

Newsletter No. 304 – August 2019



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.



Lake Argyle

Happy snaps from NQAC member Matt Kuhn who is currently working in the Kunnanurra area.

Photos from Matt's C182



Atherton Aero Club - Committee Contacts

President	Vice-President	Secretary	Treasurer
Simon Perkins PO Box 227 ATHERTON Q 4883 simon@spaconsulting.com.au	Dave Camp PO Box 227 ATHERTON Q 4883 admin@gorex.com.au	Tracey Hayes PO Box 227 ATHERTON Q 4883 athertonaeroclub@gmail.com	Connie Graham PO Box 227 ATHERTON Q 4883 connieg@fnoc.com.au

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

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

EDITOR'S NOTE - by Bill Gronbeck

Hi All,

Welcome to edition No 304. In this issue - members photos of their flying activities over the last few months, posters advertising upcoming aviation events and news from our sister club the NQAC.



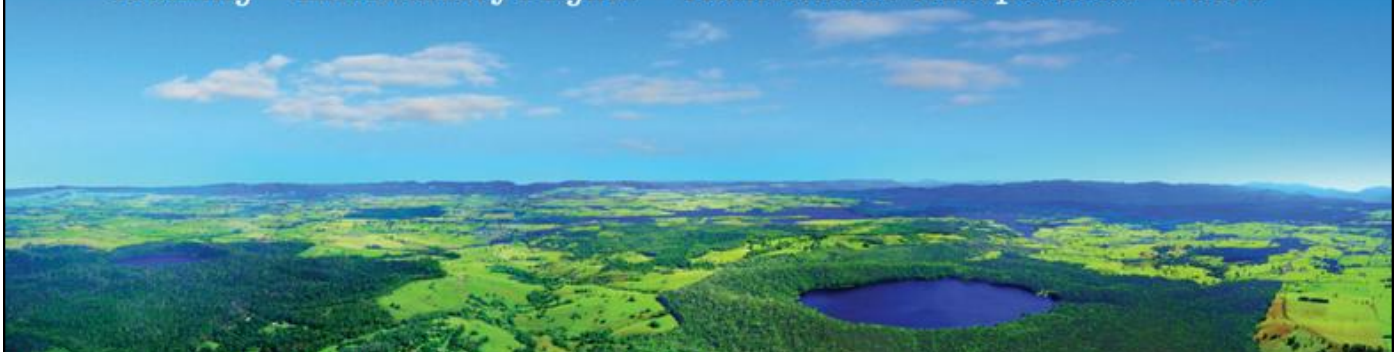
A big thank you to Jane, Michelle, Matt, Tracey, Kevin, Lloyd and those others who contributed photos and articles for this edition. Please contact me with your newsletter contributions on any of the following: (07) 4036 2868 or 0408 073 142 or by email at -

williamgronbeck2@gmail.com

Watch the AAC's Facebook Page and the FNQ Flyers Web Page for details of calendar changes and other short notice events. Check out the AAC Website for the YATN weather-cam and older club newsletters.

Atherton Microlights

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



Jane and Simon in Oshkosh

Those of you who have been to Oshkosh will know how overwhelming it is, full of people and planes. So full in fact, that you don't know where to look, because as your head is turned one direction, whoosh, something amazing has just flown past!

The locals call it EAA, but we know it as Oshkosh because that is the town that hosts it. We drove from Chicago and stayed in an AirBnB room in a house at Menasha, a short drive north of Oshkosh. On the drive from Chicago we stopped for something

to eat (hardly edible but we came to find out they don't like food in the Midwest, they somehow survive on eating something else. I never found out the name for it, but it certainly wasn't food...). While we were stopped a huge storm passed over, complete with a tornado visible at the edge of it.

When we got back on the freeway it was like a movie, smashed cars all along the edge and cars off the road. They drive fast in the US, but that doesn't mean they drive well, or adjust for the conditions.

Neither Simon, nor I had been to the US before, and this trip was for one thing, and one thing only – to see the biggest airshow in the world, something I had been wanting to see for the last 30 years. So no stopping off for sightseeing, we were on a mission. We went to the airpark the day before, and listened to the tower as the planes arrived.

