

BRISBANE VALLEY FLYER

NOVEMBER 2011

NEWSLETTER OF BRISBANE VALLEY SPORT AVIATION CLUB

(FORMERLY QUEENSLAND ULTRALIGHT ASSOCIATION)

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

www.qua.org.au

www.wattsbridge.com.au

Our club has a new name!

Whether for or against a change of name, everyone at the AGM displayed a positive attitude. As it turned out, the vote was strongly in favour of change, 17 to 5 with 7 abstentions. Proxies were evenly divided, 5 for and 5 against. There were five nominations for a new name. The other four were eliminated one by one in separate ballots.



Graphic by Richard Faint

Clearly, there is a vibrant future in store for the Brisbane Valley Sport Aviation Club. We are a club in the true sense of the word – a fraternity of like-minded people who have come together to engage and assist each other in the pursuit of our hobby, our sport, our dream. We will continue to go from strength to strength. Membership is steadily increasing and we are cashed up enough to soon complete the clubhouse. There is every reason to look forward with optimism and confidence. For those who are sentimentally attached to the old name, just remember that the new one is not going to diminish those treasured memories of the good old days. And remember also – in the words of Irving Berlin:

“It’s a lovely day tomorrow, tomorrow is a lovely day; come and feast your tear-dimmed eyes on tomorrow’s clear blue skies....”

Aeronautical trivia...

On the left is Richard's first design. Notice that the wingtips do not quite match. This resulted in the following email exchange:

I think that's excellent, Richard, but why not a Jabiru? Can we do one with a white plane with blue trim as well? Also, you need to match the wing tips. Regards, Arthur.

Would not that be the look of the ailerons in that type of turn. Ian (Ratcliffe).

The near one should be coming up if that were the case. Anyway, in a balanced turn the ailerons are in the neutral position. Arthur.

They are supposed to be little canted winglets which on the outer wing are visible and on the inner wing are seen near end on. Also, in a balanced turn for most aircraft it is normal to need to hold a tiny little bit of opposite aileron and perhaps top rudder as well otherwise you end up in a spiral dive. This would be a great topic for a monthly meeting discussion!! Richard.

Well, that was news to me. But I don't want to be the last word on this. Is Richard correct? Opinions and first-hand experiences are eagerly sought from members (and from any other reader). All replies will be published next month.

The hidden danger of reflex flaps

Last week, I flew to Boonah to meet Rob Knight, one of our new members. Rob's excellent review of the GA 912 Lightwing is on page 3 of this newsletter. Rob (with co-owner Peter Davies) keeps his little yellow plane in one of the hangars at the southern end of the field. Over lunch that day, I discussed matters aeronautical with Rob and one item of particular interest to me was the secondary effects of reflex flaps. My Sapphire has a reflex flap system but I never use them (I tend not to use the flaps at all, actually). The primary purpose of reflex flaps is to give an aircraft a few extra knots in the cruise situation by decreasing the angle of attack on the inner sections of the wing. The problem arises when a pilot, for one reason or another, forgets to reset them prior to a landing approach. In some aircraft, and the Lightwing is apparently one of them (see Rob's review), the reflex configuration effectively creates a "wash-in" condition, the opposite of what is normally thought of as desirable (wash-out). This means that the aileron part of the wing can be the first part to stall. Such a stall can be much more sudden than usual with a marked tendency to drop a wing. Furthermore, incipient spin entry is more likely due to the asymmetrical drag created by a high rate of roll. Rob says it can be a matter of 300ft or more lost height before recovery. Obviously, this would not be a happy circumstance to find oneself in when turning onto final after a long and tiring flight.

Plane hits Ferris wheel

There is an old saying that any landing you can walk (or climb) away from is a good one. Here is a perfect example. This Sierra was doing a missed approach at Old Bar in NSW last month. No one in the plane or on the Ferris wheel was hurt. The Ferris wheel had been put in a field at the end of the airfield every year for a while, but locals said that this year it was closer than normal to the alignment of the strip. In fact, it was just 100 metres from the threshold and 3 degrees off the extended centre line.

If there is a lesson to be learnt here, it is probably that VFR is VFR. Don't become too distracted with after takeoff checklists, gauges and other matters inside the cockpit at critical moments when you should be looking where you are going.



Rob Knight is one of our newest members. Not only is he an experienced pilot, he is an author of aviation books and a photographer. Recently, he and Peter Davies (who joined our club on the same day as Rob) bought a GA-912 Lightwing. That makes three Lightwings in our club that I know of. Here is Rob's review of this delightful little aircraft:

The GA-912 LIGHTWING REVIEW (by Rob Knight)



Originally called a GA-55, this little yellow bird flew from Howard Hughes' Lightwing nest in Ballina in 1991. Fitted initially with a VW AeroPower engine, it took 300 hours for her first owner to remedy the shortfall in power and retrofit a Rotax 912 with 80 more willing horses.

