

BRISBANE VALLEY FLYER

SEPTEMBER 2026



Watts Bridge Memorial Airfield, Cressbrook-Caboonbah Road, Toogoolawah, Q'ld 4313.

Michael H. (Editor) Tel: 07 5427 0820, Email: randomdudesfarming@hotmail.com



ERIC AND FRANK

This is Eric Dickson, Frank, A passenger (sorry I have lost his name) and his dad. Now which one is Eric? Which one is Frank? Who is the PIC? Who has the supervisory role? Who can cause the most pain? What might they be doing and where have they come from?

So many Questions.

This is what Sunday flying is. A person known to Eric would like an aerial tour of Somerset. Eric can oblige. Frank is not allowed to fly. Frank is not happy. Maybe now Franks identity can be established.

Eric flew in from Caboolture. Just for fun. Eric does this sort of thing quite often. Just for fun. Having an engine that he can afford to run and an aircraft that takes only a little maintenance helps make it fun. It's a family airplane. Always someone in the family can learn to fly it and keep others airborne.

Is this not what Sports aircraft clubs exist for? Good on you Eric. The quiet Achiever. 

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PRESIDENTS REPORT.

Greetings Members,

Not a lot has been happening around the club this month. The Zippy boil unit has now been fitted and in use. PLEASE TURN OFF AS YOU LEAVE.

See you all at the meeting on Saturday.

- Brisbane Valley Flyer -

There was once a Captain who took new co pilots under his wing to make sure they were actually progressing so that in the event of them being actually needed, they were actually up to the task of taking over.

The new boy was a very sharp and prompt young bloke and so the captain thought to himself it would be a good chance to leave the newbie in charge for a bit.

“er listen son, you look to be OK here. I’ll nip down the back for number twos. Left in a bit of a rush didn’t we.”

“Well yes Sir, but we’ve settled down now OK.”

While the Captain was away the aspiring FO checked everything he could think of.

The captain returned and asked

“How do you feel up here on your own “

“Well Sir everything is running fine”

“So young Johnson we have a situation to consider. Does this flying machine weigh the same after I have relieved myself of some weight into the Bog”

“to look at from the conservation of matter and how the weight of anything that is simply shifted around inside an inside a closed system, like a toilet in an aircraft, I have to say, No.”

Leaning back laconically, as only superior beings can Captain replies,

“Jonson your head really is full of shit. What about the 250 LITRE fuel burn off “

EDITORIAL.

Onto the BVSAC life expectancy. I cannot claim any high ground here. My AUSTER has been a hangar queen for ten years. The but is, let's get over that thinking and get some aviation equipment out the front on our meeting days. Flying or not. As was pointed out last month the BVSAC came about from the flying clothes line type of machine. All these years later surely, they have improved but are still the place a young person can afford to make a start. Watts bridge aircraft might need radio, but the handhelds are so much better and headsets so much more usable surely safe flying can still be done with minimum machines. Personally, I have enjoyed flying low-performance aircraft as much as 150 kt. speedsters. You know the drill if the engine stops. Land between your feet. That being the glide ratio it behooves us to overfly only where you can land out. This teaches low timers to think and act without fear and enjoy basic flying. The old 4 instrument panel and a good pair of eyes.

Can we, as a Club, do something to bring the feel of flying back to the people.

BOOK REVIEW



How about this for a flashy cover. The oldest aircraft fabric covering manual I have seen. My friend Bruce might still have his for SUNDERLANDS, but that's a different era. The technical information about everything is way more than you see nowadays. I enjoy the tech info, others would say it's useless, just do it.