“Cessna approaching over the lake, you are number 3, landing on the yellow spot. Keep the power on, Sir, all the way to the yellow spot, more power, more power, that's it, good job, welcome to EAA”

The types of aircraft arriving varied from the garden variety Cessnas and Warriors, to the more interesting, like the Cessna 190s, and there were a huge number. We had never even seen one before, let alone 101 of them.

The next day was the real airventure, and we arrived early, got a good park, and entered the park, this time being checked for guns or alcohol. As it was still early in proceedings many of the exhibitions were still setting up or yet to set up.

There was a lot of water lying around from the storm, and many of the campers were bogged. Planes were still flying in, having to divert or wait out the storm. The storm had ripped off branches and downed trees in the area where we were staying, and the power was out when we arrived. Our hosts had left us a key, and we had the house to ourselves. The power stayed out for two days, and just as the ice in the freezer and the hot water was starting to run out, it came back on again.

Back at the EAA grounds, the water had caused some grief, but it didn't stop the crowds. An estimated 700,000 people visited over the 7 days, and the camping grounds and aircraft extended from the end of the runway north to well beyond the runway to the south. A transport system carried people in yellow school buses to a central hub to enter the official grounds. From there, after bags were checked there were 4 tractor routes that interconnected, to drive to all parts of the internal grounds. The tractors towed open “carriages” with a spotter seated at the back. All the drivers and spotters were volunteers, and the brand new tractors were proudly advertised to be donated by John Deere. While the labour was voluntary, the donating companies used the opportunity to advertise, like John Deere, that they were providing the vehicles / goods.



Continued

Jane and Simon—Images from Oshkosh 1



B29 Arriving



Cessna 195 Arriving



2 x Tigers



3 x Warplanes



4 x Aerobatics



A10 Warthog



B29 Propeller



**Beech Baron
Engines Off**

Jane and Simon in Oshkosh—Continued

We had a picnic blanket that we had bought from Walmart the day before the airshow started. Luckily for us no one was shooting in there on that day, although the shop gun counter was stocked. We had our pick of rifles and hand guns. Not being able to take guns into the airshow prevented us from buying any.

Back to the airshow, we found a spot for the blanket and lay/sat on it as we watched in amazement. Firstly the parachutists with flag, while the National Anthem is played. Everyone stands up, removes their hats and becomes solemn. After that we lay back and watched as planes by the hundred arrive.

Loops, loops and more loops, and hammerhead stalls, then came the military planes, then more old military planes, in formation from the left, the right and in front of us.

The airshow finished, and some of the crowds left. We wandered up to the football field set up about half a kilometre from the main runway, and watched some trikes playing in the calm late afternoon.

And then, out came the STOL planes. These things, kit foxes, carbon cubs, super cubs and the like had been modified with ridiculously huge tyres, pilot seat only, minimum fuel and running on minimal oil to keep the weigh down. Some had panels removed as they would be unnecessary weight. It wasn't a contest, it was a display, as EAA had not approved a STOL contest. They were just measuring the take off roll and landing roll from a starting line for, let's say, academic reasons... The Cessna 180s were allowed an extra 100 feet.

What a show. The carbon cubs and kitfoxes would gun the power and sit on the brakes. If they got it right they would sail almost straight off. If they got it wrong they would rear up on the tail wheel before launching, setting them back 30 or 50 feet. All this was happening on a field as big as a football field with aircraft still landing on the main runway in very close proximity.

Following the STOL competition, er correction, exhibition, there was a night display of powered parachutes, with LEDs on their propeller cages, making for a pretty sight.

Given the jet lag, and that we had arrived early in the day, we needed to get back and get some rest.

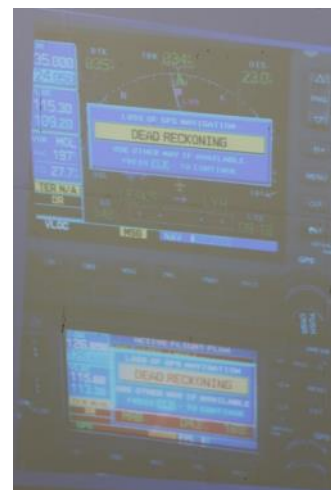
The next day we left early again and arrived early. On this day we ventured over to the forums, and found quite a few that took our interest. Not surprising, as at any given time there was up to 8 forums running concurrently as well as workshops on how to glue fabric, do woodwork, rivet or whatever.

