

BRISBANE VALLEY FLYER

APRIL 2012



**Watts Bridge
Memorial Airfield,
Silverleaves Road
via Toogoolawah,
Qld**

*www.wattsbridge.com.au
www.qva.org.au*

Steve Donald's Savannah STOL!



Steve Donald's Savannah

Steve Donald is a senior aeronautical engineer with Virgin Airlines. It is therefore to be expected that when Steve builds his own aircraft, the finished products are rather exceptional. We have already seen evidence of Steve's professionalism in the Aeropup he has been flying around our area for the past four years. Now Steve has done it again with his new Savannah. In this article, Steve tells us how he came to do it again:

Steve arrived at Forest Hill while Roy was doing the mowing.

Arthur, having built and flown my Aeropup for the last 4 years, I was itching to build again, so I began researching another suitable project. A few years ago at Narromine, I met Reg Brost, the NSW/QLD agent for ICP Savannah, who had a Savannah VG on display. Reg explained the attributes and STOL ability of this aircraft, and also the fact that the kit comes complete with absolutely everything you need. I was suitably impressed. By the time I was ready to purchase, the VG XL model was available. This model has a few improvements over the VG model, including a ring engine mount, and a more streamlined engine cowling, giving the aircraft nicer lines.



Basically, I needed another fix. After much discussion with the Minister for Finance, I finally convinced her of my need to build another aircraft. To put it another way, I finally got the green light to spend more of the kids' inheritance. I ordered a VG XL kit from Reg in Feb 2010. I thought I would probably have the plane built in about six months. However, it blew out to become a two year project, not that it was difficult, but I still had the Aeropup to fly. So there was no real pressure to complete it, and I was able to take my time and savour the experience.

Roy Boy (background) has finished the mowing.



Steve Donald's Savannah (continued)

During the build, I became aware of two other Savannah builders living nearby, so I made contact with them and we were able to compare notes and help each other out with any queries, especially with the deciphering of the Italian/English builder's manual. I thoroughly enjoyed putting the plane together in my shed at home, and completed the project in January this year. A friend of mine, Kevin Haase did the final inspection, and, in February, I received my provisional registration and authority to fly within the test area. I was keen to fly off the 25 test hours as quickly as possible and did this in two weeks, because I wanted to take the plane to Temora this year. I now have full registration and am free to roam wherever I please.

Prior to the first flight, however, I did a Savannah endorsement with Neil Schafer at "Go Fly" Caboolture, to get a feel for the aircraft, particularly the takeoff and landing characteristics. The planes are so easy to fly that I immediately knew there would be no problem doing the first flight myself. So, when the day came, I launched off and did a circuit. It was a bit of a non event really. The only minor problem I encountered in those first 25 hours was some minor engine cowl chaffing, which I promptly rectified. The aircraft flies straight, runs smoothly and I am really having fun exploring its STOL characteristics. With full flap on approach and a slight breeze down the strip, I can literally touch down at almost walking pace. This makes it a very safe aircraft if I need to put it down in a paddock for some reason.



The aircraft is based at Caboolture Qld, for which the airfield designation is "YCAB", so I have called my Savannah the "Y Cab Sav".

I am already thinking about my next project (but please don't tell my wife). A Savannah S with a Rotax 912iS would be nice, but I would need to sell the Aeropup first, as having three aircraft may be a touch extravagant.



Steve Donald | Senior Engineer - Brisbane International

Steve, you should talk to Peter Freeman. He will explain to you why it's just not possible to have too many aeroplanes!

Radio Problems? Look no further ...

Yes, look no further than **Aircraft Radio** at Archerfield Airport. They are on Beatty Road just inside the fence. Recently I went there to sort out my radio problems. **Jeff Holland**, one of their friendly technicians, had a look at the radio, at the helmet, at the PPT cables and he even tested the aerial. They have diagnostic equipment at Aircraft Radio for testing every facet of radio performance. The whole thing took about half an hour and, would you believe, Jeff didn't charge me for any of it! He simply advised me to install a new aerial. I haven't bought one yet but I certainly know who I'll be buying it from. Aircraft Radio sell all kinds of radio and GPS gear. We should all support their kind of friendly, helpful business.