Her first home was Rocklea Station in Queensland where she was employed on station work until July 2005. She was then purchased by Andrew Olditch who flew her south to Boonah to reside peacefully in semi-retirement until Peter and I formed a syndicate and purchased her from Andrew in July 2011.

Taxiing is no great issue compared to other tail draggers. She does require positive footwork to control her direction but she is generally docile because of her excellent rudder control. It's good that she has a large and effective fin and rudder because her brakes are quite ineffective. With her individual brake shoes being energised merely by heel pedals on the floor pulling cables, taxi speed must be kept low to ensure adequate control over speed and direction is maintained.

On take-off she is a classic rag-and-tube taildragger, with just discrete though timely nudges on the right rudder needed to keep her spinner pointing the right way. With just 80 horsepower, the torque, slipstream, and asymmetric blade effects don't amount to a lot but the gyroscopic effect as her tail comes up will always give a swerve left if uncorrected. Given a power off stalling speed of 40 knots in her Flight Manual, in-flight testing with flaps lowered shows that they do make a difference. Lowered flap also benefits the take-off where 1 notch of flap gives easier pitch control as she accelerates and raises her tail, and two notches improves her short take-offs markedly.

At the new RA AUS MTOW of 600 kg, she performs very well indeed and carries almost her own empty weight. In the climb at this weight the VSI indicates a steady 700 fpm and this figure checks out with a stopwatch. In cruise the ASI needle hovers around 82 knots but sometimes flickers up to just over 85 knots if careful attitude control is exercised, a speed reluctantly acknowledged by our GPS. To boost her cruise speed she came out of the factory with a rather unique feature – a flap system with a VFE coincident with her VNE so her flaps can be extended UPWARDS in cruise to reduce form drag and thus improve cruise airspeed. Alas, the theory is not supported by a convincing performance improvement and any cruise speed increase is marginal if, indeed, even discernable. Also, she becomes much less than delightful to fly in this configuration. This fits with the old adage that if it looks wrong it probably is – but it's still interesting. What is also interesting is her stall characteristics with flaps set in the -4° position. This can be startlingly and ever remembered. Her wing now incorporates an element of wash-in which causes the stall to occur over her outboard wing sections first. The result is an incredibly sudden stall, and the brutal roll rate experienced in this configuration is the envy of the jet jocks in the RAAF F18s.



Rob's Lightwing Review (continued)



But with her flaps in any normal position stalls are a non-event. Unless something silly is done with the stick or the rudder she just does a falling leaf trick and establishes a substantial sink rate. However, once established in a stall with a high sink, there is a notable height loss in the recovery that can be directly attributable to her drag curve issues, even using all 80 horses. A word of caution, though, any application of aileron whilst stalled will inflict the usual punishment on the pilot, but recovery is instant with forward stick sufficient to unstick the wings.

In general flight she is a joy to fly, with an adequate sufficiency of quirks to keep any eccentric pilot happy for hours. Her simple ailerons provide enough adverse yaw to guarantee that everyone stays on their toes, and her large elevator and short-coupled fuselage keeps her elevator forces

light and lively. Turns test everyone's coordination and if over-control is exercised the resulting slip or skid is noticed without the need for instruments. The short taper on each outer trailing edge seems to help in reducing induced drag in steep turns and her speed decay is not as apparent as it is in some other more modern designs. The aerofoil given her is a general purpose one and while she may not have the shortest STOL capabilities, she will comfortably maintain height with 60° of applied bank without losing excessive speed if full power is applied. In level flight her over-the-nose visibility is great, but in turns there is always a lot of wing in the way.

Disregarding the negative flap issues, if this little bird has a vice it is in the glide. With her best L/D ratio achieved at 60 knots, her glide is quite presentable, even though she exudes drag at every opportunity. However, her cut-away upper fuselage profile gives her a drag curve and glide angle that would make a crowbar jealous. The manufacturer has, since her development, made available a set of vortex generators that alleviates this characteristic, to some extent at least, but this little one is still in her original state. Because of this design feature, even more so than other light aircraft, she appears to have an instant direct physical link between the elevator and the airspeed. Pulling the stick back pulls the ASI needle back seemingly simultaneously. This requires some careful and precise stick work on short finals when cross wind and wind gradient effects make life interesting rather more quickly than an un-initiate might expect. Even so, maintaining 60 knots on finals, decreasing to 55 when full flaps are applied, providing that this speed is maintained, gives plenty of elevator control for the flare and hold off. Here, having flaps lowered is an added bonus because they lower the nose attitude and make it easier to judge the hold-off height in the float, or to better judge the sink when she settles doing a wheeler. Precise control is needed in both forms of landings and either a stall onto the touchdown, or positive forward stick as the wheels kiss the turf in a wheeler is vital, or she will convert even the most precisely judged flare and float into a 'oil-can' landing.