Following the STOL performance of the previous evening, we chose a forum presentation by a MAF pilot on short take-off and landing. This pilot introduced a term, Wind LASO, for gauging whether a strip is landable. The wind stood for wind, and needs to be taken into account as it may be a one way strip, and you may have to land with a tail wind, and of course, take off with the tail wind.

LASO stood for Length, Altitude, Slope, Obstructions. The MAF pilot advised three passes over a strip, high, medium and low. I took copious notes and photos of his slides for anyone who is interested.

The next forum we attended was for IFR pilots, and was extremely interesting because the US weather is much more variable, much less predictable, and just more difficult with factors of storms and icing much more of a common occurrence.

The presenter had a great slide showing what happened to his Garmin GPS when the satellite antenna failed – DEAD RECKONING!



Continued

Jane and Simon—Images from Oshkosh 2



Carbon Cub STOL



Cessna 180 STOL



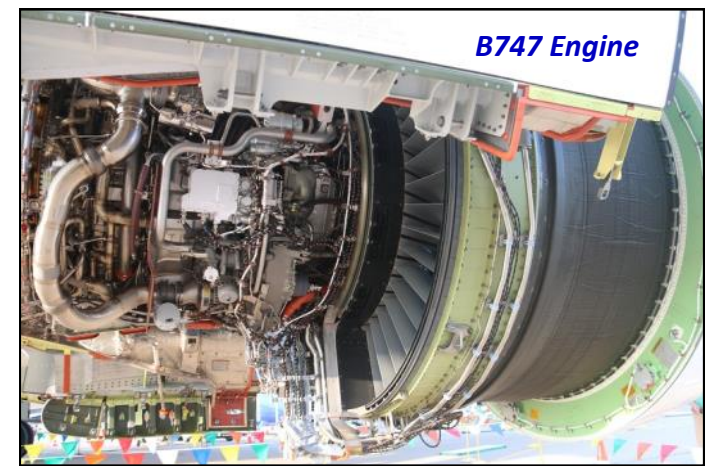
Parachuting in the American Flag



Sonex Jet



Twilight STOL Comp



B747 Engine



Flying Car fantasy



Simon with Savannah

Jane and Simon in Oshkosh—Continued

Later in the afternoon the Mooney owner's had a forum, which we attended. Unfortunately we didn't see the Mooneys come in en masse, as they arrived the day we were driving up from Chicago. It's a shame as it would have been a sight. Several years ago the Mooney pilots all wanted to camp together, and so they tried to arrange to come together. They weren't formation endorsed and as a result they felt that safety was being compromised. They set up a group called the Mooney Caravan. The Mooney Caravan teaches Mooney pilots to



fly in formation. There are several flying schools across the US that carry out the training, but it is uniform training, so a pilot in the north of the country will be doing the same things as a pilot from the south etc.

The Mooney owner's forum had several very short presentations, one from Kevin Kammer from the Mooney Corporation, one from Don Kaye, master instructor, and one from Jolie Lucas among others. Jolie is a psychologist who has survived an engine failure on take-off. She runs the "Mooney Girls" sub-organisation, encouraging all girls and women into aviation. She also runs the "Right Seat Ready" program for non-flying spouses. Most importantly, she sells Mooney jackets, hats and T-shirts. I agreed to meet her and Kevin Kammer later in the week. I also caught up with Mike Elliot, who some may remember from last year's Bathurst PSP.

Following the Mooney presentation I had a shoe blowout. The miles of walking had killed one of them and I had to find replacements. Fortunately with smart phones and Google, this was relatively easy. In finding the shoes we also found something else, a carpark, completely empty, just a short road crossing from the North 40 gate, and right at a yellow school bus bus-stop. From this point forward, we had a back-up easy carpark if we arrived too late or wanted to come or go.

By now it was Wednesday, and I was wearing my free EAA Women in Aviation T-shirt, for the big photo, to be taken in from the United Dreamliner. After the photo we had a lunch presentation by an American colonel who had been shot in her A10 over Baghdad. There was a hole as big as a football in her rear stabilizer and she had elected not to eject, but to try and fly the damaged aircraft back to her base with no hydraulics and limited controls. Her admiration for the A10 and her gratitude to her wingman were strong themes of her presentation.