- Brisbane Valley Flyer -

After leaving the money-making-event we visited the beaches – a Dakota and a Mustang kindly flew past – enjoyed the museums and the wonderful countryside



of Normandy before, late in the day, arriving back at the Falaise “pub” to find a Saturday night feast in full swing. We joined the fracas but Storm Miguel crashed the party. Every aviator knows that when a storm acquires a name it also acquires a reputation and the ability to inflict harm. So, it was with Miguel. It had only vaguely registered on our tired consciousness that outside the clubhouse the wind was becoming quite gusty when suddenly a shout went up: “La Turbulence!!” An Auster had been spotted attempting take-off without its pilot. In fact, this was Adam and Heather’s beautifully restored Mk6 G-AGTO which had weather-cocked into wind, pulled one of its tie-downs from the sodden earth and performed a few other manoeuvres before we raced to the scene, took hold of its struts and calmed it down. The wind was coming in icy blasts; the rain drove horizontally and around the field other Austers and the Kitfox were also tugging at their restraints. Over the next 90 minutes the Falaise

Aeroclub team and aircraft owners performed the minor miracle of creating space in hangars and then carefully manoeuvring all but a couple of the aircraft under cover. Those remaining outside were secured in the lee of the hangars. It was great team-work and a real tribute to our hosts that the damage was minor. The Kitfox was remarkably stable in the storm so I include this picture to demonstrate the tie-downs used. Yes, a bit smug of me but better smug than sorry.



Late that night (actually sometime next morning) Martin/Asterix decided to sleep in our tent so that it too would not blow away. I guess true Gauls are like that; brave but foolhardy. Like a true chicken I chose a bunk in the Falaise gliding clubrooms.

Next morning was Sunday and time to think about plotting to cross the Rhine again, this time on an easterly heading from our Normandy beachhead. Martin, a traditionalist who thinks iPad is a new type of seat-cushion, laid out the maps.

- Brisbane Valley Flyer -



The cunning plan was to fly east, bypass Berlin, and track straight for Vienna. An excellent concept but first, having come so far, the idea of crossing the coast and flying over water became irresistible. As the Auster drivers were heading for an overnight stop in Abbeville before returning to home bases we decided on a small detour so we could all hang out together one last time and say a noisy Vive La France! And Vive L'Aviation! What's more Martin and I wanted to see the Normandy coast from the air – the coast which Guillaume le Conquérant left behind in 1066 and which some of his ancestors re-conquered from the opposite direction in 1944. History is full of weird stuff like that.

Here we are out over the channel with a 20 knot Souwester attempting to blow us back to shore.



- Brisbane Valley Flyer -

That strong wind meant the Abbeville arrival was interesting. We tackled the crosswind but several of the Austers simply landed across the wide field and into wind. After safely tying down we joined our Auster friends for a great night at the airfield's excellent restaurant and then, next morning, waved them off back to blighty. They were crossing the channel to go home and we were leaving it behind in order to go to our home in the east.



Adam and Heather Wankowska ready for departure.



And we couldn't escape those pesky L4s. A whole squadron appeared, British and Americans, as we refuelled.



- Brisbane Valley Flyer -

We planned a more northerly route for the home run; north of Paris and south of Luxembourg. The French section took us along the valley of the Somme and we took turns calling out well-known names of WWI battles. The Somme winds slowly across the landscape unable to gather much downhill force as it crosses the plain.



And that's quite a fortress, somewhere along the Somme.



About 15 minutes after passing St Quentin (another WWI landmark) the strong SW airstream in which our old nemesis Storm Miguel was conceived pushed some large dark clouds full of rain right into our path. We made a quick decision to return to St Quentin, landing at a small grass airfield a few kilometres SW of the town. Once again, at the aeroclub, wonderful French hospitalité and charm supplied everything we needed: coffee, fuel, weather radar and advice. There was even the offer of a lift to a nice hotel if we needed it. However, our conclusion was that the weather was improving and so we were soon off again for a 2:45 leg to our planned German overnight stay of Schwäbisch Hall.

The border crossing this time took us over the less-than-lovely Rhine-Ruhrgebiet – a region that generates wealth and toxins in equal measure.

- Brisbane Valley Flyer -



More than three hours after leaving St Quentin, Schwäbisch Hall, our destination for the night, was in sight. This was our first and only “big airport” landing of the trip. Adolf Würth airport (yes, the Würth who makes stuff that aircraft and auto mechanics will be familiar with) has a long bitumen runway, a big control tower, a fire-brigade and masses of concrete for jets to stand around on - but nowhere to drive our pegs into the soil and secure out little tail-dragger against the forecast storms. The tower pointed out steel rings set into the concrete but we complained, to no avail, that there were only rings for the wings and not the tail. We reluctantly settled for what was on offer and in the end the storms did not eventuate.