I started my flying in a 90 hp Piper Cub, 50 years ago this year, and for the first time in my life I have found an aeroplane that I find just as enjoyable to be in as that Cub. The ALW GA-912 is quaint, quirky, and tremendous fun to fly; provided that YOU maintain mastery at all times. She is a lady of no compromise and if you don't call all the shots, she will quickly make your day very interesting indeed.

Solar-Powered Plane Flies for 26 Hours (Web link from Mal McKenzie)



Solar Impulse, piloted by André Borschberg, flew for 26 hours and reached a height of 28,543 feet, setting a record for the longest and highest flight ever made by a solar plane. By [ALAN COWELL](#) Published: July 8, 2010 (photo by Denis Bailhouse)

PARIS — Slender as a stick insect, a solar-powered experimental airplane with a huge wingspan completed its first test flight of more than 24 hours on Thursday, powered overnight by energy collected from the sun during a day aloft over Switzerland. The organizers said the flight was the longest and highest by a piloted solar-powered craft, reaching an altitude of just over 28,000 feet above sea level at an average speed of 23 knots, or about 26 miles per hour. The plane, Solar Impulse, landed where it had taken off 26 hours and 9 minutes earlier, at Payerne, 30 miles southwest of the capital, Bern, after gliding and looping over the Jura Mountains, its 12,000 solar panels absorbing energy to keep its batteries charged when the sun went down.

The pilot, André Borschberg, 57, a former Swiss Air Force fighter pilot, flew the plane from a cramped, single-seat cockpit, buffeted by low-level turbulence after takeoff and chilled by low temperatures overnight. “I’ve been a pilot for 40 years now, but this flight has been the most incredible one of my flying career,” Mr. Borschberg said as he landed, according to a statement from the organizers of the project. “Just sitting there and watching the battery charge level rise and rise, thanks to the sun.” He added that he had flown the entire trip without using any fuel or causing pollution.

The project’s co-founder, Dr. Bertrand Piccard, who achieved fame by completing the first non-stop, round-the-world flight by hot air balloon in 1999, embraced the pilot after he landed the plane to the cheers of hundreds of supporters. “When you took off, it was another era.” The Associated Press quoted Dr. Piccard as saying. “You landed in a new era where people understand that with renewable energy you can do impossible things.” The project’s designers had set out to prove that — theoretically at least — the plane, with its airliner-size, 208-foot wingspan, could stay aloft indefinitely, recharging batteries during the day and using the stored power overnight. “We are on the verge of the perpetual flight,” Dr. Piccard said.

The project’s founders say their ambition is for one of their craft to fly around the world using solar power. The propeller-driven Solar Impulse, made of carbon fibre, is powered by four small electric motors and weighs around 1600 kilos. During its 26-hour flight, the plane reached a maximum speed of 68 knots, or 78 miles per hour, the organizers said. The seven-year-old project is not intended to replace jet transportation — or its comforts.

Just 17 hours after takeoff, a blog on the project’s Web site reported, “André says he’s feeling great up there.” It continued: “His only complaints involve little things like a slightly sore back as well as a 10-hour period during which it was minus 20 degrees Celsius in the cockpit.” That made his drinking water system freeze, the post said and, worst of all, caused his iPod batteries to die.

One extreme to another: ex-race car driver (now flying instructor – see page 15), Gentleman Jim sent us this:

TOMORROW'S RECORD BREAKER

Contributed by David Rose - La Jolla, CA



The new RP-4 aircraft shown here, is being built to attack the World 3, 15 and 100 Kilometer Speed Records.

Engines: Two high performance V-8 engines power the RP-4, representing the best compromise among size, weight, power and availability. Tandem mounted, each engine drives its own propeller. The front engine drives the front prop directly and the rear engine, through gearboxes which bypass the front engine, drives the rear prop in contra rotation. Independent fuel and cooling systems allow for single engine operation.



Propellers: Utilizing NASA Unducted Fan Technology, two four-blade propellers with variable pitch hubs were constructed. The blades consist of 84 layers of prepreg carbon fiber and are 58 inches in diameter.

Cooling: During engine warm up, thermostats cycle engine water through the oil sump heat exchanger to quickly bring engine oil to operating temperature. Once up to temperature, the thermostats then direct engine water to a series of aluminum

tubes within the wing. These tubes are immersed in 50 gallons of water which carry engine heat to the wing surfaces which are cooled by the slipstream. Separate series of tubes are provided for each engine enabling autonomous cooling of either engine. Wing water can be diverted through an auxiliary radiator located in the tail cone for cooling on the ground if needed. The forced induction systems generate high inlet temperatures and induction air is directed through evaporators charged by air conditioning compressors. This system also provides conditioned air to the cockpit.