All the while the airshows were going on around us. The night airshow was going to be worth waiting for. We found a spot for the picnic rug and settled in as it got dark. Once again down came the parachutists and the flag, and then up came the volume of the anthem. Next came more planes, flying in formation, doing aerobatics in formation, at night with fireworks exploding around them. As we walked back to the car it was still going on, and the open outdoor cinema was also showing a film to the left of the carpark. There were probably official dinners of this and that happening inside as well. The sheer volume of stuff going on was incredible.

Continued

Jane and Simon—Images from Oshkosh 3



Jane and Soldier with F22



Shoot To Kill sign



Amish queuing to see a 747



Kevin Kammer & Jane



Mike Elliott with Simon & Jane



The Mooney Stand



Cessna Floatplane



Floatplane Taking Off

Jane and Simon in Oshkosh—Continued

Thursday came and today was meet with the Mooney Corporation. We visited the stand. There were salesmen talking amongst themselves. The interest to sell Mooneys didn't seem to really be there. I talked to Kevin Kammer about Cirrus, about how good their marketing is, and how invisible Mooney is against them in Australia. He suggested it would be good to have a demonstrator come to Australia, and I suggested if it could coincide with Avalon in February, that would be the best timing. He asked me to write an email, so he could take the idea to those above him. I have not got a reply to the email. I checked later in the week that he had received it, but he advised he hadn't read it yet.

I was lamenting to Simon on the bus back to the special car park we had found at North 40. A Mooney driver on the bus overheard. His position was that as long as Mooney still sell parts and still keep the doors open, then that was the best he could hope for and he was happy with that.

Later in the week I met up with Jolie, to buy some T-shirts and a jacket. She was also despondent about Mooney Corporation. Previously the Mooney stand had provided room for MAPA, the American Mooney organization, but this year had not given much support.

Meanwhile, near the Mooney stand was the Covington Air stand, who were selling oil separators. Simon, sick of cleaning oil off the belly of the Mooney, bought one from Jesse. Jesse, like many Americans, is a very religious man. He was also a very interesting man. He was a linguist who had worked with indigenous communities, translating the bible into their languages. Given that Stephen Fry identified languages as the fastest growing towards extinction, faster than any other animal, it may be that the work Jesse has been doing has saved some languages from extinction.

Eventually, we were sure we had looked at all the exhibitions, bought all the books, T-shirts, jackets and any other paraphernalia. We headed to the EAA museum, and took it in as our final part of the EAA Oshkosh Airventure. Here we saw a replica of the Lindbergh "Spirit of St Louis" and wall of honour to the Rutan brothers, amongst a huge amount of other information and memorabilia.

The only thing left was the drive back to Chicago and a big flight home.



Jane and Simon—Images from Oshkosh 4



Strap On Jet rear view



Strap On Jet



Jolie Lucas & Jane



EAA Museum



Oshkosh Tower



Gyrocopter

Michelle's Photos From Oshkosh

Another of our Far North pilots enjoying the EAA Airventure experience with a ride in the Ford Trimotor. Thanks Michelle.



And to top it off a Beaver Floatplane ride at Seattle on the way home.





Beaver Floatplane over Seattle



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Winter Flying in the Far North



Tracey Hayes—4 degrees here this morning! Frost on the airstrip! All layered up.... T-shirt, fleece, jacket, flying suit, wind proof jacket, 2 neck warmers, thermal socks, snow gloves and jeans....plus helmet! Toasty warm for our sunrise flight!

Ferry Flight - New Zealand to the HARS Museum Wollongong, NSW



TQN is one of two retired NZ Postal Service Fokker F27-500 aircraft donated to the Historical Aircraft Restoration Society (HARS) located at Wollongong Aerodrome. Sister ship VH-EWH was flown over from New Zealand early in 2018 with VH-TQN scheduled to follow a few months later. Due to problems obtaining a crew for the second aircraft, TQN remained in New Zealand for another twelve months until fellow pilot Dave Miles and I were located and asked if we could assist. This we did on the 25/26th June 2019 (better late than never). Dave and I had flown F27s together in Papua New Guinea over 40 years ago. We were accompanied by engineer Mark Shanley, also ex PNG. Mark has played a key part in preparing these old aircraft for the ferry to Wollongong.

