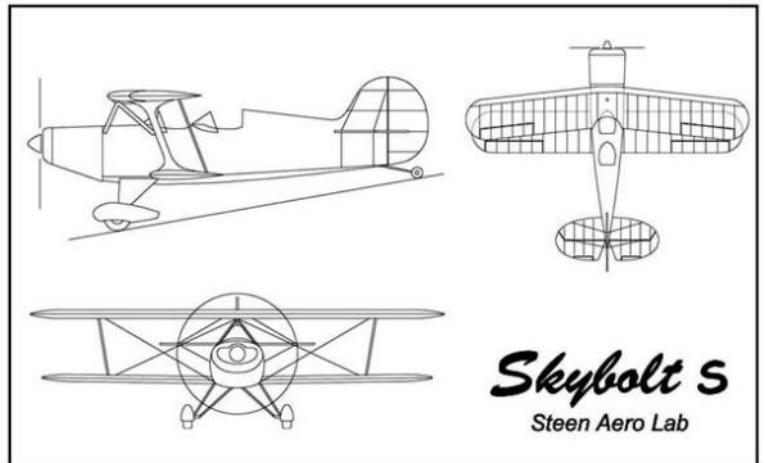


## ***Jon Collins' New Project – A Steen Skybolt!***

I have an extreme passion for flying but I also have a love of building aircraft. Ever since Dave Graham and I finished the Zenith Zodiac, I have been thinking about my next project. The Jabiru that I currently fly is a fantastic aeroplane but I have always thought about aerobatics (and the Jabiru is not the best aircraft to do this!). Biplanes have always held a fascination for me and for many years I have entertained the thought of purchasing a Tiger Moth with the aim of setting up a joy flight business in Atherton. The Tiger Moth has that special appeal, however, the age of the Tiger is now over 70 years old and the maintenance can be prohibitively expensive. Building a new plane, under the experimental category, gives me a new plane that I can also maintain myself – the best of both worlds.

I researched many aircraft types including the Fisher Celebrity, the Hatz and the Starduster Too. Each of these aircraft have merits, however, it was the Steen Skybolt which came out on top of the comparative analysis. The Skybolt is fully aerobatic, steel tube fuselage and wood wings, parts are readily available from Steen Aerolab in the USA and, having a fly of Paul Rockley's Skybolt last year had me completely convinced that the Skybolt was, indeed, the aircraft for me.

Having made the decision I ordered the plans in October 2013. I also ordered a few "How to Weld" books also!



A few years back, Mark McDonald and I were discussing my next project and he let me know of a partly built Skybolt down in Leongatha, Victoria. Unfortunately, the owner of this project died in a crop-dusting accident and his Skybolt project was available and it was being stored in Joe McDonald's (Mark's brother) hangar in Leongatha. My wife, Kelly, and I went to Leongatha in December last year to inspect the project. We were most impressed with the workmanship and the fuselage welding had been completed and the lower wings nearly completed. Yes, this was a project I could complete!

After several months of negotiation with the previous owners' estate, we agreed on a price and the project became ours. Luckily, Joe's step-son was a carpenter and he agreed to crate it up for me – an expensive but extremely good job of aircraft crating! Mark had some work in Victoria so he drove down with his trailer and returned in late March with the rather large crate.