Fuel: A 100 gallon fuel cell below the wing supplies fuel to engine-driven pumps which feed the injectors.

Gear: All gear retract aft into the fuselage. The main gear articulates as it retracts holding the wheels parallel to the fuselage throughout retraction.

Wing: The RP-4 wing is one of the most complex ever constructed. Less than 3 inches at its thickest point, it nevertheless contains flaps and ailerons as well as 200 feet of tubing and nearly 400 fabricated fittings and connectors which comprise the cooling systems.

Fuselage: Built entirely of large diameter chrome moly tubing, the fuselage is skinned in 60 thousandths aluminum and is 31 inches in diameter.

Empennage: The vertical and horizontal stabilizers are, like the wing, both riveted and bonded together. The vertical stabilizer houses the nav/comm antennas as well as pitot and cockpit ventilation systems.

Performance: The RP-4 is designed to be a high performance aircraft.

Eric Hereth, master machinist, fabricator and welder, built all components of this remarkable aircraft from scratch, with the exceptions of engine long blocks, wheels, and hydraulic components.

A little bit of history provided by new member Peter Davies

CRASH OF A DE HAVILLAND DRAGON AT TOOGOOLAWAH AIRFIELD, QLD ON 17 SEPTEMBER 1943

RAAF De Havilland Dragon, A34-19 crashed at Toogoolawah airfield on 17 September 1943 at 1830hrs. The Dragon was attached to 2 Aerial Ambulance Unit based at Kingaroy. It was piloted by Pilot Officer A.F.Thorley (A3929), who was killed in the accident. His passenger, Flight Sergeant Newton, of No. 3 Initial Training School was injured and put in hospital in Brisbane. The entrance street to today's Watts Bridge airfield, formally Toogoolawah airfield, is named Thorley Street in honour of Pilot Officer Thornley.

A Detachment of No. 11 Repair and Salvage Unit RAAF based at Goolman Airfield near Amberley Airfield salvaged the wreck of A34-19. It was returned to 3 AD for write off.

The following information is from the Commonwealth War Graves Home Page:

In Memory of **ARTHUR FRANCIS THORLEY**, Flying Officer 3929, Royal Australian Air Force, who died on Friday, 17th September 1943. Age 35. Son of Francis and Ernestine Olivia Thorley; husband of Patricia Constance Thorley, of Milson's Point, New South Wales. Cemetery: TAABINGA CEMETERY, Queensland, Australia. Grave Reference/Panel Number: Plot A. Row A. Grave 14.

REFERENCE BOOK: "Queensland Airfields WW2 - 50 Years On"

And to continue a theme (this material comes from the Web, the link sent to me by Rob Knight)

The Origins and History of Watts Bridge Memorial Airfield During WW2



An original map showing the allocation of land for the airfield

Watts Bridge (formerly Toogoolawah) history (continued)

The design of airfields during WW2 varied according to their intended use, proximity to enemy action etc. Toogoolawah was designed as a fighter dispersal strip with accommodation for some 250 men. As early as 1931 there had been a semi-official landing ground at Toogoolawah. Located one mile east of the town, it had a windsock and had been registered on plan Z-606 with the then Dept of Civil Aviation. In December 1940, the Director of Civil Aviation asked the Secretary, Department of Air, to consider providing an emergency landing ground at Toogoolawah. The letter had been prompted by Mr McManus, manager of Aircrafts Proprietary Ltd. of Brisbane, who had suggested that it could be used in an emergency on the Brisbane - Kingaroy route and might be useful for the training of pilots under the Empire Air Training Scheme (EATS) when carrying out cross country flights.

The Civil Aviation Department stated that they were interested in carrying out preparation of the ground and put forward the idea that the Esk Council might be prepared to assist with the work if the area was to be used by the Dept of Air. A reply in January 1941 stated that Toogoolawah was not presently required by the RAAF or by the Defence Department.

During May and June 1942, the Australian Army began pressing for construction of airstrips at Toogoolawah for use by their Army Co-operation Squadron. The site was considered superior to Toowoomba. On Monday 15 June 1942, the old landing ground was inspected by Pilot Officer J.J. Keays (RAAF) with Messrs. Calder and Lowe of the Main Roads Commission. Also included in the party was Mr. Hill of the Esk Shire, Mr. Wyeth of Home Security and Lt. Chester of 1st Australian Army. The original site, just outside of town was condemned as it was subject to flooding during the wet season. Mr Hill advised that two foot of water flowed over it during periods of heavy rain and the area was badly situated for the wet season. An alternative site selected by Mr. Hill was inspected and although not entirely satisfactory, it appeared to be the best available. Mr Hill had investigated the whole of the shire and was satisfied that no better site existed.

