

BRISBANE VALLEY FLYER

JULY - 2018



Watts Bridge Memorial Airfield, Cressbrook-Caboonbah Road, Toogoolawah, Qld 4313.



From the front office of a Brumby 610 on short finals for 21 at Forest Hill (YFRH). Can you spot the power line ahead, before the runway? This is one of the airfields being used for the Poker Run.

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- Brisbane Valley Flyer -

Don't get Dis-Gusted

By Rob Knight

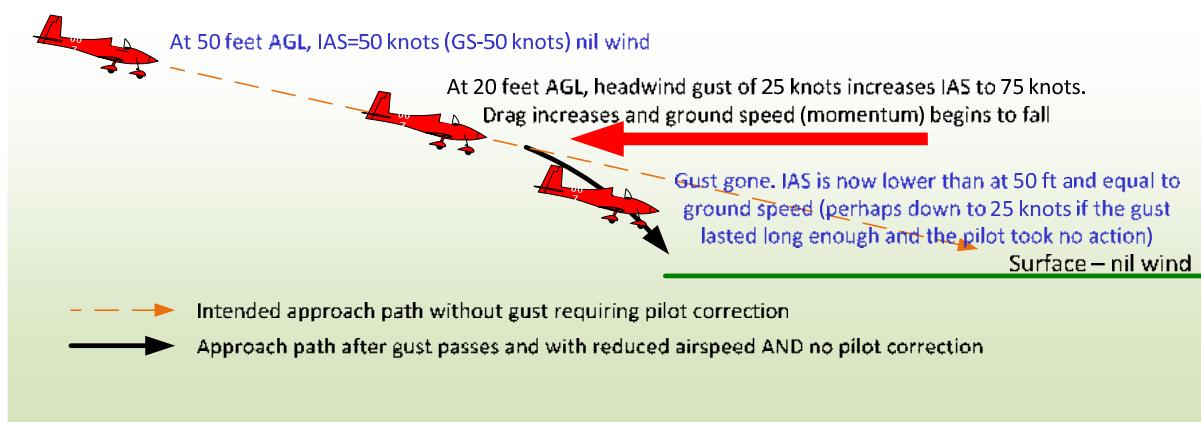
Do you get dis-gusted? Do gusty winds give you grief on your approaches? Let's have a look at what is happening to your aeroplane and its airspeed when wind gusts abound and you are trying to slide down the perfect approach path.

Once again, good old Sir Isaac Newton and his laws of motion are to blame. Similar to the issues with wind gradients, gusts cause changes to an aeroplane's IAS that a pilot must either counter until the landing occurs, or the pilot must abort the approach and carry out a go-around. It's a case of the aeroplane having inertia and not being able to change its momentum in an instant. As also happens in the case of wind gradients, a change in wind speed will reflect in the aeroplane's airspeed after being factored by the aeroplane mass and its state of motion.

The fundamental cause of the issues lie in the transiency of gusts, they appear and disappear so quickly. This is a good thing otherwise a good gust of headwind could see an aeroplane robbed of its entire airspeed and with the passing of the gust, no airspeed left at all.

Let's look at this in the simplest scenario. An aeroplane is on approach at 50 knots in a dead calm (nil wind condition). The ground speed is steady at 50 knots to match the airspeed when a sudden 25 knot gust of headwind strikes the aeroplane's nose. Accepting that a 600 kg aeroplane could be generating 480 kg of lift as it descends on its approach, and if we assume it has a lift/drag ratio of 10:1, it will be suffering 48 kg of drag. Remembering that aerodynamic drag rises as the square of the airspeed change, a 25 knot gust is half the value of the current speed and will therefore double the drag. So, with no input from the pilot, the aeroplane's drag increases from 48 kg to 96 kg. The pilot may notice a tightening of the shoulder straps as the ASI needle swings up the dial and the increasing drag causes the aeroplane's momentum to diminish as the groundspeed falls.

In other words, the effect of the wind gust is to temporarily raise the airspeed which, in turn, temporarily increases the drag. The increased drag will then reduce the newly risen airspeed and with this reduction will come a reduction in the groundspeed. If the gust lasts long enough, the ground speed can be reduced by the full strength of the gust – in this case by 25 knots – to (50-25=) 25 knots. This could easily leave the aeroplane below its stall speed.