***Arriving Home—Courtesy Mark McDonald***



***The Crate!***



## ***Jon's New Project – Continued***

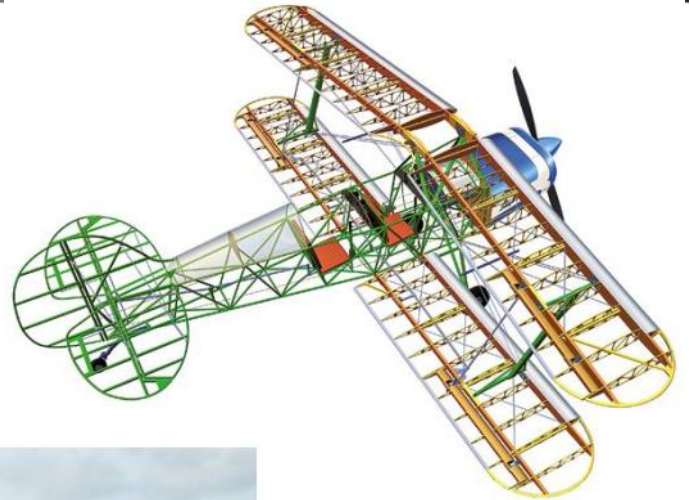
The Skybolt now sits in my workshop at home and I am currently in the process of checking everything against the plans, working out what needs to be done next and listing all the parts and hardware I require to complete the project. I love this part of aircraft building...the reading of all the literature relating to building, reading and interpreting the plans, making "to-do" lists and ordering parts. I have also joined the local Chapter of the Sports Aircraft Association of Australia, Chapter 34, in the hope that they can also provide me with some guidance for the build.



***Above L & R: In the Workshop at Home***

With family and school commitments, I envisage that this project will be a 3 to 5 year build, which will give me time to get that aerobatic endorsement too!

Anyone wishing to come and have a look, please get in contact with me so a visit can be arranged!



***Above:***

***The Skybolt Structure***



***Left:***

***What the Skybolt looks like Completed***



## **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!



## ***This is my airfield – Atherton (a tropical paradise) - By Jon Collins***



Rolling green hills, patch-work farming land, golden beaches, the Great Barrier Reef and the red sands of Australia's interior...all this scenery is within an hour or so flight from the magnificent Atherton Tablelands. The Tablelands is a fantastic place to fly around and a photographer's paradise. Atherton Township, where there is comfortable and affordable accommodation available, is only 3km away. The Atherton Tablelands Region is an attractive tourism destination with beautiful lakes, vast rainforest areas, national parks and numerous historic villages. Activities around the region are numerous and the food and wine is second to none!

Located just 26nm south-west of Cairns, Atherton Aerodrome (YATN) has a single 1300m grass airstrip (RWY 15/33) with an elevation of 2460ft and located beneath the 6500 CTA step of Cairns Airport. Mareeba Airport (YMBA) is 12nm north-west and Innisfail Airport (YIFL) is 34nm to the south-east of Atherton Aerodrome. Avgas is available from North East Air Fuel Distributors and hangar space (temporary or permanent) is available from a number of the local hangar owners. There is also a local agricultural spraying operation, Tableland Air Services, servicing the local farming industry.

Atherton Aerodrome has around a dozen hangars and close to fifty aircraft. The aircraft include antique, recreational, GA, micro lights, helicopters and even a powered chute. The aircraft restoration and building fraternity is also thriving at Atherton with at least a dozen projects at various stages of completion.

There are also a number of local pilots that fly off Lake Tinaroo, just north of Atherton Aerodrome. You will quite often see an amphibious AirCam or a couple of Aerodyne SeaRays cutting a white ribbon of wake on





## ***This is my airfield – Atherton (a tropical paradise) - Continued***

The Atherton Aero Club (AAC) calls the aerodrome home and has a strong representation of Recreational, GA and micro light pilots. It is a welcoming club that meets at the aerodrome every third Sunday of every month for a BBQ and to plan activities. It provides a great social environment for anyone interested in aviation. The AAC is currently raising funds for a club house on the airfield. Sausage sizzles, merchandise and open days have all been planned to help raise the required funds. To keep up-to-date on the club's activities, visit their new website at [www.athertonaeroclub.org](http://www.athertonaeroclub.org). This new website also has a camera and weather station that updates every 10 minutes so that conditions at Atherton Aerodrome can be monitored remotely.

For flying training in this region, the North Queensland Aero Club, based at Cairns Airport and also operating from Mareeba Airport, offer full pilot training services from Recreational to full multi-engine IFR.