Cyril Brock's GY-201 Minicab

Cyril is a genuine, born and bred Queensland country boy, originally from Stanthorpe. He started flying in 1955 when the Australian government was offering a deal to pay half the flying fees for all student pilots (they were definitely the good old days!). The Darling Downs Aero Club used to come up from Toowoomba once per fortnight. Cyril started on Tiger Moths, but also flew Piper Tripacers and Chipmunks. Most of his flying was done in Chipmunks actually, and he has very fond memories of this aircraft. He became addicted to aerobatics and still believes the Chipmunk is the finest light aircraft ever made.

Although now retired, Cyril was a fitter and turner by trade and came to work in Brisbane in 1970. He started flying out of Archerfield. Eventually, he got interested in owning his own aircraft and when, in about 1980, an out-of-hours Cessna 172 came up for sale cheaply, he decided to restore it. The plane turned out to have quite a bit of corrosion and the project took him three long years. He flew the plane for two years after that before selling it. Having acquired the aircraft-owning bug, it wasn't long (about 1986) before he bought another one; this time a single-seat Volksplane. It also didn't have a Certificate of Airworthiness and required some rebuilding work. Cyril soon got it going and did a lot flying in it. However, he found it difficult to find LAMEs certified for wooden aircraft to do the registration inspection every year. These were the bad old days when even simple aircraft like single-seat Volksplanes cost an arm and leg every twelve months for their registration requirements. So, when two school teachers knocked on his door one night and asked him if he wanted to sell the plane, he accepted their offer.

Some time after this, in 1999, Cyril's brother, John, also a pilot, offered him the Minicab for a very reasonable price. John had bought the plane ten years before from its builder and first owner, David Fels. David, who lived in Springwood, a suburb of Brisbane, at the time, started building the plane in 1974 and the project took him eight years. The plane had its first flight, under VH registration, in 1982.



Cyril Brock's GY-201 Minicab (continued)



The Minicab was not a new design, even then. The GY-201 is actually a later development of the CAB GY-20 Minicab, an early post-war French design by Yves Gardan, a conventional two-seat light aircraft with a low cantilever wing and fixed tailwheel undercarriage. The GY-20 was a scaled-down version of another Gardan design, the SIPA S90. The pilot and passenger sit side-by-side and access to the cockpit is via a one-piece, forward opening (hinged), perspex canopy. From the outset, the aircraft was intended to be low-cost, easy to fly and easy to maintain. It was also designed with potential for homebuilding in mind. The GY-201 is a more refined version with a strengthened undercarriage, split flaps and castoring tailwheel.

The Minicab has a record-breaking history. The prototype made its maiden flight from Pau-Idron on 1 February 1949 with Max Fischl at the controls. Type certification was obtained in mid-April of that year. By the end of 1950, a Minicab had won the *Coupe de Vitesse de Deauville* (Deauville Cup for speed), and the *Grand Prix Aérien de Vichy* (Vichy Aerial Prize). The following year, a Minicab broke the world air distance record for its class (1,825 km, 1,138 miles) and in 1952 it attained the world airspeed record for its class over a 2,000 km circuit, with an average speed of (183 km/h, 114 mph).



In all, CAB manufactured 22 Minicabs, however, this was quickly followed by a much larger number of amateur-built versions in France and other countries around the world. Early Minicabs used a Continental A65 horizontally-opposed, four-cylinder, air-cooled engine (65hp), but Cyril's aircraft, now with RAAus registration 28-4325, has a Rolls Royce Continental O200A (100hp) under the cowling. Cyril says he would not like less power in this plane.