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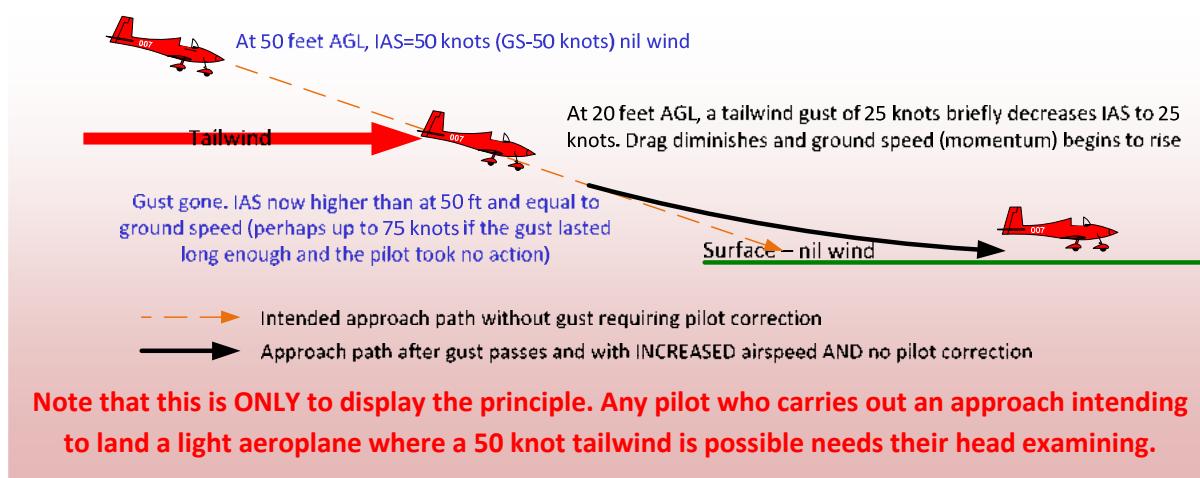
However, it is seldom that gusts just appear in times of calm air and, unlike squalls, gusts rarely last long enough for their full strength to take effect. But even half gust strength can cause anxiety as they drive the ASI needle around the dial and magically take away the ground speed and lead an unwary pilot into a short landing, short of the field, that is.

A crosswind will reduce the effect of gusts. A quick look at the crosswind table factors shows that an increasing angle between the aeroplane's heading and the wind direction provides a reducing headwind component and so a reducing effect on the groundspeed. With less headwind component the airspeed rise is less so, in turn drag rise is less and less ground speed and thus momentum is lost.

As the table on the right depicts, a wind blowing at 60° to the aircraft's nose will provide a headwind component of only half (0.5) of the wind speed value. Thus a 20 knot wind blowing at 60° to the nose will only provide a 10 knot headwind effect. However, this is only a partial relief to the pilot as the crosswind component quickly makes for directional and even geographic challenges.

° off	Headwind	Crosswind
0	1.0	0.00
10	0.98	0.17
20	0.94	0.34
30	0.87	0.5
40	0.77	0.64
45	0.71	0.71
50	0.64	0.77
60	0.5	0.87
70	0.34	0.94
80	0.17	0.98
90	0.00	1.0

A tail wind condition will have the reverse effect. A gust "up the tail" whilst on finals will see a temporary fall in airspeed because gusts will temporarily reduce the effective IAS and thus reduce the drag. The reduction in drag will cause the groundspeed to increase as the aeroplane's mass overcomes its inertia and, when the gust passes, the IAS will reflect this increased speed on the ASI reading. To look at this process closely, the tail wind gust reduces the drag so, when the aeroplane overcomes its inertia, it will accelerate and increase its ground speed. When the gust has gone, the aircraft is left holding a higher groundspeed which then reflects in a higher airspeed.



Unless the pilot does something about it as soon as the gust passes and the airspeed rises past the desired value, it can cause considerable difficulty containing the runway distance required at most airfields. Considering tailwind gusts encountered during and after landing, as aerodynamic drag

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assists with braking after landing, any reduction in drag caused by a tailwind component or condition will make more work for the braking system to land in the same length.

So what can/should a pilot do about gusts when they occur on approach and landing?

Conventionally, in light aircraft, pilots control airspeed with attitude (elevator) and approach angle with power (throttle) and this is no exception. With a headwind condition, first the airspeed rises as the gust hits the aeroplane, and then, after the gust passes, the airspeed begins to fall. During the span of these occurrences the pilot should be adjusting the attitude to maintain airspeed and simultaneously adjusting the throttle to maintain the desired approach path. These corrections, if done at the beginning of the change, are seldom substantial control movements and over-control is easily achieved. The secret is in keeping the aeroplane doing what is required, not having to return it from a substantial deviation in either airspeed or approach angle. If substantial changes appear necessary it would be wise to go around and make another approach. I don't recall any aircraft accident occurring because it went around.