The Atherton Aerodrome is operated and maintained by the Tableland Regional Council. The Atherton Airport Users Group, a group made up of hangar owners, neighbouring properties and other airport users, meets with the Council on a regular basis to discuss various issues associated with airport management. Recent meetings have involved the spending of grant money on sealing the taxiways and improving drainage. A healthy working relationship with the local council is vital in maintaining a safe and functional aerodrome.

So, next time you are planning a trip to the far north, plan a landing at Atherton Aerodrome – the jewel of the north!

Jon Collins



## **RADIO PROCEDURES AT NON-CONTROLLED AERODROMES**

As a club that seeks to promote safe flying, we often talk of a need for pilots to refresh and update their knowledge of the rules and procedures that apply to our activities. These are revised quite often and it is easy to be caught out if a pilot does not regularly review them for changes.

The club is publishing a series of newsletter articles on matters such as Airmanship, Radio Procedures, etc. This initial effort, a short piece on Radio Procedures (courtesy of the North Queensland Aero Club), is intended to refresh our understanding on just what is Mandatory, what is Not Mandatory and what is just Good Practice when operating around aerodromes such as Atherton, Mareeba and Innisfail.

The Minimum Positional Broadcasts by Aircraft Operating in the Vicinity of Non-Controlled Aerodromes (Extract from Civil Aviation Advisory Publication 166-1):

**Table 2 – Recommended positional broadcasts in the vicinity of a non-controlled aerodrome**

<b>Item</b>	<b>Circumstance (non-controlled aerodromes)</b>	<b>Pilot's radio broadcasts</b>
1	The pilot intends to take-off	Immediately before, or during, taxiing
2	The pilot intends to enter a runway	Immediately before entering a runway
3	The pilot is inbound	10 NM, or further, from the aerodrome, commensurate with aircraft performance and pilot workload, with an estimated time of arrival for the aerodrome
4	The pilot is ready to join the circuit	Immediately before joining the circuit
5	The pilot intends to carry out a straight-in approach	On final approach at not less than 3 NM from the threshold
6	The pilot intends to fly through the vicinity of, but not land at, a non-controlled aerodrome	When the aircraft enters the vicinity of the aerodrome

The AIP and VFRG (Visual Flight Rules Guide) contain the basic radio phraseology and procedures to be used, however a much more comprehensive explanation of the rules is contained in Civil Aviation Advisory Publication CAAP 166-1 (Operations in the vicinity of non-controlled aerodromes). The CAAP was amended and re-issued in December 2013 with *significant* changes.

CAAP 166-1 should be read in conjunction with CAAP 166-2 (Pilots responsibility for collision avoidance in the vicinity of non-controlled aerodromes) also re-issued in December 2013. Both of these documents are available as a free download from the CASA website.

Familiarity with the contents of these advisory publications and the AIP or Visual Flight Rules Guide will help to keep the recreational pilot up to date with most of what he/she needs to know.

*Continued*



**RADIO PROCEDURES AT NON-CONTROLLED AERODROMES** *Continued***RADIO CALLS AT NON-CONTROLLED AERODROMES—Example MAREEBA****Departing a Non-Controlled Aerodrome (CTAF)**

Listen to the AWIS (If Available)

**TAXIING**

*Mareeba Traffic, Jabiru 8315, Taxiing Runway 10/28 Mareeba*

(Listen for expected AFRU aerodrome identification or beep back – if none check radio for correct frequency and/or adjust volume & squelch controls)

**ENTERING THE RUNWAY**

*Mareeba Traffic, Jabiru 8315, Entering and Back Tracking Runway 10 / Lining Up Runway 28 Mareeba*

**TAKEOFF**

*\*\*Mareeba Traffic, Jabiru 8315, Rolling Runway 10/28 Mareeba*

**DEPARTING**

*\*\*Mareeba Traffic, Jabiru 8315, Departed Mareeba, Time ....., Tracking .....,  
On Climb To ..... [altitude]*