HARS have a long term plan to get one aircraft back into full flying condition, the other would be refurbished for static display either at Wollongong or their satellite museum at Parkes. The registration numbers of the aircraft reflect the restoration group's salute to the part that East West Airlines and Trans Australia Airlines played in the development of regional airline services in NSW and other parts of Australia.

I was looking forward to the ferry flight and anticipated many video and photo opportunities along the way. There were also some interesting warbird projects located at Ardmore aerodrome where the F27 was in storage and of course the HARS Museum at Wollongong had a great collection of aircraft. Well, as they say, "the best laid plans etc".

June is not a good time of year to fly west over the Tasman. Headwinds of up to 80 knots at our planned cruise level meant having to delay departure for several weeks waiting for better conditions. When a suitable weather window eventually did appear we quickly responded. One day to travel to Auckland, another to look at the aircraft and try to get familiar with the differences (and there were plenty), then depart early the next morning for a refuelling stop at Norfolk Island and an over-night stay at Coolangatta. Weather along the way was perfect, no headwind and clear skies until approaching Coolangatta where we had to dodge a few stormy patches before landing. The next days flight south to Wollongong was again in good weather and uneventful. ATC re-routed us around active restricted areas along the way and gave us any easy ride. The busy traffic situation approaching Wollongong was the only time things got a bit hectic with aircraft on practice instrument approaches and mixed fixed and rotary wing aircraft in the circuit. After cautiously entering the circuit a decision was made to abandon the planned low pass requested by HARS and get on the ground asap before we became a traffic hazard.

Continued

F27 Ferry—Continued

The folks at HARS were happy to receive their long awaited acquisition and turned out in force to welcome us. HARS relies heavily on these enthusiastic volunteers. A team had already been formed to take on the new project and they were keen to look over their new toy. Besides the F27s there are a number of other projects underway. The following links will give the reader some idea of the groups activities and videos of the F27's arrival:

<https://hars.org.au/>

<https://www.youtube.com/watch?v=e9EakTbFRFM&feature=youtu.be&fbclid=IwAR2OJ10WGNXmNZQCcZYqEIRVvTrYWrpss-J318GJhhcafLNoCHdgezberl>

<https://www.youtube.com/watch?v=kFKtX98888>

After a much too short look around, it was off to catch the train back to Sydney and onto a flight back home. I could see that another visit to Wollongong would be needed to fully appreciate the great collection of aircraft that they have there. Definitely worth a visit if you get down that way.

Great to work with some old friends and to get re-acquainted with one of my favourite aeroplanes.

Bill Gronbeck.



Lined up and ready to roll at Ardmore

Route and statistics



Crew on the way

Delivery courtesy NQAC Ferry Service



ABOVE: Members of the SAAA FNQ Chapter at their August meeting and BBQ lunch.

Among the matters discussed was the chapters planned attendance at the Innisfail Aero Club's Open Day on the 28th September (See poster Page 28).



Norship

MARINE



CONTACT DETAILS

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 Portsmith, Cairns
 Australia 4870

MAIN OFFICE

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 Fax: 07 4035 1613
 Email: admin@norship.com.au

PAINT SHOP

Phone: 07 4035 3167
 Fax: 07 4035 6218



MAREEBA RUNWAY WORKS

Work continues on the Mareeba runway upgrade.

Consult Mareeba Aerodrome NOTAMS for current status.

STAGE 3—During this stage, Runway 10/28, 755M eastern end not available, usable runway length of 900M with a landing distance for Runway 28 of 755M.

Temporary taxiway 2 on northern side of runway linking north eastern apron areas. Runway lighting not available,

STAGE 4 & 5—Full runway length available, taxiway and other works.

See MOWP YMBA/19/1 – Aerodrome Upgrade Works.