Exactly the same process needs to be followed with a tailwind gust except the airspeed first falls and then rises – the opposite of the headwind condition. The pilot's response is the same – to control airspeed with attitude (elevator) and the approach angle with the throttle (power). Remember, though, tailwind approaches by choice are likely to carry legal implications should an accident occur; current aviation law encourage take-off and landing operations on most aeroplanes only into wind.

Headwind gusts on take-off are also an issue. Imagine that you are charging down the runway almost ready to lift off. Suddenly a headwind gust adds 20 knots onto your airspeed. Your aeroplane leaps into the air and all looks good until the gust passes when the aeroplane may have insufficient speed to remain airborne. It hangs on the prop as it stalls and settles onto the ground again. If the stall occurs high enough and the pilot exercises insufficient pitch control, a wing drop stall is easily possible.

Tailwind gusts on take-off may reduce the IAS at any point including just on lift-off. Sure, when the gust has passed, the airspeed will be returned to the same value (or even a little higher), but until that happens a loss of lift and potential stall are both possible. "Take-off with a tailwind", now sounds a bit like a Mother-in-Law's advice, doesn't it!

Another factor to consider is the frequency of the gusts. A single gust may be easy to handle but a series of gusts can hammer the ultimate speed reduction to very uncomfortable levels unless quickly countered by the pilot. Also bear in mind that a gusting wind that is also swinging in direction varies its effect and the closer to being a direct headwind the more severe will be that effect.

So what can a pilot do to avoid the hazards of wind gusts? One is to approach with a little extra airspeed when the windsock is flicking like a horse's tail, and the other to simply be alert and fly the aeroplane. If the hand holding the stick adjusts the attitude to control the airspeed, and the hand holding the throttle adjusts the power to correct the changing approach path, the effects of gusts should be controlled. However, the bottom line remains (as always) - if the pilot is in any way concerned, then a go-around will resolve all the issues: go back and start the procedure from the beginning.

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Pilots should ensure that their piloting skills are always up to scratch. For this reason, a few circuits with the local CFI when the wind is having a hissy-fit is always a good investment.

As an almost after-thought – why would anyone other than a pilot carrying out an emergency flight, air ambulance perhaps, be going flying in such severe conditions.

Remember the definition of a superior pilot – “One who uses their superior airmanship to avoid conditions that will cause him/her to demonstrate their superior flying abilities”.

Happy flying

YL-15 Slowly Reached for the Sky

By Frederick A. Johnsen

July 29, 2017 - After World War II, the U.S. Army went looking for a new light observation aircraft. In a competition that ultimately went to Cessna's L-19, Boeing quickly designed its competing L-15. Boeing had, on several prior occasions, produced game-changing designs, ranging from its Model 40 mail plane to the then-radical four-engine Flying Fortress of 1935. That same game-changing grasp of aerodynamics and audacity would show up on the company's successful sweptwing B-47 Stratojet bomber, and later on the 707 jetliner.

But the unorthodox L-15 may have been a reach too far in 1946. Its truncated fuselage featured wraparound visibility for the back-seat observer, who could swivel to face aft. A boom supports the tail surfaces. The L-15's wing uses full-span flaperons with interconnected bucket-type spoilers.

Owner Keith Brunquist of Wasilla, Alaska, says the plane has a power-on stall speed of 18 miles an hour, and it achieves its best angle of climb at 37 miles per hour. At only 20 mph indicated, with one pilot on board, Keith says the L-15 will get airborne. At that slow speed, Keith said it sometimes feels like "I'm gonna die." He added that it's short-coupled and tricky in a crosswind.



A Boeing YL-15 surrounded by admirers

The unorthodoxy of the L-15 was countered in Cessna's more mainstream L-19, which incorporated aspects of the civilian Cessna Model 170. Keith said perhaps the Army believed pilots could transition to the L-19 more easily than to the L-15. Economy of purchase may also have been a factor in the decision that limited the L-15 to a pair of prototypes and 10 service-test examples.

After the dust settled, the short run of L-15s was transferred to the U.S. Fish and Wildlife Service, where they monitored herds and chased down poachers in the early 1950s. The Fish and Wildlife pilots tried the stubby L-15s on wheels and skis, but the agency decided to standardize on more

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traditional airframes. The Boeing planes were surplus once more. Some sold for a thousand dollars or less, and Keith's father, Norm Brunquist, paid \$800 in February 1954 for the example now at AirVenture. The airframe had 400 hours total when the elder Brunquist acquired it.