Cyril has had his pilot's license for a total of 56 years. He flies just about every week out of Forest Hill near Laidley, west of Brisbane. Forest Hill is not the easiest of strips, having a bit of a slope with tall trees at one end and an electricity cable across the threshold at the other, however I've seen Cyril doing cross-wind landings there with much finesse. He describes the Minicab as a safe aeroplane but, like all aircraft, it has its own peculiarities. It flies very well but can be tricky in some situations.



Board Member Profile: John McKeown

John McKeown is one of our South Queensland RAAus board members. As most of you will no doubt agree, John has been very conscientious in representing us in the Tinsel Town boardroom. He was particularly active last year lobbying for our support and successfully pushing for changes to the decision making processes within the organisation. It is a wonder that he was able to put so much time and energy into his position at that time, because 2011, in just about every other way, was not a good year for him.



A former State Manager for an international adhesives company, John lives at Bundamba near Ipswich. Many years ago he and his wife bought six, 2.5 acre, adjoining blocks of land backing onto the Bremer River, and John had a 300 metre airstrip running across it from which he operated his weight shift trike and his Drifter. He had a special dispensation from Amberley Control to operate within the CTR and would regularly fly to Straddie and other favourite places in the local area. John started flying gliders at Kingaroy in the

70s and also did a parachuting course at Toogoolawah with quite a few jumps to his credit. As well as being a pilot, John is also an experienced mariner, and SCUBA Instructor. He has done trans-oceanic deliveries of large sailing yachts and has owned and built a couple himself. In the mid 80's, John and his wife lived on board their 40 foot yacht for 6 years and sailed the Australian East Coast and the South Pacific. Towards the end of 2010, he had his latest and biggest boat-building venture, a massive 57 foot, self-designed, ocean-going catamaran, on blocks under a huge shed at the back of his house, almost ready for fitting out. He had the control, navigation and radar electronic equipment neatly stacked beside it, waiting to be installed.



However, the tide of his life then made a sharp turn. His marriage fell apart and he finally had to settle matters with his wife and divide the property. Then his aged mother, who lived alone at 91, had a bad fall and had to go into a nursing home. The final stroke of bad luck was when the whole of Bundamba disappeared under flood water on 11th January 2011. John's house, its foundations and contents were wrecked by water and also (see

<http://www.nearmap.com/?ll=-27.585786,152.793386&z=22&t=h&nmd=20110113>) by a local cow that took refuge on his roof (cow hooves and roof tiles are not a good mix). The big catamaran floated up to the top of the steel shed and actually lifted the structure, foundations and all, out of the ground. Fortunately, it didn't go too far before the water subsided. All John's carefully collected electronic equipment was destroyed, his car, trike and lots of other stuff all badly damaged. Like many other Brisbane residents, John discovered he had no insurance. Luckily, though, he no longer had the Drifter and his new Bush Caddy was hanged at Boonah.



John McKeown (continued)



Cow on roof - Keith St, Bundamba, Ipswich

Rather stoically, John thinks he got off lightly. His neighbours fared much worse with financial ruin, divorce and even suicide post flood. John doesn't intend to sell his home, so he saw the flood as the beginning of a major renovation. When I visited him in February, this renovation was in full swing with John, in his usual hands-on fashion, doing everything himself. At the same time he is working on that gigantic boat of his!

Before the flood struck, John had planned a trip to Greece. He had bought a half share in an ex-charter yacht with full Mediteranean

Survey and all the right equipment. (Yachts are selling at huge discounts in the Med at present because of the financial crisis.) Having made all the arrangements prior to the flood, it was an easy decision to lock up the house, mud and all, and spend three months or so sailing the Med, sending his friends here in Brisbane (me included) a most amazing photo-filled travelogue of his adventures. But this journal came to an abrupt end when John ended up in a Turkish hospital with a burst gall bladder, a condition he was very lucky to have survived. Not a good year!