The new area was approximately four miles to the east of the original and located between the Brisbane and Mt Beppo Road. Colonel Bleachmore was advised after the inspection that work on the new site would commence the following Monday and Mr Calder was placed in charge of arrangements. The matter at this stage was entirely an Army one with Pilot Officer Keays assisting only with locating the site and arranging the layout. Some 650 acres of farming and grazing land were acquired, requisitioned under the provisions of the National Security (General) Regulations. The property owners affected were Mr. A.J. Bryant, Frank Isaac Cannell and Mr E.F.Henderson. Total annual rental was 372 pounds.

By mid August 1942, the work was 95% complete and had cost approx. 4,000 pounds. Preparation had included clearing, grading and consolidating two strips 5,000 and 4,000 ft. Work also included deviations of the road and telephone lines. The drome was now considered suitable for aircraft up to P-40 Kittyhawk size. Construction of the project had been carried out by the Allied Works Council. In an assessment in September 1942, the advantages of the new Toogoolawah runways were recorded as:-

- (a) Only two strip site available in the district adjacent to Esk.*
- (b) Unlimited water from the Brisbane River within half a mile.*
- (c) Electric power and telephone on site.*
- (d) All weather road to the railway station 5 miles distant.*
- (e) Good soil and drainage*
- (f) Site difficult to locate from the air owing to the excellent growth of new grass on the runways which pass between existing farmhouses and cross gravelled roads.*
- (g) Within reasonable distance of Army Operational Campsite.*

Watts Bridge (formerly Toogoolawah) history (continued)

Only one disadvantage was noted, this being that very little cover was available for the dispersal of aircraft. This was offset, however, by other favourable factors. Approval for a soil cement runway on the 32 strip came through in October 1942. After a soil survey in December, however, this decision was reversed to the 122 strip. At this same time, Lt Colonel Brinney advised that it was proposed to establish a Home Base Aerodrome for No.5 Army Co-Operation at Toogoolawah.

In the latter stages of 1942, 100,000 pounds became available through US 149 project for construction of a parent drome at Toogoolawah together with aircraft dispersal facilities including a dispersal area or separate landing ground if necessary. A camp was designed to accommodate up to 300 personnel. At one stage it was planned to locate a RAAF repair and salvage unit. All this did not eventuate, mainly because of the northwards movement of the war and the use of Lowood and Cecil Plains some 30 miles and 100 miles distant respectively.

The idea of a soil/cement runway was abandoned in mid 1943 and replaced with the plan for both strips to be sealed with gravel. By January 1944 the gravel on both runways was 50% completed with some 16,400 cubic yards laid from a stock of 33,000 cubic yards. Underground drains were 20% finished and open ones 60% finished. Fencing had been completed and the total cost ran to 29,200 pounds. The airfield then appears to have been virtually abandoned until the end of the war, except for occasional visits by No.14 Base unit at Lowood. Post war, the site was leased by the Dept of Civil Aviation on a monthly tenancy basis with an annual rental of 312 pounds.



Watts Bridge (formerly Toogoolawah) history (continued)

Close examination of the photo on the previous page shows the construction camp for the 100+ people employed constructing the airfield. Also visible is the Watts Bridge after which the airfield is named. The bridge was washed away in 1974. In the magnified section below it can be more clearly seen:



The camp appears to consist of a number of tents close to the Brisbane River, with easy access to Silverleaves Rd.



Photo Above: 12/30 looking from the north-west end (runway 12) looking east. Photo taken 17 August 1942

Watts Bridge (formerly Toogoolawah) history (continued)



Photo Above: Runway 12/30 looking from the south-east end (runway 30) looking west. Photo taken 17 August 1942