Keith flew in the back seat as a kid, and the slightly quirky craft grew on him. At one point, his father flew the Boeing on a pair of Edo floats, a configuration Boeing originally designed as an option for the L-15. But in the 1960s, the engine began to have issues and the fabric control surfaces were showing the effects of years of outdoor parking.

The YL-15 went dormant, accumulating layers of snow each winter for 24 years, Keith said. "I was devastated when it just sat for years and years," he remembered. After his father died, Keith was the only pilot among his siblings, so he bought it from the estate in 1994.

After getting his restoration chops on a Luscombe project, Keith started tackling the YL-15 in 2003. He dipped into his father's stash of new-old-stock control surfaces, and original Rohm and Haas Plexiglas glazing. "Of course, the paper was stuck on there," he said. Anyone who has ever tried to revive old Plexiglas panels still protected by adhesive paper knows how tightly it clings with age. Keith said he learned that 99 percent isopropyl alcohol on a microfiber towel can release the paper, albeit with a large amount of elbow grease. But today, this YL-15 flies with original Plexiglas installed.



A somewhat unusual feature of the rear fuselage

The YL-15 is designed for quick disassembly. "The boom comes off the fuselage with just three bolts," Keith said. Wing panels come off, other parts fold in, and the tiny flying machine can fit through an 8-by-8-foot opening. Boeing designed it for transport in a traditional Army deuce-and-a-half (2.5-ton) truck. Keith used a 24-foot box truck to bring the L-15 from Alaska to Anoka, Minnesota, where a team reassembled it before he flew it to Oshkosh for AirVenture 2017.

The pristine YL-15 at AirVenture features carefully masked and placed markings, which Keith positioned by locating where they had etched into the anodized aluminum skin when the airplane was new. The belly skin was corroded from years of exposure, so he reskinned that portion. To keep the finished product looking uniform and new, Keith used a silver paint on top of gray epoxy primer.

Keith modestly calls himself a low-time pilot. In addition to traditional aircraft, he has amassed about 23 hours in the YL-15 since its restoration. "It's still a steep learning curve every time I fly it," he said. "I'm having fun, though."

Specifications (XL-15)

Data from Boeing Aircraft since 1916 [2]

General characteristics

Crew: Two (pilot and observer)

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Length: 25 ft 3 in (7.70 m)

Wingspan: 40 ft 0 in (12.20 m)

Height: 8 ft 8½ in (2.65 m)

Wing area: 269 ft² (25.0 m²)

Empty weight: 1,509 lb (686 kg)

Loaded weight: 2,050 lb (932 kg)

Powerplant: 1 × Lycoming O-290-7 four cylinder air cooled horizontally opposed engine, 125 hp (93 kW)

Performance

Maximum speed: 97 knots (112 mph, 180 km/h)

Cruise speed: 88 knots (101 mph, 163 km/h)

Stall speed: 30 knots (35mph, 56 km/h)

Service ceiling: 16,400 ft (5,000 m)

Rate of climb: 628 ft/min (3.2 m/s)

Wing loading: 7.62 lb/ft² (37.3 kg/m²)

Power/mass: 0.061 hp/lb (0.10 kW/kg)

Endurance: 2½ hours normal, 5½ hours with external fuel

BVSAC Annual Poker Run

On TOMORROW

Don't Miss it

All Welcome

See details overleaf

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B.V.S.A.C. FUN FLY POKER RUN 2018

THE EVENT

The Brisbane Valley Sport Aviation Club's Fun Fly Poker Run will be held on Saturday 7th July 2018.

Starting time is 9:00am and finishing at 2:00pm.

It doesn't matter what you fly— Recreational, Homebuilt, General Aviation, Gyroplanes — we would love to have you join in the fun !!

THE GAME

Fly to any three of the participating airfields, Forest Hill*, Kilcoy*, Gatton Airpark or McCarron's Field and collect an envelope which contains a playing card from underneath the primary windsock*.

DO NOT OPEN ANY ENVELOPES UNTIL REGISTERING AT THE B.V.S.A.C. CLUBHOUSE — WATTS BRIDGE.

You can start anywhere you like and go to the airfields of your choice in any order that suits you. Then just fly on to Watts Bridge Memorial Airfield where you pay your entrance fee of \$5.00 and register your hand.

BBQ, Drinks and Snacks will be available all day.

THE WINNER

The organizers will have drawn two cards at random prior to the start of the game. These cards will complete the five card hands for all players.

The best Poker Hand wins the Trophy for 2018.

THIS IS FUN FLYING AT ITS BEST, SO COME ON EVERYONE - GIVE IT A GO !!