John has now lost half the Bundamba land in the divorce settlement and there is not enough airstrip left for his Bush Caddy. However, rock-bottom real estate prices in Bundamba mean that his ex-wife can't sell her end of the airstrip, so, just a few days before I saw him, John began to mow it again. Talking about the Bush Caddy, John bought the plane with a direct-drive 6 cylinder Jabiru motor in it. The engine has plenty of grunt, but the Bush Caddy is a high drag plane that needs a reduction gearbox driving a large prop. John has been trying different propellers and pitch combinations, trying to better the plane's performance. You can read about this at <http://bushcaddy3670australia.blogspot.com.au/>

John is philosophical about the flood enquiry. He believes the government was negligent with the flood mitigation management of Wivenhoe Dam, but has little hope that the truth will ever be fully revealed. One of his biggest regrets is that his carefully drawn and annotated plans describing his catamaran project are now just one big pile of pulp. He has been painstakingly trying for months to separate the pages and trace over his original penmanship. My impression is that John is a man with more resilience than most of us. He wouldn't know how to give up even if he wanted to.



Planes & Partners: is it possible to have and to hold (on to) both?

Whether it is cars, bikes, boats or planes, it is mostly a case of boys and their toys, (although there are exceptions to the rule, Glenda, Helena, Robyn, Deb, Liz and Tanys). Of all these boy toys, however, it is planes which require the most dedication from their owners. Cars, bikes and boats can take you (and your companion) from one salubrious location to another; to parks, cafés, restaurants, jetties, lagoons and glorious beaches; a seemingly endless progression of pleasantly comfortable adventures. With cars, bikes and boats, you don't really need to be into the sport all that much for its own sake. These machines can simply be your chosen manner of conveyance, conveniently and reliably at your disposal regardless of the weather, to be driven with confidence from one good memory to the next. Your partner requires no more commitment to your sport other than the ability to pack a good esky.



Aircraft, on the other hand, only take you (and your spouse if she's equally demented) from one hot, dusty, isolated airfield to the next hot, dusty, isolated airfield (or from one wet, freezing, isolated airfield to the next, in winter). Highlights include avgas bowsers that don't require carnets, cross strips, recently mown grass and tie down points that aren't too far apart. More upmarket features include sealed runways and security fences (with a little paranoia thrown in when you haven't got an ASIC). With aircraft, you have to forget life's more mundane luxuries. Don't even dream of shade. If you are lucky enough to own a high wing aircraft, this will be all you have. And if you need something to eat or drink, well, in most cases, either you've brought it with you or you have a long walk into town.

Honestly, aircraft require more than dedication. To be a pilot, you are required to suffer, and this suffering is not just financial suffering (although that can be severe enough). To be into aircraft, you really have to be into aircraft, hook, line and sinker. You need to dream aircraft. You need to be totally passionate about them. You have to be fully committed to ideas aeronautical. You read aviation books; you browse pilot gear catalogues; you hang out every month for your copy of Sport Pilot and the Members Market; etc. Aviation has to be more than just an activity that happens at the airfield. It has to happen in your head twenty-four seven. And, even if you never leave the ground, even if your passion only extends to building your own plane, those dreams need to be constantly there, pushing you on. Probably more than any other pursuit, especially for baby boomer blokes like me coming out of the golden era of aviation, flying is as much a fantasy as it is a here and now activity.

And it takes its toll. A standing joke at every airfield is the one about the pilot and his wife suffering from AIDS, that is, Aviation Induced Divorce Syndrome. Unfortunately, this is also the reality. In my hangar, for instance, three out of the six of us have experienced this financially debilitating affliction. Survivors describe the situation as one in which they were forced to choose between the wife and the plane. Without exception they chose the plane. Two of them even gave up the house to keep the plane. They were unable to have it any other way even if they had wanted to. They were simply too far gone. Of course, this is not to say that there aren't a few ex-pilots out there who went the other way for the sake of the kids, but aviation induced divorce too often seems to be the outcome of this addiction to aeroplanes.