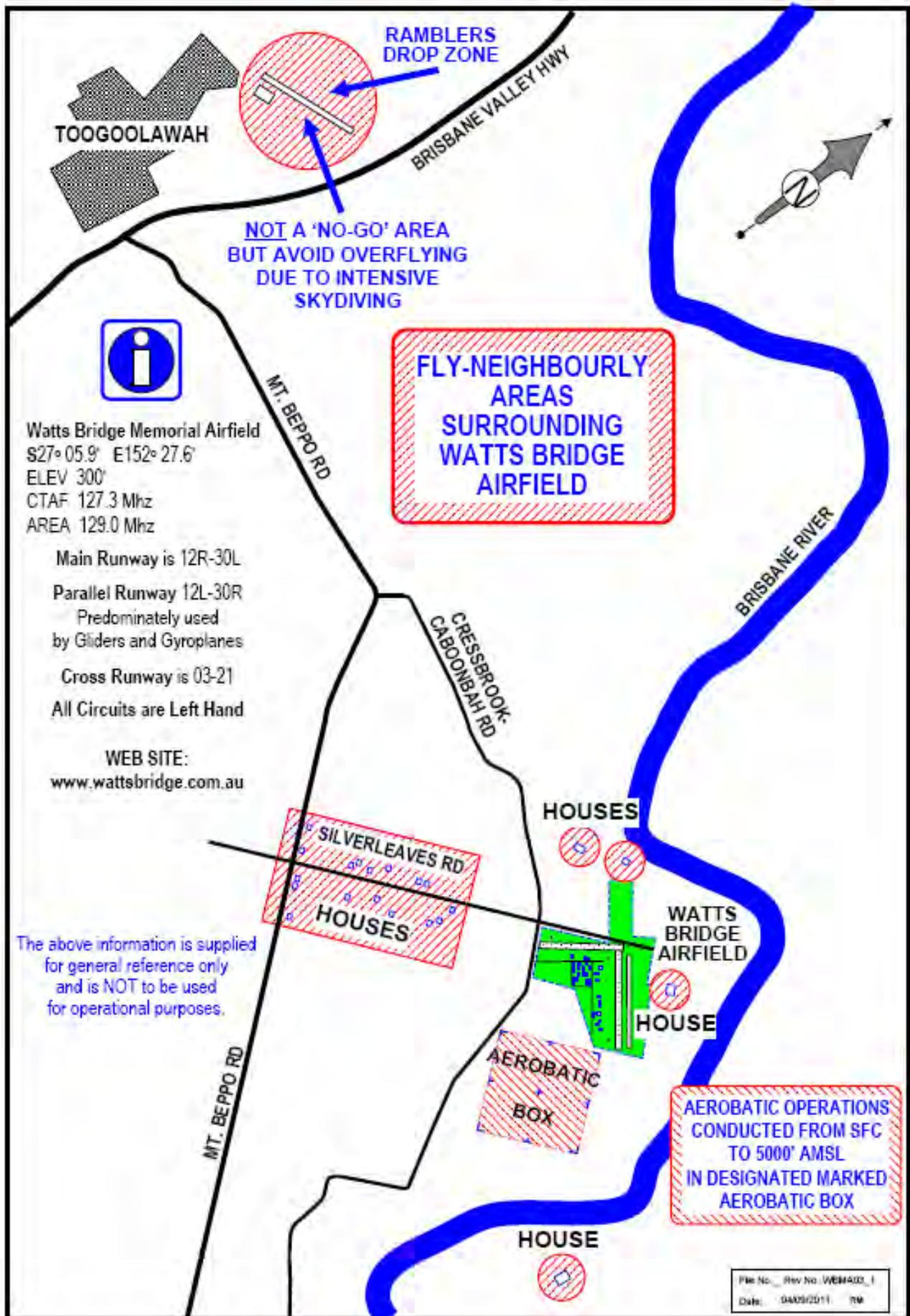
From the records in the National Archives of Australia, the first evidence of aerial activity by a 5 SQN aeroplane seems to be when P/O Ron Forsyth flew across from Toowoomba on the 7th July 1942 as per the extract below from 5 SQN's operations record book shows

20.7.42 The following exercises were completed as directed by No. 3 A.L. Section. P/O. FORSYTH carried out Arty. Recco. and Arty. Observations of 2/9 Fd. Rgt. P/O. UNKLES with Sgt. OSWELL (Observer) carried out Photo. Recco. of Fighter strip in TOOGOOLOWAH area.

Two photos from Watts Bridge more recent past (2011 All in Fly in taken by Rob Knight)



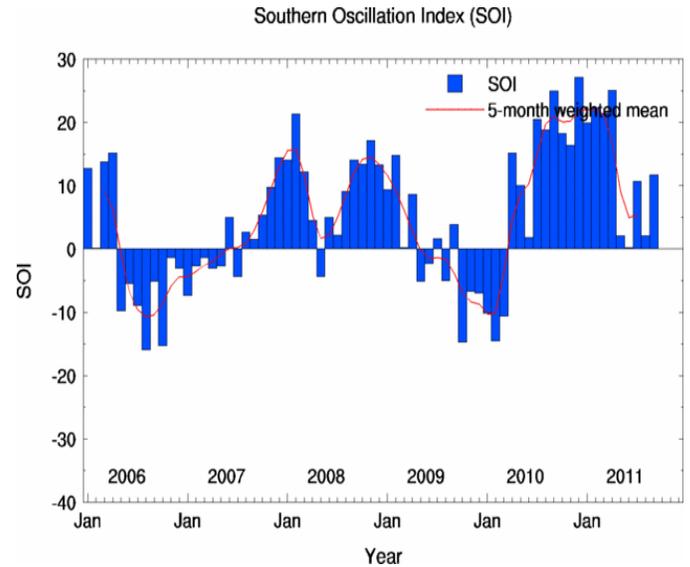
Current Watts Bridge Fly Neighbourly Map



SOI for September

Last month it could have gone either way, however, the September reading confirmed the July spike back into La Niña. It now seems as if this is a trend for the summer months which means less good flying days and possible flooding.