**Arriving at a Non-Controlled Aerodrome (CTAF)**

Listen to the AWIS (If Available)

**By TEN MILES (10NM) From the Aerodrome**

*Mareeba Traffic, Jabiru 8315, [position] e.g. 10 miles South-West, [Altitude] e.g. Descending through 4500, [intentions] e.g. Estimating the circuit at .....[time], Mareeba*

**IMMEDIATELY BEFORE JOINING THE CIRCUIT**

*Mareeba Traffic, Jabiru 8315, Joining Crosswind / Joining Downwind, Runway 10/28 Mareeba*

**IN THE CIRCUIT**

*\*\*Mareeba Traffic, Jabiru 8315, Turning Base, Runway 10/28 Mareeba*

*\*\*Mareeba Traffic, Jabiru 8315, Turning Final, Full Stop / Touch & Go, Runway 10/28 Mareeba*

**When CLEAR OF ALL RUNWAYS / FLIGHT STRIPS**

*\*\*Mareeba Traffic, Jabiru 8315, Clear of All Runways Mareeba*

*\*\*Indicates an Optional Broadcast as required to alert other traffic*

**MAKING A STRAIGHT IN APPROACH – NOT a recommended standard procedure.**

**JOINING DIRECTLY ONTO BASE LEG – NOT a recommended standard procedure**

*Continued*

## **RADIO PROCEDURES AT NON-CONTROLLED AERODROMES** *Continued*

Joining directly onto Base Leg or for a Straight-In approach, although not recommended, can be a reasonable option if done correctly. Pilots wishing to conduct a Straight-In Approach must first meet the conditions outlined in CAAP 166-1, Section 6.8. and must not disrupt or conflict with other aircraft established in the circuit pattern. Pilots intending to make a straight-in approach should advise their intention to do so with their Inbound Call and must be established on final by at least 3 nm from touchdown.

The published procedures as they now stand are really quite flexible and allow pilots to use their own initiative in deciding **when** and **where** to call and when a call is **not necessary**.

The recommended minimum (Taxying, Entering the runway, Inbound and Joining the circuit) are a good starting point, with the optional additional calls only being made when required to alert possible conflicting traffic of your position and intentions.

Long and un-necessary radio calls only increase the chance of over-transmission which defeats the purpose of making calls in the first place. There are many aircraft in our area using 126.7 and that frequency can sometimes become quite busy with radio traffic.

So a practical policy would be:

MAKE ALL THE RECOMMENDED MINIMUM CALLS

Then NO HEAR, NO TALK unless necessary to alert conflicting traffic of your position

LOOK OUT & LISTEN OUT

USE STANDARD CIRCUIT ENTRY AND DEPARTURE PROCEDURES

And of course speak clearly, using standard phraseology and for no longer than is absolutely necessary.

The CTAF frequency is not the place for a chit chat. Consider using one of the frequencies provided for that purpose, e.g. The "Numbers" 123.45.

A final point—The absence of radio traffic **does not** mean there are no other aircraft in the vicinity.