The poor little Fox on the big concrete plain.



Such airports are anathema to grass-fed pilots like me but the service was efficient and away we went to the city. What a surprise. The historic town square is wonderfully preserved with 500 year-old (just a guess) high-rise timber buildings. Martin was able to claim that “it once belonged to us” i.e. the Austrian Habsburgs once ruled here. This did not seem to grant us special privileges but we enjoyed a meal on the square and watched the colourful locals at play. It was the Whitsun (Pfingsten) holiday and the townsfolk were dressed in costume and celebrating. This involved dispensing large trays of loaded schnaps glasses, getting very very drunk, then picking up ancient loaded muskets and firing them from the steps of the church above the square. Were they trying to tell us something?

Lovely architecture.

- Brisbane Valley Flyer -



After the usual worry about whether the weather would allow us to leave, we did in fact say “auf Wiedersehen” to Schwäbisch Hall and lifted off from runway 10 to see, once again, some clouds and light rain.



But the ceiling was high and visibility good and with a few headings changes the Kitfox was soon in the clear, heading east with the Danube. Our border crossing point was Passau where we were passed from Langen Info to Wien Info for flight following back to Stockerau; meaning we would be advised if there was any conflicting traffic. The Kitfox is now Mode S transponder equipped, making life easier in congested skies.

A final shot on the ground at Stockerau to show how much luggage the little plane can carry. There was actually more than this as our two rucksacks are not in the picture.

- Brisbane Valley Flyer -



So that's our Normandy adventure and finally a really big thank you to Martin especially for anchoring the tent during Storm Miguel while I covered in the clubhouse. Thanks also for all of the "silly stories" laughs and languages. Hey,

where to next? Having seen the channel from the Norman's side surely it's time to follow Guillaume and see what's on the other side?

QUIZ

1. Who still uses fabric covering on aircraft.?
2. Name 3 aircraft flying today that weigh over 1 tonne and use fabric on the airframe?
3. where do you find a selvage edge.?
4. Why do common cheap coatings not suit modern synthetic fabrics?
5. How do you know you have a modern synthetic fabric And it is approved for the intended flight envelope?
6. How do you test fabric for strength?
7. Can IRISH LINEN still be used for aircraft covering?
8. Why does the current weather matter when applying fabric to an airframe.
9. Why does the accessory glues, coatings and UV protection cost so much?
10. What is fabrics worst enemy?

Answers. Some are here some are referenced. See how we go.

- Brisbane Valley Flyer -

1. antiques, lighties, aerobaticists, aggies, gliders, ultralights and some transport. and probably those deadly fixed wing drones.
2. if you say DC3 3(three) times your cheating. Otherwise Probably Ag Cats and DC4's. Certainly Antonov An2.
3. Well it's not on a 300hp Edge. Well maybe, I don't know. Do they have fabric control surfaces.
4. According to Stitts manuals at least, the hardening of non standard paint top coats causes cracking of the surface layer. It is common practice to use "other" finish coats to save money. It is obvious if any sort of warranty is to be claimed, the manufacturer will not be bound if the manual is not followed.
5. The two systems I have experience with have a type of water mark. Stewart systems ? Razorback if it is still available?
6. How long is a piece of string? Thumbnail jab. Maule fabric tester. A flat hand slap and listen. Who knows?
7. Yes.
8. After thinking on this and researching a bit, you find that all of this work requires evaporation of some part of the mix. Water vapour concentration has a huge effect on the rate that the goop can lose the gases released in the reaction of setting/drying. This is a topic to be carefully read up on if your going to commit.
9. Transport. It, s all listed as dangerous goods when transported in use ful quantities. Try to find others who are transporting and share the cost.
10. Will fit in here. Answer Sunlight mainly U/V



Here are 3 identicals. What are they noted for?

Why are they here?

Where were these built?

Are these still in production ?

What automotive manufacturer are these associated with?

If you were navigating the old way , which cluster of stars carry the same name ? Hint plaides

Are these craft as well known as there automotive name sake?