In June, I met a fellow who identified himself as a long range weather forecaster. He said that he made predictions by looking at weather patterns in areas around Australia, particularly South East Asia, Indonesia, PNG and the islands up that way. He said that he thought that we were in for a repeat of the last wet season. At the time it was very dry in Brisbane so I thought he had to be wrong. But now I'm not so sure. Something he also said was that the Brisbane Valley water table would not absorb as much this year (because of the heavy rains last year).



Peter Freeman's hangar is finally finished. Looks like an excellent job. Well done, Peter.



Our first WA member (Paul Poulsen).

Arthur, I have taken the job in Perth and I start on the 11th of November. At this stage I am selling the tail kit for the 750 to Paul Southam of Toowoomba (pending finances). Sorry about the aircraft at Forest Hill but I won't be able to take it with me. Once I have settled in WA, I will order another 750 kit (the whole thing this time) and go for it from there. I will need to stay in contact Ian and Peter Ratcliffe for questions etc. If possible I would like to stay a member of the club. I will also try and make it to the next meeting. All the best, Paul. [Yes, Paul, we hope you stay a member. Good luck in the new job. Arthur]

We have another instructor in the club. Well done, Jim Gollagher!

Hi Guys. If anyone had asked me in Feb 2008 after my first solo in a Drifter if one day I'd be the Instructor and not the student, I'm sure I would have just laughed. What have I done..... It all started in March this year when I made a choice between PPL or RAA instructor rating . The Instructor course won for a few reasons, but mainly I had a sense that the challenge and responsibility of teaching someone how to fly an aeroplane would be very rewarding...! So after 7 months , 20.7 hrs of fairly intense flying training and 32 hrs of briefing (lots more really), lots of study and an exam , I can finally say I've done it. What to do now? Well, here's the plan and it's not a secret. I'll be knocking on all the doors of FTF's in my corner of the world to hopefully get some hours to remain current and build on this experience. Cheers, Jim.

And Mal has taken some time off from building his Skyranger and gone to Europe!

Hallo Arthur! Greetings from Stuttgart. Nice here in this city. A bit crowded and cooler. We went to the Black Forest yesterday and it started to snow. Very pretty as we drove along the Hock Strass to Baden Baden. Lots of snow everywhere. Bit nippy when we stopped to take some great photos. A couple of days back we drove to Trier to see some Roman Ruins. On the way we visited the aircraft museum in Hermeskeil. Great museum with over 100 aircraft on display. Everything from early aircraft, gliders, light aircraft, military and airliners. Lots of Russian, British and American military planes. There is another transport museum just north of Stuttgart I would like to visit. It has both the French Concord and the Russian Concorde on display plus 60 other aircraft. Tomorrow we drive down to Austria for a few days. Our chauffeur and tour guide Suzanne will take in the VW Sharan turbo. Goes well at 200 kmh on the autobahn. Roads are busy here with millions of trucks going places. Name change and new sign appear to be progressing. All the best, Mal

Aviation Events

Nov 5 Temora, NSW, Aircraft Showcase - Scale Modellers
Nov 5-6 Gloucester, NSW, Annual Fly-In and Bonfire
Nov 5-6 Holbrook, NSW, Back to Holbrook Fly-In and Jabiru Festival
Nov 6 Wagga Wagga, NSW, Wagga City Aero Club monthly BBQ Lunch
Nov 6 Rowland Flat, SA, Barossa Airshow
Nov 6 Shepparton, VIC, Pancake Breakfast Fly-In
Nov 10 Jandakot, WA, Race Launch & Info Night - Outback Air Race 2012
Nov 11-13 Wangaratta, VIC, Mooney Maintenance Program
Nov 13 Wedderburn (Campbelltown), NSW, Annual Open Day
Nov 18-20 Griffith, NSW, Disabled Pilots Assn of Australia Fly-In
Nov 19 Temora, NSW, Warbirds Downunder 2011 Airshow
Nov 19 Dunwich, North Stradbroke Island, QLD, Straddie Breakfast Fly-In
Nov 26 Luskintyre, NSW, AAAA-NSW Toy Run
Nov 26-27 Watts Bridge, QLD, AACQLD Aerobatic Practice Mini Comp & Xmas Party
Nov 27 Caboolture, QLD, AAAA-QLD Toy Run
Nov 27 Truro Flats, SA, AAAA-SA Toy Run