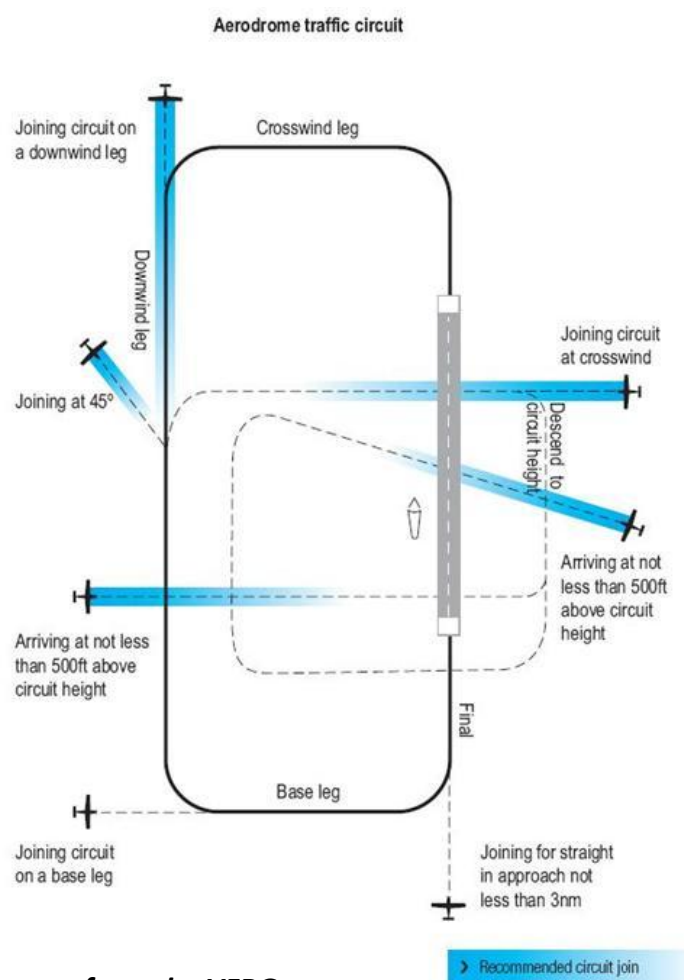
Please don't hit me with any questions about radio procedures until you have thoroughly read the two CAAPs mentioned (Link below).

[http://www.casa.gov.au/scripts/nc.dll?](http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_91054)

WCMS:STANDARD::pc=PC\_91054

Regards and safe flying,

Bill Gronbeck.



**Extract from the VFRG**



## **BARRY'S PIETENPOL PROJECT**

Work on the Pietenpol progresses slowly due to other projects. The aircraft was recently moved to the Savannah Haus hangar at Atherton and partly assembled to permit the measurement of control cables and fittings.



This 1937 variant is known as the Grega GN-1 Aircamper and differs from the original wooden airframe and wing in that it is of metal construction. Both fuselage and wing are fabric covered.

Pietenpol purists still use the Ford Model T car engine however in this case Barry has elected to install a Subaru engine and use a belt drive for the propeller.



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## **WHAT DID YOU DO OVER EASTER???**

### **Russell Cook**

I departed Atherton a few days before Easter, en-route to Charters Towers via Mt Garnet and Greenvale. Dropped into Towers to stretch my legs and top-up fuel etc.....sorry Russ, no fuel, next delivery in 2 days.....bugger. I do the sums and I'm good for Emerald so head off tracking for Mt Coolon and find an excellent grass strip 100m from the hotel, good folks, food and accommodation for \$50 a night.



**Mt Coolon Airstrip**



**Mt Coolon Hotel**

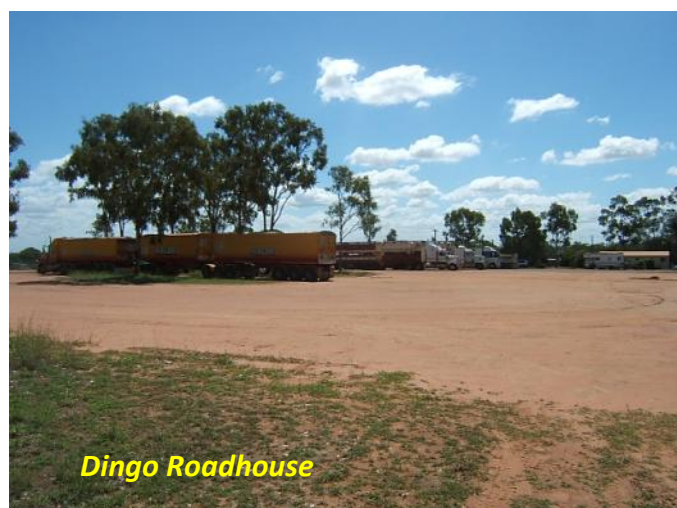
The next morning I head off to Emerald where I fuel up then track to "Dingo" just east of Blackwater, a good grass strip, 24 hour roadhouse, accommodation, premium-unleaded, good food, a huge parking bay at the rear of roadhouse with good access from the landing strip. Overnight there (no rush). Next morning tracking to Theodore, broken cloud, cruising at 7500, all good, 30 miles north of Theodore I drop down to 2000, with-in a short time fog is causing me serious concerns. I do a 180 and I'm out of there, see a good hole, blue sky above, back up to 6000 plus, all good again, I pull out the mobile phone and call my mate at Theodore to give him the sad news.