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Our **next Club Meeting & BBQ** will take place on **Sunday the 29th of Sept 2019** commencing 10:30 am. **The Meeting & BBQ have been scheduled later than usual so as not to clash with the CASA AvSafety Seminar on Sunday the 15th Sept (See poster below).**



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

Australia Government
Civil Aviation Safety Authority

AVSAFETY
AVIATION SAFETY ASSOCIATION

ENHANCING PILOT SKILLS - EXPECT THE UNEXPECTED

Atherton AvSafety Seminar

WHEN
12 noon
Sunday 15 September 2019

LOCATION
Atherton Aero Club
Atherton Aerodrome

LIGHT REFRESHMENTS WILL BE SERVED

REGISTER
casa.gov.au/avsafety



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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.*



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

John Martin (President) j-martin@bigpond.net.au

NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

A big congratulations to Murray Moule and his navvie Dave Randall for winning this years 70th Anniversary Norship Marine Air Race in the Winjeel! These guys won it hands down with an accuracy of 1 second on the first leg and 3 seconds on the 2nd leg! Mind you the competition was pretty fierce with Nathan Bridge coming 2nd and Owen Rankine 3rd. Murray actually won the NQAC 50th Anniversary Air Race and was clearly determined to back it up 2 decades later.

A total of 7 aircraft participated in the race and some 25 people attended.

Thankyou to Pinnarendi Station for hosting the event and thankyou to our sponsors:

NORSHIP MARINE

FGF DEVELOPMENTS

IOR AVIATION

CHIROPRACTIC WORKS

AIRCRAFT MAINTENANCE AUSTRALIA

GKC AVIATION SUPPORT

OFFICE CHOICE ATHERTON

NORTH QUEENSLAND AERO CLUB NEWS & EVENTS

SPOT LANDING COMPETITION



Sunday 22nd Sept

Commencing 10am

NQAC Tom McDonald Spot Landing Competition at Atherton Aerodrome.

70th Anniversary
Wings of Night

Save The Date

Saturday the 12th of October 2019
\$75.00 per person



OUR VISION

TO ESTABLISH A WORLD CLASS AVIATION MUSEUM THAT PROVIDES AN INTERACTIVE AND CAPTIVATING EXPERIENCE FOR VISITORS AND PROVIDES A FACILITY FOR TRAINING AND DEVELOPMENT WITHIN OUR COMMUNITY.

For an enquiries feel free to get in touch with:

President Steve Johnston 0409 640 209

Secretary Brendan Kent 0422 379 984

Treasurer Scott Brady 0438 751 767

INTERESTING AVIATION LINKS:

<https://www.avweb.com/aviation-news/flight-recorder-documents-hypoxia-related-crash/>

The Insidious Nature of Hypoxia

https://vimeo.com/356335213?fbclid=IwAR2f-MhQJ5nKX4IKOJeWEKsgJ5urIXMm1rH4opgcbXI3dxC1tQDGN_itJrc

Floatplane Ride from Seattle

<https://www.youtube.com/watch?v=e9EakTbFRFM&feature=youtu.be&fbclid=IwAR2OJ10WGNXmNZQCcZYqEIRVvTrYWrpss-J318GJhhcafLNoCHdgezberl>

F27 Arrival at HARS Wollongong

<https://www.avweb.com/flight-safety/risk-management/why-we-lose-control/>

Why we lose control



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**QUEENSLAND
OZ-STOL COMPETITION ROUND**
20th - 22nd SEPT 2019
Childers Airfield, Qld



- # Arrivals Friday
And Practice
- # Dinner At Local Pub
Friday Night
- # Camp On Airfield
Under Wing
- # Food And Drinks
Available All Weekend

- # Presentation &
Dinner At Airfield
Saturday Night
- # Bon Fire
Saturday Night
- # Fun Flying
Saturday Afternoon



See You There!!!



QUEENSLAND
OZ STOL COMPETITION 20th-22nd SEPT 19
CHILDERS AIRFIELD QLD.

REGISTRATION FORM

PILOT DETAILS

Name: _____ ARN: _____
Phone: _____ LIC. Type: _____
Email: _____

AIRCRAFT DETAILS

Aircraft Make: _____ MTOW: _____
Model: _____ Registration: _____

COMPETING ENTRY FEE \$40

Camping on Airfield (\$5 pp): Y / N

Day of Arrival: Friday 20th Saturday Morning 21st

PILOT BRIEFING 9am SATURDAY

Thanks to Childers Airfield.

Food and drinks will be available to purchase over the weekend.