CONTACT

Sandy Walker

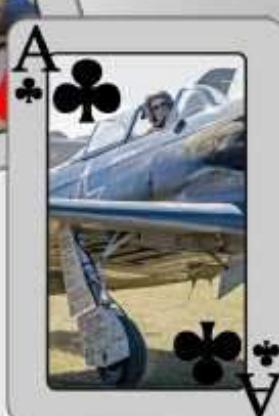
Phone: (07) 5496-0331

Mobile: 0424-958-173

Email: president@bvsac.org.au

AIRFIELD LOCATIONS

FOREST HILL*	S 27° 36.3'	KILCOY*	S 26° 58.2'
	E 152° 22.3'		E 152° 34.0'
GATTON AIRPARK	S 27° 35.4'	McCARRON'S FIELD	S 27° 05.9'
	E 152° 15.4'		E 152° 36.2'
WATTS BRIDGE	S 27° 05.9'		
	E 152° 27.6'	* Kilcoy and Forest Hill cards can be found in the aeroft parking areas. Please do not park on the runway.	



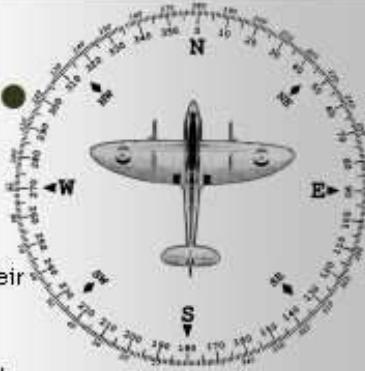
Pilot Notes.....

SAFETY:

As always in aviation, safe operations are the #1 priority.

All pilots in command are encouraged to make the appropriate decision as to the suitability of each of the airfields based on their own experience, the airfield's characteristics, their aircraft's performance and the weather conditions on the day.

Each of the airfield's owners have granted permission for pilots to operate at their airfield at the pilot's own risk.



AIRFIELD INFORMATION:

NOTE: Unlike previous years, Bradfield is not an airfield for the 2018 poker run.

The organizers of the poker run have been granted permission to use the respective airfields. There is no requirement for individual pilots to seek permission to use the airfields on the day.

E.R.S.A. pages for Watts Bridge, Kilcoy and Gatton Airpark are attached.

An information page for Forest Hill is attached.

There is no documentation for Mc Carron's Field.

The runway is approximately North/South.

The runway has a significant slope with the low end to the north. Due to the slope, runway length is not a factor. Most all pilots elect to land from the north (land up hill) and take off from the southern end (take off down hill). If landing from the northern end, perform a right hand circuit to avoid the hill on the eastern side of the runway. Mc Carron's Field can be visually daunting, but when established on final it is actually not bad at all.

To see a video taken from a Cessna 182G landing at Mc Carron's Field go to:

<http://www.wattsbridge.com.au/welcome/archive35.php>, scroll down the page to the Poker Run 2016 video and then fast forward to the 6:00 minutes mark.

CARD LOCATIONS:

At Gatton Airpark, and Mc Carron's Field the cards will be located adjacent to the primary windsock.

At Kilcoy the cards will be located at the base of the corner post of the aircraft parking area. Pilots are requested to park their aircraft in the parking area whilst collecting a card.

At Forest Hill the cards will be located in the aircraft parking area.

Pilots are requested to park their aircraft in the parking area whilst collecting a card.

At Watts Bridge go to the Brisbane Valley Sport Aviation Club to register your winning hand!