Now tracking to Wondai (near Kingaroy) for the Gyro Nationals, with cloud still broken, all good. About 50 mile north of Wondai I hear Wondai traffic, I call him up for a weather update and he now advises me that the cloud is closing in, but still Ok, bugger. A few minutes later he calls me back, go west he says, cloud edge out there, get under it, and track back to Wondai, bewdy, off I head, sure enough all is good and I get underneath, 1200 agl is the best I have. Wondai here I come. (OzRunways on the iPad, love it).

I have 3 days at the Gyro Nationals, seeing old acquaintances and the latest imports, great stuff. CASA guys were there and did the odd check, all was good, they gave good advice to any questions from pilots etc. I scored a CASA cap that they were dishing out to folks, one chap did a few laps in a gyro.....couldn't wipe the smile off his face, loved it.



**Dingo Airstrip**



**Dingo Roadhouse**



## **WHAT DID YOU DO OVER EASTER???** - Continued

### **Russell Cook** –Continued

Time to head home, left late, so tracked to "Dingo" again and over-nighted there. Met up with two gyros heading to Townsville. Next morning tracking for Charters Towers with clear skys the three of us head off. At around 6000, I've got 18 kts tail wind, bewdy, call up the gyros, guys get up here, I failed to mention outside temps were around 7° (my heater was on, I'm warm as). The two gyro lads got to 4000 and decided it was too cold, so went back down to 1500 for them cruising at 65 kts. I'm scooting along at 100 kts so after a while their transmissions faded out.

Dropped into Charters Towers again, fuelled up, stretched legs etc, then tracked towards the Mt Garnet area, cloud building, I'm 70nm approx west abeam of Ingham and hear Tully traffic. I call them up for a weather update, again.....cloud closing in.....bad, he tells me head out off Dunk, it looks ok out there, get under it, then all's good. So east I go and am soon over Dunk, things are not looking very good, in fact quite BAD.....so a 180 it is, back inland, tracking for Mt Garnet, bit by bit I'm now getting better visuals with the ground, bewdy, the iPad has me near Dimbulah, where I find a clear area and descend down to 2000, now tracking for Atherton. In the distance it's not looking good, big storm clouds, raining for sure, so change track towards Mareeba, dodge a couple of rain cells and arrive Ok. Atherton is just black as, so tie my Jabiru down and call my wife to come and get me.

Great trip, the Jab just purred, now to plan another trip, to some where way off. I was surprised just how much gear I could comfortably carry in the 160. Regards, Russ.

### **Dave Graham**

Connie, Hannah, Brittany and I flew to Shute Harbour and Airlie Beach for lunch via Townsville Magnetic Island, Hamilton Island, Whitehaven beach and the Whitsunday Islands. With the weather marginal on the Cassowary Coast we only made it home as far as Innisfail.

Thanks to Ian Graham for driving down to rescue us all. And thanks to Ian and Hamish for going to pick my plane up and flying it home while I was away.

Regards, Dave.