*Note: Competing pilots please have your license, medical
and aircraft insurance with you.*

RETURN EMAIL ozstolpilot@gmail.com

ANY QUESTIONS CALL

ANDREW 0402 405 012 or PHIL 0488 030 131

BSB: 112 879 ACC: 419 345 041 Ref: Pilot Name

Date: _____ Signature Pilot: _____

Innisfail Aero Club Open Day 2019

Come and join us on Saturday the 28th September 2019

At the Innisfail Airport on Mundoo Rd Mundoo



FREE Admission!
Time 10:00 - 16:00
The Aim of the day

- * promote aviation in the region;
- * provide information on how to become a pilot;
- * display career paths in the aviation industry;
- * introduce people to recreational flying; and
- * inform the community about airport facilities they can use

Things to See

- Experimental & Home Built Aircraft
- Formation Flights
- Antique Cars & Planes

Things to Do

- Talk to Pilots about their experiences
- Check out all the different types of aircraft
- Talk to an Instructor about flight training
- Take a TIF Trial Introductory Flight
- Check out Our facilities
- Become a Club member



Aero Club Fly-in

All clubs welcome & encouraged to attend.
Bring a tent and stay the night Showers Available.
If enough interested in staying, we can have a BBQ Dinner & Refreshments that evening.

Food & Drinks

- Sausage sizzle
- Soft Drinks
- Tea & Coffee



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Check out our Facebook page "Innisfail Aero Club Inc."



Atherton Aero Club—2019 EVENTS CALENDAR

Sept Sun 15th, *CASA AvSafety Seminar & BBQ, Atherton Airfield Facility*

Sept Sun 29th, *AAC Monthly Club Meet & BBQ, Atherton Airfield Facility*

OTHER LOCAL & LONGER TERM EVENTS

Sept Mon 9th—*CASA AvSafety Seminar, Cairns*

Sept Sun 22nd—*NQAC Spot Landing Competition, Atherton*

Sept Fri 20th to Sun 22nd—*Airventure Australia, Parkes*

Sept Fri 20th to Sun 22nd—*QLD Oz-Stol Competition, Childers*

***NQAC 3rd Friday
of the month Bar
& BBQ at the
club's Mareeba
Aerodrome site.
3:30 pm onwards***



ATHERTON AERO CLUB CORPORATE SPONSORS




CONTACT DETAILS
56-62 Tingira Street
Portsmith, Cairns
Australia 4870

MAIN OFFICE
Phone: 07 4035 1722
Fax: 07 4035 1613
Email: admin@norship.com.au

PAINT SHOP
Phone: 07 4035 3167
Fax: 07 4035 6216





Personal Insurance
Our personal insurance policies cover car, home & contents, business, travel, health, life, and more.



Commercial Insurance
We can provide you with a range of commercial insurance including public liability, workers compensation, general liability, and more.



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Phone: 07 4032 3311
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AVIATION MEDICALS

available at



The Doctor House

Dr. Diana House
D.A.M.E

Ph. 4095 2400

Atherton Aero Club - Membership Application / Renewal

New Member

Returning Member



PERSONAL DETAILS

Full name		Date of Birth	
Street address		State	Postcode
Postal address		State	Postcode
Email address	Occupation		
Telephone	ah	bh	mobile

MEMBERSHIP

<input type="checkbox"/>	\$ 60.00	Single Member	Single member with voting rights
<input type="checkbox"/>	\$ 100.00	Family Member	Two members with voting rights
<input type="checkbox"/>	\$ 50.00	Associate Member	Single member with NO voting rights
<input type="checkbox"/>	no charge	Student Member	Single member with NO voting rights

PAYMENT

<p>Forms to be sent to: <i>The Treasurer</i> <i>Jon Collins</i> <i>PO Box 1360</i> <i>ATHERTON QLD 4883</i></p>	<p>or email to: <i>jc4487@gmail.com</i></p>
<p>Payments can be made by: <i>EFT, Cheque, cash, or at the Bendigo Bank</i></p>	
<p>EFT Details: <i>Atherton Aero Club BSB 633000 ACC 114331796 (Ref - Your Name)</i></p>	

I hereby apply for membership to the Atherton Aero Club and agree to abide by the Constitution and any rules and regulations thereof. I further agree that my contact details may be made available to other members of the association as the Management Committee deems necessary.

Signed _____ Dated _____

Print name: _____ Print name: _____

OFFICE USE ONLY

Membership type		Receipt No		Fee Paid	\$
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