Which is faster these or a WRX?

- Brisbane Valley Flyer -

Engine Stuff. We have an entry into the market at the single seat end. Now they aren't looking skyward, but who's to say it can't be done with a redrive set up. A bunch of Pommies has recreated the Beetle motor. The new component list is inspiring. Only a Beetle motor but 1179 cc and all that new technology must surely make it a chance for Corby Starlet and similar. If its reputation builds into something good, for around \$15000 all, everything and completely new it may find a home in basic aircraft. I can't give too much out, just google around to find it.

Re fb engineers. Do you follow fb page for your aircraft or engine/propellor. There seems to be a page for everything ever created. Who does all the admin I'll never know? Who has been brave enough to make comment.? It must all be taken with a grain of salt surely. Commenters are giving advice on some pretty heavy technical topics. The International Auster Club has some gurus who have been building AUSTERS since Adam was a boy and are happy to quote their engineering creds. Some of the wilder pages out there may be a bit on the dodgy side. I guess just like all fb, freedom of speech allows anyone to say anything and buyer beware.

To the latest and probably most controversial. A cordless cargo plane. No, not a drone. A normal looking fixed wing freighter. BETA industries and Logan Air and somehow a Japanese freight company will be running a freight service using a cordless aircraft. I would think the spinny part up front is a bit more than a makita or ryobi pistol drill. It has apparently made test flights in Japan and has been successful.

Aircraft Books, Parts, and Tools etc.

Contact Rob Knight on mobile – 0400 89 3632

Tow Bars

Item	Condition	Price
Tailwheel tow bar.	Good condition	\$50.00

Propeller Parts

Item	Condition	Price
Propeller spacers, Assorted depths, all to fit Rotax 912 UL/ULS propeller flanges	Excellent	\$100.00 each
Spinner and propeller backing plate to suit a Kiev, 3 blade propeller, on a Rotax 912 engine flange.	Excellent	100.00

For all items, Contact Rob Knight on mobile – 0400 89 3632

Or email me at:

kni.rob@bigpond.com

Wanted for AUSTER J5F. Oil pressure gauge. Old style round job, 1950's look. Small ish. 2 ½ inch approximately with British numerals.

Stitts POLYFIBRE Medium weight. Not much required for the elevators. Just slow, slow to get a hold of. Hoping someone has some left overs.

Call Mike Hetherington 0403012501, but signal is sketchy. Please leave voice mail. Or landline 0754270827 at around 2000 hrs local. (or 8pm) Cheers

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Aircraft for Sale **Kitset - Build it Yourself**

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AN3, AN4 & AN5 bolts, all bagged
- 500 bolts in total.

Today's cost – approximately **\$5,500**

A list can be supplied if required

Contact Colin Thorpe –

0419 758 125



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Sky Dart Single Seat Ultralight for Sale.

\$4,500.00 NEG

A single seat, ultralight, Taildragger. Built in 1987, this aircraft has had a single owner for the past 18 years, and is only now I am regretfully releasing it again for sale. I also have a Teenie II and am building another ultralight so I need the space.



The landed Sky Dart III rolling through at YFRH Forest Hill

TTIS airframe is 311 hours, and the engine, TTIS 312 – is just 1 hour more. Up-to-date logbooks available. 2 X 20 litres tank capacity. To be sold with new annuals completed.

It is easy to fly (for a taildragger), and a great way to accumulate cheap flying hours.

Call me to view, Bob Hyam,
Telephone mobile 0418 786 496 or
Landline – 07 5426 8983, or
Email: bobhyam@gmail.com



Landed at McMaster Field after my flight back from Cooma just West of Canberra. In the cockpit with me is GeeBee, my dog

Single Seat T84 Thruster, disassembled and ready for rebuild.

I have a T84 single seat Thruster project in my hanger at Watts bridge.

The fuselage is on its undercarriage, the wing assemblies are folded up and the skins are with them.

Included is a fully rebuilt Rotax 503 dual ignition engine and propeller.

And, most importantly – the aircraft logbook!

Asking price Make an Offer

Contact John Innes on **0417 643 610**