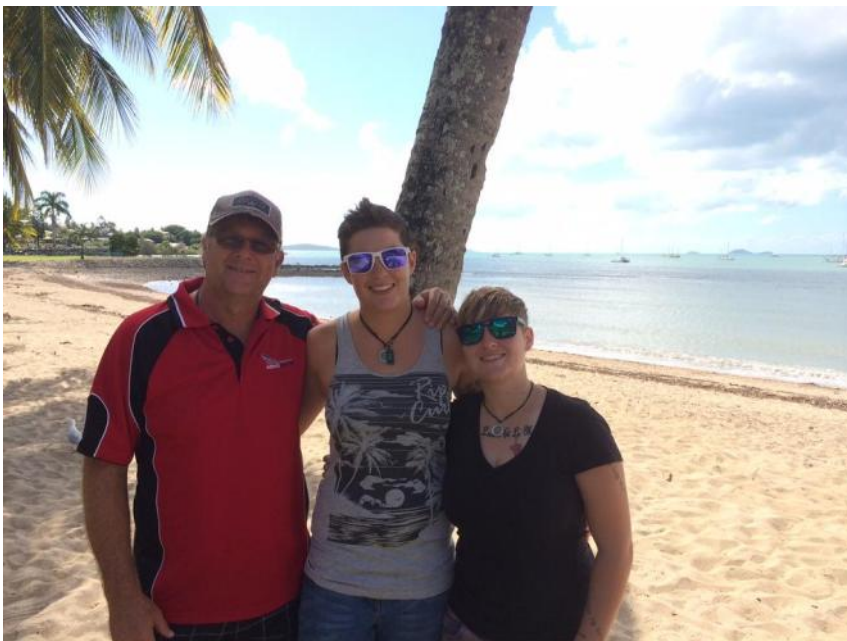
**WHAT DID YOU DO OVER EASTER???** - Continued



**Above: Landing towards the south at Shute Harbour**



**Right: Whitehaven, Whitsunday Islands**



**Left: Dave Graham and family (Connie behind the camera)**



## ***WHAT DID YOU DO OVER EASTER???*** - Continued

And prize for the most interesting trip must go to:

### *Dave & Heather Camp*



## ***Winners - Burlington Station Forced Landing Competition***

*Congratulations Dave & Heather for a job well done!*

Dave and Heather were faced with a total engine failure while returning home from an Easter trip to Barcaldine and Winton. All went well with the subsequent forced landing on an abandoned airstrip at Burlington Station just to the North of Mount Surprise.

Heather's full report on their trip and unexpected landing can be read in the next edition of the AAC Newsletter.

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*Rotary Club Community Day Sunday 15th June.*

**Contact Richo 0429 144 921 for details.**

14apr05





**NORTH QUEENSLAND AERO CLUB NEWS**



MAY  
31

Trial Introductory Flight Day - Mareeba Aerodrome

Tell your non-flying friends about the special low price on offer for a Trial Flight at Mareeba in the Cessna 152 or the Jabiru 160.



*Wright Flyer Hangar*



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# Atherton Hangar Space for Rent

Now available, space for  
three aircraft in Dave Gra-  
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For Details Contact:

Dave on 0407 008 896

# FOR SALE—Jabiru J160C



*See following page for details*





## **AIRCRAFT FOR SALE**

**Jabiru J160-C 24-4926** Factory Built January 2007

\$60,000 ono

In excellent condition and has been well looked after.

Current hours 330 (Engine and Airframe)

Standard J160-C with dual Microair Transceivers and single Transponder

Adjustable foot pedals.

Engine compressions good.

Oil usage over past 4 years has been one (1) litre per 30 hours.

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Covers for cabin and prop

Great plane to fly, especially on longer trips and very economical (about 14 lph)

Contact Jon Collins 0438 634 411 or [jc4487@gmail.com](mailto:jc4487@gmail.com)

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*Tiny Teddy (no, not the kids  
biscuit) rides the Morning  
Glory at Burketown*

***Teddy Powell soars on the Morning Glory 2013***

***Photos courtesy Tracey & Bob Hayes***





**INTERESTING & USEFUL LINKS:**

<http://experimenter.epubxp.com/i/287214>

*EAA Experimenter eMagazine Apr 2014*

<http://www.flyingnz.co.nz/new-zealand-air-safari/information.html>

*Fly New Zealand Air Safari 2016*

<http://www.avweb.com/news/features/Engine-Fires221772-1.html>

*How up to date are your Emergency Procedures?*

[https://www.youtube.com/watch?v=qfBfZJBQH\\_I](https://www.youtube.com/watch?v=qfBfZJBQH_I)