**B.V.S.A.C.
FUN FLY POKER RUN 2018**

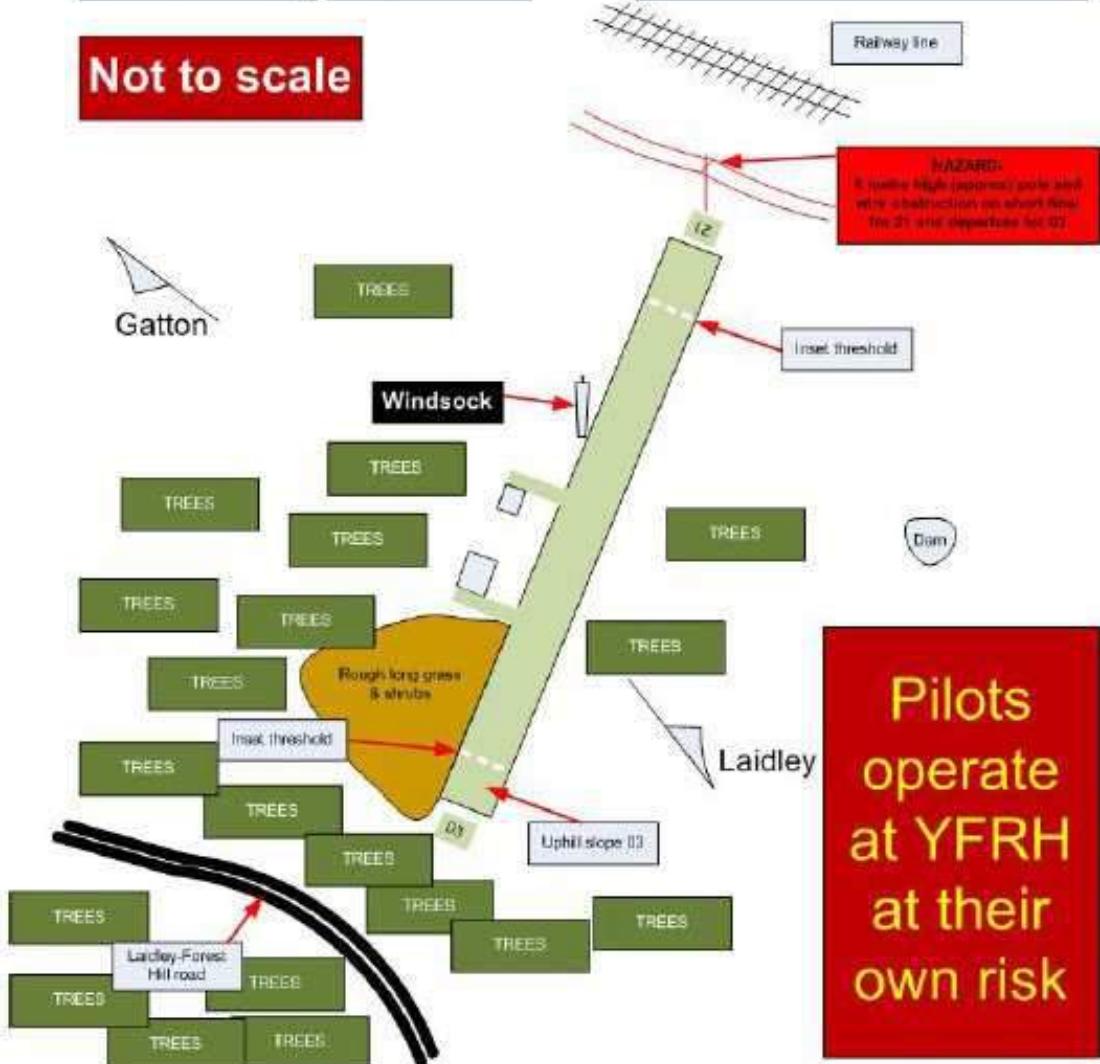
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Forest Hill YFRH	CTAF	126.7	Elev: 333 ft	Unlicensed
Owner	Neville Wood		Location:	27° 36' 18" S / 152° 22' 21" E
Contact				
Surface	Grass			
Location	1.22 nm ESE of Forest Hill village			
Circuit Direction	All left hand			
Available Runway	600 m / 1970 ft			

Hazard List

- Airfield surrounded South end by trees up to 30 M.
- Mechanical turbulence caused by proximity of trees.
- Approach on runway 21 has power pole on centreline.
- Beginning of runway 03 slopes laterally down left to right.

Not to scale



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AIP Australia

02 MAR 2017

RAC YGAS - 1

GATTON AIRPARK

ELEV 460

FULL NOTAM SERVICE NOT AVBL

QLD
S 27 36.4 E 152 15.4 UTC +10 YGAS
AD OPR Gatton Airpark Body Corporate, G/O The Secretary, PO Box 64, Gatton, QLD,
4343. EMAIL aerobiz1@gmail.com. PH 0419 368 696. VAR 11 DEG E UNCR

REMARKS

1. This is a private residential airfield - PPR.
2. For airfield conditions, visitors please PH 0419 368 696, 0458 273 249 or 0401 296 943.

ATS COMMUNICATIONS FACILITIES

FIA BRISBANE CENTRE 121.2

LOCAL TRAFFIC REGULATIONS

RH Circuits RWY 19.

CTAF 126.7

ADDITIONAL INFORMATION

1. AD HR of OPR - HJ. Visiting MIL ACFT may OPR HO.
2. Animal hazard exists.

CHARTS RELATED TO THE AERODROME

WAC 3340.