Does it have to be this way? How can blokes seriously and irrecoverably involved with flying protect themselves and their spouses from its insidious effects on their relationships? I am not claiming to be an expert in the field, but I want to suggest three strategies which might help. I shall list these strategies in the order of their importance (as I see them).

Firstly, there is the question of balance. Unfortunately, given the all consuming and ever more demanding nature of the aviation addiction, this strategy is easier to suggest than to apply. However, efforts made to balance the time spent on one's flying activities with more mutually rewarding, family-oriented pastimes have immense potential. The idea is that the spouse is never made to feel like a widow before her time has come. Of course, like everyone else, she needs some moments to herself, but should not be made to feel abandoned, neglected or, most importantly, jealous of that other woman in your life, the plane. This includes being psychologically present during those intimate occasions, especially when, as is most often the case, she is doing the talking. True, it can sometimes be difficult, but autopilot will only take you so far. You can get away with "Yes, Dear", or even an irregular "No, Dear", but there will be times when you will

have to at least fake genuine interaction. Remember, as a pilot you know about simulators. You have to appear to be at home in the head, even if you are actually thinking about how to mount that second GPS on the instrument panel.

Secondly, try to involve her in aviation culture. Take her out to the airfield on special occasions, but only for periods of time within her range of tolerance. Do not have anything critical planned for these days. Make sure you stop at a café either on the way there or on the way home. Do not be impatient. Instead, be indulgent. Never allow her to get bored. At the airfield, introduce her to the other guys. Show her their planes and explain the differences. Most importantly, try to get her involved with your plane. Give her a sense of ownership. Even if you only have a single-seater, sit her in it and show her where the accelerator and brake pedals are. Take photos of her in the plane. Go to great lengths to make these photos flattering. Buy her some special pilot gear even. Every woman likes wearing hats. If you don't have a good camera, invest in one (far cheaper than a new house). Put the photos on your computer desktop at work and, more importantly, put them on your desktop at home.



Try sitting her in your mate's plane. If you play your cards right, she will be the one who suggests the purchase of a two-seater. However, weigh up this proposal carefully. It usually costs at least twice the money for that extra seat, but you don't get much more aeroplane. And while these days most recreational aircraft have two seats, most of the time, they



only fly one person around. It might be a better arrangement to occasionally hire a two-seater to take her flying. But then, taking your nearest and dearest aloft in a plane you are not so familiar with might not be the best idea either. Indeed, two lives totally dependent on one (ageing?) heartbeat in any plane is perhaps not the ideal state of affairs. Maybe you could suggest a lesson or two at a school with a very experienced instructor. This would give her a reasonable chance of locating an airfield and landing the plane in an emergency.

Finally, enculturation goes hand-in-hand with

socialisation, particularly pleasant socialisation. So join a flying club. Get involved in their social activities. Attend club days, meetings, fly-ins, Christmas parties and other social events together. Involve your spouse with other pilots' spouses. She will hopefully begin to empathise with them and realise that she does not need to suffer alone.

These strategies are more in the realm of prevention than cure, and, while it is preferable to implement them during the honeymoon period, they may have beneficial effects at any stage during the deterioration of the marriage. By the way, the honeymoon period I am referring to here is not that blissful interlude after the wedding, but the more momentous stage in one's life that follows the purchase of an aircraft; those delightfully dreamy days when your partner still has delusions of status from being the only woman in the street whose husband owns his own personal aircraft; in other words, that all too brief moment of happiness before the penny drops.

Caboolture 2012 Calendar of “Come Along” Flying Events

“Come Along” MEGA BIG Fly In Event Caboolture. Date: 21st & 22nd April 2012.

Poker Flight & BBQ Dinner & Fly In Movies & Camp overnight & NAVEX & BBQ Breakfast. You can do all the events or just do some, walk/drive/fly in, but whatever you do “Come Along”. Cost: minimal. All profits goes to Angel Flight
Contact: Sean O’Driscoll ycabevent@gmail.com **for registration & information**

“Come Along” CASA Safety Seminar Caboolture. Date: TBA (June 2012).