*Airbus E-Fan electric powered aircraft demonstrator*

[http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC\\_91054](http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_91054)

*Civil Aviation Advisory Publications—CAAPs*

<http://vocasupport.com/campbell-v-hay-case-in-nsw-district-court-and-recreational-aviation-vs-damages-responsibility/>

*Interesting legal case (Courtesy RAAus North QLD Rep Ross Millard)*

<http://gelio.livejournal.com/193025.html>

*AN-225 Myra the worlds largest aeroplane*

<http://www.barthworks.com/aviation/sr71breakup.htm>

*SR-71 In Flight Breakup, Test Pilots Story*

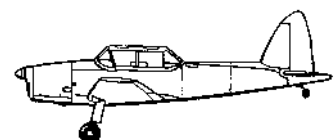
## ATHERTON AERO CLUB MONTHLY BBQ

Our next regular get-together will be on **SUNDAY the 16TH of JUNE** commencing 10am.

There will be the usual get-together and chat before a BBQ lunch.

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

(Note that there is a Fly-In at Ayr on the same day)



## **Atherton Aero Club**

# **2014 EVENTS CALENDAR**

- May** *Friday 23rd to Sunday 25th—Old Station Fly-In, Raglan*  
*Saturday 31st—NQAC Mareeba Base, Trial Instructional Flights*
- June** *Sunday 1st—NQAC Re-scheduled Air Race*  
*Saturday 7th to Monday 9th—AAC Einasleigh long weekend trip*  
*Saturday 14th & Sunday 15th—Burdekin Fly-In, Ayr*  
*Saturday 21st & Sunday 22nd—NQAC Weekend Fly Away, Details TBA*  
*Sunday 22nd—AAC Regular Get-together & BBQ*
- July** *Saturday 19th—AAC Evening Meeting, BBQ & Dinner, Fund Raiser*  
*Sunday 20th—NQAC Fly-In, Destination TBA*
- August** *Sunday 3rd—NQAC Spot Landing Competition, Atherton*  
*Sunday 31st—AAC Atherton Airport Open Day, Aircraft Static Display,  
Scenic Flights (by NQAC and others)*
- Sept** *Saturday 6th—NQAC Cardwell Fly-In*  
*Saturday 27th & Sunday 28th—AAC Alkoomie Station Fly-Away*
- Oct** *Friday 3rd to Monday 6th—NQAC Hamilton Island Weekend*
- Nov** *Saturday 1st—NQAC Wings Night*  
*Sunday 9th—NQAC Fun Flight, Cairns & Mareeba*  
*Sunday 16th—AAC Fly-In to Chillagoe for Breakfast then Club Meeting  
back at Atherton*
- Dec** *Saturday 6th or Sunday 7th—AAC Christmas Party, Venue TBA*





### Club Shirt Order Form

#### Sizes available

<b>Men's (Half Chest Size)</b>		<b>Ladies (Half Chest Size)</b>	
<b>Small</b>	<b>52cm</b>	<b>Size 8</b>	<b>46.5cm</b>
<b>Medium</b>	<b>55cm</b>	<b>Size 10</b>	<b>49.0cm</b>
<b>Large</b>	<b>58cm</b>	<b>Size 12</b>	<b>51.5cm</b>
<b>XLarge</b>	<b>62cm</b>	<b>Size 14</b>	<b>54.0cm</b>
<b>XXLarge</b>	<b>65cm</b>	<b>Size 16</b>	<b>56.5cm</b>
<b>XXXLarge</b>	<b>71cm</b>	<b>Size 18</b>	<b>59.0cm</b>

**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:633 108 Account 114 33 1796**

**Please use your name as Reference**