AIP Australia

02 MAR 2017

RAC YKCY - 1

KILCOY

ELEV 400

FULL NOTAM SERVICE NOT AVBL

QLD
S 26 58.3 E 152 33.9 UTC +10 YKCY
AD OPR Somerset Regional Council, PO Box 117, Esk, QLD, 4312. EMAIL
mail@somerset.qld.gov.au. PH 0427 618 271 (Onsite Information). Council
PH 07 5424 4000. FAX 07 5424 4099. Website www.kilcoyairfield.club.

PASSENGER FACILITIES

WC.

PHYSICAL CHARACTERISTICS

RWY 09/27. Grass. Slopes down to the west.

ATS COMMUNICATIONS FACILITIES

FIA BRISBANE CENTRE 129.0 On Ground

CTAF 126.7

ADDITIONAL INFORMATION

1. Avoid overflying noise sensitive house 1NM to the north of AD.
2. Following extended rain periods, parts of the AD SFC may become soft. Guidance should be sought from the OPR prior to use.
3. Visitor ACFT PRKG south of hangars and west of TWY.
4. HELOPS: Hovering and parking S of hangars and E of TWY only. HEL to exercise extreme caution as rotor wash may dislodge RWY marker cones. EXCEPT in EMERG OPS HN with written permission from AD OPR only.

CHARTS RELATED TO THE AERODROME

WAC 3340.

- Brisbane Valley Flyer -

AIP Australia

02 MAR 2017

FAC YWSG-1

WATTS BRIDGE

ELEV 300

FULL NOTAM SERVICE NOT AVBL



QLD
S 27 05.9

E 152 27.6

UTC +10
VAR 11 DEG E

YWSG
UNCR

AD OPR Watts Bridge Memorial Airfield Association, PO Box 98, Toogoolawah,
QLD, 4313. EMAIL info@wattsbridge.com.au. PH 0427 699 239. Website
www.wattsbridge.com.au.

REMARKS

1. PPR.
2. Commercial training operations, charges and/or conditions apply. Operators contact info@wattsbridge.com.au.

HANDLING SERVICES AND FACILITIES

AVGAS available - selfserve swipe card - Mastercard and Visa card only.

ATS COMMUNICATIONS FACILITIES

FIA BRISBANE CENTRE 129.0 Circuit Area

CTAF 127.3

NOISE ABATEMENT PROCEDURES

1. Pilots are to operate aircraft with minimum audible and visual impact on the community.
2. Circuits or airwork not permitted before 0700 Local (except for departure and arrival).
3. Standard, recommended non towered joining procedures and circuit altitudes are required.

ADDITIONAL INFORMATION

1. The undershoot area to RWY 12 is being reclaimed and appears serviceable from the air. Gliders may use this area for winch launching. Touchdown should not be made until the Piano Keys ABM the primary windsock. White cross warning markers are displayed on the unserviceable area.
2. Low level aerobatic flying takes place to 5,000FT in the designated aerobatic box located SE of the airfield. Refer Watts Bridge Fly Neighbourly Map (point 6).
3. Non radio equipped ultralight, gyrocopters and gliders may be operating from the airfield.
4. Displaced threshold exists on both RWY 21 and RWY 12.
5. Avoid low level flight over farmhouses.
6. Consult www.wattsbridge.com.au for fly neighbourly requirements.
7. Intensive skydiving at Toogoolawah, 5NM NW of Watts Bridge.
8. Drainage ditches flank each TWY. Tax on mown SFC and exit TWY to parking areas by marked access points only.

CHARTS RELATED TO THE AERODROME

WAG 3340.

**Now you've got absolutely no
excuse not to come along.**

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FLY-INS Looming

07.07.2018	YWSG , Watts Bridge	Annual Poker Run
07.07.2018	YCDR , Caloundra	QAM Air Museum Weekend
04.08.2018	YBSU , Sunshine Coast	Airshow, BBQ

Mystery Aircraft (May Issue)

What's this?



Mystery Aircraft (Last Issue)



The Focke-Wulf Fw 189 Uhu was a German twin-engine, twin-boom, three-seat tactical reconnaissance and army cooperation aircraft. It first flew in 1938, entered service in 1940 and was produced until mid-1944.

Congratulations to John Innes for identifying this very rare aeroplane.

If you are not here, then you must be somewhere, and also, at the same time, elsewhere. Thus in this situation, somewhere = elsewhere and you can claim to be in two places at once.

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Keeping up with the Play (Test yourself – how good are you, really?)

1. At what point is the boundary layer over an aircraft wing forced away from the aerofoil surface?
 - A. At the point of maximum camber.
 - B. At the transition point
 - C. At the centre of pressure.
 - D. At the separation point.