“Come Along” and enjoy a day of information and entertainment for all aviation like minded people. Cost: NIL + a free lunch is provided. Angel Flight appreciates any donations you may wish to make.
Contact: Sean O’Driscoll ycabevent@gmail.com **for registration & information**

“Come Along” Flying Fun Games Day Caboolture. Date: 9th September 2012.

Spot on Landings + Spot on Time + Spot That Navex + BBQ, so “Come Along”. Past event snippet <http://www.youtube.com/watch?v=Dg9e8axVboM> Cost: minimal. All profits goes to Angel Flight
Contact: Sean O’Driscoll ycabevent@gmail.com **for registration & information**

2012 – “Come Along” www.funflight.org Caboolture. Date: TBA 2012.

Come Along and take some kids & family members who need a “lift up” in life, for a flight of fun. Bring yourself and aircraft and have a great time sharing the dream with others. This is a national run event in conjunction with Fun Flight www.funflight.org note: automatic & free insurance cover. Past event snippet and the many reasons to “Come Along” <http://www.youtube.com/watch?v=RLjZUdXZpiQ> Cost: minimal. All profits goes to Angel Flight.
Contact: Sean O’Driscoll ycabevent@gmail.com **for registration & information**

Moree Airport & ASICs

In last month’s Flyer it was noted that the generic airport diagram in Section 3 of the Australian Government’s Aviation Transport Security Regulations 2005 document is confusing. After having spoken to Kev Scrimshaw from CASA and the Moree Airport operators, Moree Plains Shire Council (Garth Harbourne), I now believe the situation at Moree is that the perimeter fence signage legally determines the demarcation between the “landside area” and the “airside security restricted area”. The “operational periods” mentioned in Section 4.01 of the regulations do not pertain to the “security restricted area”, but rather to the “enhanced inspection area” (around the RPT apron for baggage handling area, etc). Moree Plains Council has determined that its “security restricted area” is active from one hour before arrival of RPT until one hour after departure. Finally, it appears to be possible for two aircraft travelling together to refuel at Moree during a security activation period if only one pilot has an ASIC, provided that the ASIC holding pilot is the first to arrive and the last to depart, and that both pilots stay together while on the ground. Pilots should confirm this information themselves.

Quick Release Harness

I recently installed this type of harness in my plane. The four-point (five-point if the sub-belt is attached) cam-lock buckle separates all harness straps in one quick action, so that pilots are immediately unrestrained (there is no requirement to ease one’s shoulders from the shoulder straps). This kind of harness is highly recommended for use with an emergency parachute. This particular rig is a racing car model, not one of the much more expensive aeronautical models. The penalty is about 350gms of extra weight in the cam-lock, which is made mainly from steel. Some of that weight has been taken away by using D anchors which are lighter than the ones supplied, however, and half a kilo of nose ballast had been due for removal, anyway. In all, the harness only cost \$207, including postage, from Westco in the US. It took about two weeks to arrive. A friend who owns a heavy duty sewing machine did the modifications. Legally, a heated needle is required to sew seat belts, but we found that ball point needles do a perfectly OK job. However, not enough care was taken with the fitting, and as a result the shoulder buckles sat too high (too close to the collar bone). So it was necessary to order another few metres of webbing, and make completely new shoulder straps, this time with extra adjustment for overall length.



Other Club News

Congratulations to Robyn Dennis for her first solo!



Scott Hendry has his panel installed in the Skyranger.



Solar Panels on the Clubhouse

These panels are the perfect solution to keeping the refrigerator stocked with cool drinks over those long hot summer days. Not only is the electricity free from the sun, but excess wattage is fed back into the grid. As a result, we collect a rebate! Engineering guru Richard Faint predicts that the panels will pay for themselves in only a few years. Yes, we are thinking about the future here. Soon Richard will be investigating solar powered aircraft for us and no doubt working out an easy and reliable way to sell the surplus power back to Energex. In the BVSAC, the sky really is the limit!