**The next (inaugural) BVSAC meeting is at 7.30pm
on Monday 7th November at the Archerfield
Terminal Building followed by supper.**

PRESIDENT: Mike Smith 0418 735 785 TREASURER: Ian Ratcliffe 0418728238

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Queensland Ultralight Association Inc

The Treasurer
35 Banika Street
MANSFIELD QLD 4122

Profit & Loss Statement

July 2010 through June 2011

2/10/2011
4:22:40 PM

Income	
Membership Fees	\$3,050.00
Hanger Rent	\$4,200.00
Supper / Social	\$4,898.05
Drink Fridge Money	\$319.20
Merchandise	\$10.00
Interest	\$0.86
Total Income	\$12,478.11
Cost of Sales	
Gross Profit	\$12,478.11
Expenses	
Drinks	\$322.13
Depreciation - Buildings	\$2,250.00
Depreciation - Contents	\$719.00
Room Rental	\$385.00
Insurance	\$1,372.30
Club House	\$2,356.26
Electricity	\$287.91
Water	\$92.31
Bank Fees	\$1.00
Fees & Charges	\$2,690.90
Total Expenses	\$10,476.81
Operating Profit	\$2,001.30
Other Expenses	
Sundries	\$864.66
Total Other Expenses	\$864.66
Net Surplus / (Deficit)	\$1,136.64

MINUTES OF 8th OCTOBER 2011 ANNUAL GENERAL MEETING

MEETING OPENED	10.20 am
APOLOGIES	Mary Clarke, Peter Davies, John Immes, Roger Kelly, Rob Knight, Paul Poulsen, Deb & Ralph Percy, George Perez, Col Thorpe.
MEMBERS PRESENT	Nineteen.
PRESIDENT'S REPORT	Another good year for the QUA Inc. We gained a few more members during the year. Thank you to the members who helped with the Pok Run and the fly ins. In the coming year we hope to gain more members and complete the clubhouse.
SECRETARIES REPORT	Most correspondence is now via email. We received mail from RAAU, WBMA, Somerset Regional Council and the Dept of Fair Trading. MAF sent a letter and an appreciation certificate for use of the clubhouse recently for their recent event at WBMA.
TREASURERS REPORT	Opening Balance \$ 11,000.00 Closing Balance \$ 8,000.00 Insurance and WBMA fees paid. Receipts to be sent to the members. Audit report prepared at no cost.
MINUTES FROM 2010	Proposed Peter Ratchliffe Seconded Bruce Clark Minutes Accepted
ALL POSITIONS DECLARED VACANT	Ask for any nominations for any position declared vacant.
	President Mike Smith nominated Seconded Richard Faint Nomination Passed
	Secretary Richard Faint nominated Seconded Ian Ratchliffe Nomination Passed
	Treasurer Ian Ratchliffe nominated Seconded Richard Faint Nomination Passed
	Editor Arthur Marcel Seconded Mal McKenzie Nomination Passed
	Watts Bridge Delegate & Airfield Council Richard Faint

BRISBANE VALLEY SPORT AVIATION CLUB

MINUTES OF THE OCTOBER 8th 2011 GENERAL MEETING

MEETING LOCATION:	Brisbane Valley Sport Aviation Club meeting rooms – Watts Bridge Memorial Airfield
MEETING DATE:	8 th October 2011
MEETING OPENED:	12:05PM
MEMBERS PRESENT:	19
APOLOGIES:	Nil
VISITORS:	Priscilla Smith
MINUTES:	September Meeting of the QUA. There was no business arising from the minutes. Proposed: Peter Freeman. Seconded Peter Ratchliffe Minutes Approved.
PRESIDENT'S REPORT:	There was no President's Report.
SECRETARY'S REPORT:	The Secretary listed the Inward Correspondence and commented on same. There was no Outgoing Correspondence.
TREASURER'S REPORT:	There was no Treasurer's Report other than that given to the QUA AGM which preceded the monthly meeting.
WBMA REPORT:	There was no WBMA Report
GENERAL BUSINESS:	Peter Freeman agreed to approach local builder Kevin Werner for a quotation for fitting the "Whirly Birds" to the BVSAC Hanger and report back to the Committee. Richard Faint agreed to start the design process for a logo for the Brisbane Valley Sport Aviation Club. This is needed promptly for the sign at the entrance gate to Watts Bridge.
NEXT MEETING:	07 th November 2011 at Archerfield at 8:00PM.
MEETING CLOSED:	There being no further business, the meeting was declared closed at 12:20PM