2. A light aeroplane with its static vent on the port side fuselage is placed in a steep slipping turn to port on approach. The pilot should expect the airspeed indicator to:
 - A. Read correctly.
 - B. Under-read – display a lower value than it would in balanced flight.
 - C. Over-read – display a higher value than it would in balanced flight.
 - D. It could over-read or under read depending on the location of the pitot tube.

3. When rolling left, an aeroplane wants to yaw right. This is:
 - A. Adverse yaw.
 - B. Aileron drag.
 - C. Induced drag.
 - D. A and B are both correct.

4. Select the correct statement below
 - A. At the cloud base the atmosphere has reached its dew point.
 - B. The atmosphere inside a cloud is 100% saturated.
 - C. Outside of cloud, with a height change of 2000 feet in the atmosphere, the air temperature will fall 6°C.
 - D. All the above are correct.

5. Which of the following controls the fuel level in the carburettor bowl in a typical floated carburetor?
 - A. The mixture needle valve.
 - B. The float level needle valve.
 - C. The main jet.
 - D. The venturi butterfly.

ANSWERS: 1. D, 2. C, 3. D, 4. D, 5. B

If you have any problems with these questions, call me(in the evening) and let's discuss it! Ed.

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BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF JUNE 2018 GENERAL MEETING

MEETING LOCATION: Watts Bridge Airfield - BVSAC Clubroom

MEETING DATE: 2 June 2018

MEETING OPENED: 1015hrs

MEMBERS PRESENT: 7

VISITORS: 3

APOLOGIES: Richard 7 Glenda Faint, John Innes, Priscilla Smith, Liz Cook, Peter Biddle, and Ian Ratcliffe.

MINUTES: Minutes of MAY meeting were not sent out on time

BUSINESS ARISING: `Nil.

PRESIDENT'S REPORT:

New member: Chris Wilson joined.

New Fridge was approved Sandy to order.

Sandy talked on A/C Two quotes received, Meeting think to dear and will get new quote for:

smaller unit Purdy to arrange Quote.

Sandy had CHQ from Astro Society for \$50.

Talk on Gliders coming again later in year.

SECRETARY'S REPORT: Emails in 21.

Emails out 7.

There is a new member who wants to join and put plane in club hanger.

TREASURER'S REPORT: ING Acc \$ 7629.51.

NAB Acc \$14071.32.

Less Cheque \$4774.39 Peter and Mike.

\$9296.93 Left in Nab Account.

WATTS BRIDGE REPORT: Peter Freeman

All tied after air show.

Run ways held up and Vetiver Grass to be cut in Sep.

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GENERAL BUSINESS:

Request to put soft matting on floor in server's area.

Help for running of Poker Run needed.

NEXT MEETING: 7th July at (1 PM) after poker run.

MEETING CLOSED: 1050hrs

-----ooOooo -----



"I've crunched the numbers in your retirement account. It's time to figure out who will be wearing the mask and who will be driving the getaway car."

GO ON, KICK IT, GRANNY!
DADDY SAYS HE'LL BUY ME A
BIKE WHEN YOU DO !



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FOR SALE

Aircraft Engine

Rotax 912, 80 HP. Available subsequent to fatal accident.

Last logbook entry reveals 365.3 hours TTIS. Engine appears undamaged except for air filters on the carburetors. For inspection, price and/or other details, contact Neil Morgan via Rob Knight. Telephone 0400 89 3632.

Aircraft Re-offered for Reluctant Sale

After approaches by several tyre-kickers and other dreamers, I am refreshing the advertisement for my Colby.



My Colby-503, a single-seat, one-off aircraft, based on the highly successful American Pioneer Flightstar. Currently flying most weekends, it has around 200 hours airframe total time and around 30 hours on a rebuilt Rotax 503 power plant. These hours will increase as the aeroplane is in use. STOL, this aircraft cruises at anything between 45 and 60 knots, depending on the power setting and can comfortably exceed its VNE in a climb. It holds 40 litres in a belly tank and a further 10 behind the seat. A 95-10 aircraft, its rego is 10-1918, and this will be valid until July 30, 2019.



The sale will include a purpose-built trailer (uncovered and unregistered), a spare 503 engine (disassembled), and a ground handling tow bar. There are some other assorted spare parts such as a strut, control surface tubing, fuel pump, spark plugs etc.

Also included is a hand-held ICOM radio with headset and PTT on the stick. This unit works well in the aeroplane.

I am putting my aeroplane up for sale only on the advice of my health professional.

\$5,800.00 for the lot.

Contact Rob Knight. Tel: 0400 89 3632