April Aviation Events

Mar 31-Apr 1	Port Macquarie, NSW	Port Macquarie Fly In and Fly & Spy	Port Macquarie
Mar 31-Apr 1	Warrnambool, VIC	Warrnambool Aero Club 50th Anniversary	Warrnambool
Apr 6-8	Temora, NSW	Natfly 2012 🌞	Temora
Apr 8	Tumut, NSW	Tumut Aero Club All Day Lunch	Tumut
Apr 13-15	Betoota, QLD	Betoota Gymkhana & Motorbike Event	Betoota
Apr 15	Mudgee, NSW	Wings Wheels Wine and Wool	Mudgee
Apr 15	Wondai, QLD	QVAG AFM Wondai Wander	Wondai
Apr 20-22	Shute Harbour, QLD	C200 Series Association Autumn Fly In	Shute Harbour
Apr 21	Temora, NSW	Aircraft Showcase - Three Conflicts 🌞	Temora
Apr 21-22	YCAB Caboolture Airfield, QLD	MEGA BIG Fly-in Caboolture	Caboolture
Apr 21-22	Caboolture, QLD	"Come Along" MEGA BIG Fly In Event Caboolture ...	Caboolture
Apr 21-22	Wangaratta, VIC	4th Annual Canard Muster	Wangaratta
Apr 22	Serpentine, WA	SAAA Regional Fly-In	Serpentine
Apr 28-29	Watts Bridge Airfield, QLD	Aust Aerobatic Club QLD - Practice Weekend 🌞	Watts Bridge
Apr 29	MITTAGONG, NSW	BERRIMA DISTRICT AERO CLUB OPEN DAY	Mittagong
May 5	Temora, NSW	Aircraft Showcase - Australian Frontline 🌞	Temora



FLY-IN INVITATION

WINGS WARBIRDS AND WHEELS 12TH & 13TH MAY 2012 MARYBOROUGH QUEENSLAND

Your Club and members are invited to attend the Wings Warbirds and Wheels Fly-In and Trade Show being held at Maryborough Aero Club, Maryborough QUEENSLAND on the 12th and 13th May 2012.

Maryborough Aero Club are holding Wings Warbirds and Wheels Fly-In to promote Aviation tourism to the Fraser Coast and Maryborough.

The weekend will feature Warbirds, vintage, and modern aircraft both large and small, vintage cars, motorbikes, stationary engines, aero engines, trade and historic stands, and the Qld Air Museum from Caloundra will have their Sea Vixen display.

Prizes will be awarded for various categories of best aircraft, longest distance flown to attend, and any other good reason we can think of.

Food and drinks will be available all weekend and on the Saturday night there will be a spit-roast dinner (bookings essential). Proceeds for the event will go to The Royal Flying Doctor Service and Angel Flight.

Last years event brought an estimated 5000 people through the gates, approx 90 fly-in aircraft and raised \$6000.00 for our sponsored charities. This year promises to be even bigger.

Please join us

Karin Leask
Maryborough Aero Club
info@maryboroughaeroclub.com



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Royal Flying
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The furthest corner. The finest care.

Proudly
Supporting
Angel
Flight™

www.maryboroughaeroclub.com

All-In Fly-In 2012

Airfield Open Day

All pilots and aviation enthusiasts are invited to the Watts Bridge Airfield Open Day, celebrating the diversity of recreational aviation.

The All-In Fly-In is an all day event with on-field catering and coffee available. Entry is free with no landing fees. Aviation fuel is available on the airfield.

19th May 2012

9:00am ~ 4:00pm

Catering by: Beyond Limits
Supporting youth for education.



Contact

Richard
0412-317-754

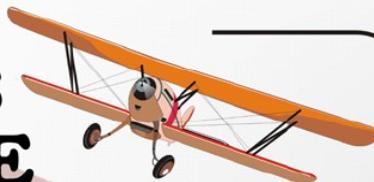
Liz
0419-369-963

Or visit the website for more information.

Recreational Aircraft
Vintage Aeroplanes
Aerobatic Aircraft
General Aviation
Gyroplanes
Homebuilts
War Birds

If it flies ~ It's welcome at Watts Bridge !!
www.wattsbridge.com.au

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BRIDGE**
MEMORIAL AIRFIELD INC.



Gatton Air Park Fly-in Breakfast May 27th

Revamped menu and facilities. All flyers welcome.

\$200 award for Longest Distance.

Check out Australia's most popular airpark from 0730.

Details in ERSA or contact Martin 0419 368 696



For Sale: A complete set of jigs, templates & plans, in fact, just about everything required to build an Acroport II, two seat aerobatic biplane except for the actual construction materials. This gear is worth its weight in gold, but Keith Hinchcliffe is ready to negotiate. Call Keith on 3277 3593 (at home) or 0407 964 562 (his mobile). You too can build and fly one of sport aviation's most famous aircraft (just like Keith's Acro II on right).



Natfly 2012

As far as I know, there are six BVSAC members intending to travel south to Temora for Easter. The Ratcliffe brothers, Peter, Ian and David are travelling by car. Steve Donald and I are flying down in company. Weather permitting, we plan to leave on Wednesday morning, overnight at Narromine and get to Temora early on Thursday. Steve will be entering the new Savannah in the awards competition (good luck, Steve!). Greg Robertson hopes to fly his Nynja down on Thursday and another Skyranger is coming from Wedderburn to take part in the Greg's Best Off trade display (Site No. 3). The Boonah Tigers are also going on their usual Easter odyssey with five aircraft plus 4WD support, camping at Narromine on Thursday night, then on to Cootamundra and Temora. After that, they go to Gunnedah, Barraba, Lightning Ridge, Dirranbandi & Surat, plus maybe one or two other places before returning sometime around the middle of the month. Safe flying to all of us. If everything goes well, next month's Flyer should have lots of Natfly photos.

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE MARCH 5th 2012 GENERAL MEETING

MEETING LOCATION: Terminal Building – Archerfield Airport
MEETING DATE: 5th March 2012
MEETING OPENED: 8:08PM

MEMBERS PRESENT: 7

APOLOGIES: Glenda Faint, Peter Ratcliffe, David Ratcliffe, Brian Schollum

VISITORS: Nil

NEW MEMBERS: Nil

MINUTES: February meeting of the BVSAC
Proposed: Peter Freeman. Seconded: Neil Bowden Motion carried.

PRESIDENT'S REPORT: The President had nothing to report.

SECRETARY'S REPORT: The Secretary had nothing to report.

TREASURER'S REPORT: Bank Account Balance is \$10,367.22
Noted that the electricity bill has dropped back to normal for this quarter.

WBNA REPORT: No WBNA Report
Peter Freeman noted that there has been a lot of rain recently.
Sewerage system water samples had been taken.

BUSINESS ARISING: Kevin Werner is still to the “Whirly Birds” to the hangar roof
Solar PV Electricity System will be installed on 19th March 2012

GENERAL BUSINESS: Richard Faint advised the BVSAC Homebase Page on the Watts Bridge Website has been updated.

The BVSAC Sign for the front gate at Watts Bridge was discussed.
Richard is still working on design and will then go see sign writers for quotes.

BVSAC adhesive stickers were discussed

NEXT MEETING: 14th April at the BVSAC Clubrooms Watts Bridge at 10AM.

CATERING: A vote of thanks was moved for Mike and Priscilla Smith for providing the supper refreshments.

MEETING CLOSED: There being no further business, the meeting was declared closed at 8:36PM
Supper was held after the meeting.

**Next meeting: Saturday 14th April at 10.00am at
the Watts Bridge Clubhouse (BBQ to follow).**

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

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