

QUEENSLAND ULTRALIGHT ASSOCIATION

SEPTEMBER 2005 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

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WESTWARD HO THE BANTAM



Bert Purcell safely back at Kilcoy after completing another tour.

When I purchased my Bantam about three and a half years ago I had a dream. To be able to fly simple, safe and have adventures. I go somewhere each year. This time I was accompanied by Ian Davies, a mate from work. With the plan to travel through south west Queensland and further into the outback, Ian was keen to see what the country was like out there as he had not been past Toowoomba. After purchasing some warm clothes he was ready to go.

On Saturday, the fourth of June, I picked Ian up and drove to Kilcoy to pack the Bantam and prepare for an early start the next morning. After rising for an early departure, we were confronted with a very thick fog. As soon as we saw a hole in the fog over Mount Brisbane we were up and away at 11.30 am. With a good flight to the top of the Great Dividing Range, we encountered some black storm clouds which made conditions very rough and slowed our progress. Ian learnt what lumpy flying was about.

Upon arriving in Inglewood, we tied the Bantam down, and walked into town and then along the river. The pathway has plaques set in the concrete telling the history of the town over the years including some very interesting facts about the area I remember as a child. We continued into town to have a meal which was breakfast, lunch and tea combined.

I phoned Steffanie who lives in the Casa Mia Retirement Home and she insisted in picking us up to take us back to the home for a cup of tea with her friends. Four weeks previously at the Inglewood fly in I had given Steffanie her first aeroplane ride, which she thoroughly enjoyed at her tender age of seventy seven years. She was beaming from ear to ear for the rest of the day. The manager at the home kindly offered to let us camp on the grounds which were like a nice green park.

However we decided to return to the airstrip to set up camp, taking video footage on the way and talking with some other locals. After we said goodbye to Steffanie we sat around an open fire and contemplated the meaning of life before turning in for a well earned rest.



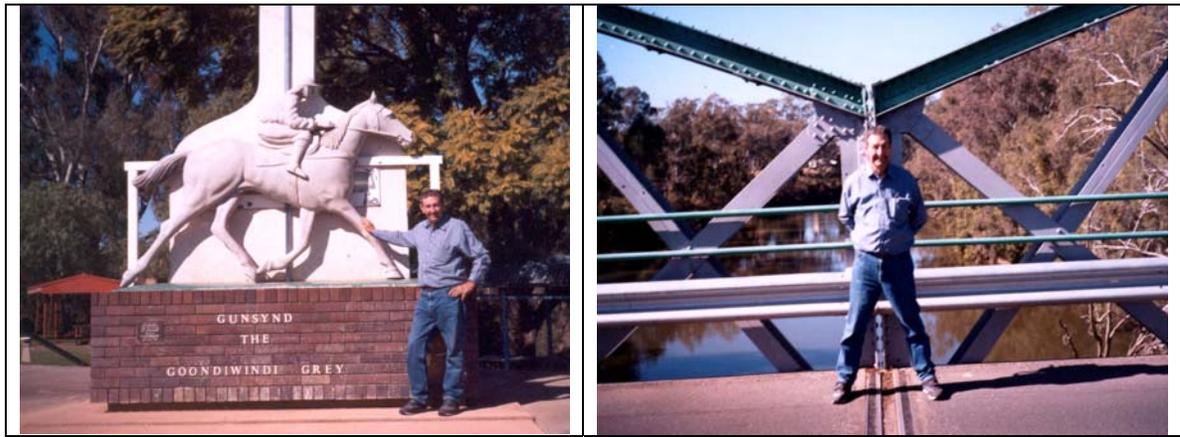
Next morning we were up early, but it was so cold the battery just would not spin the engine fast enough to start. Ron Apsey came out to give us a jump start as Steffanie arrived with a breakfast invitation from the retirement home manager which we had to decline. With barely a touch of the jumper leads the Jabiru fired and we were off on the next leg to Goondiwindi on the Queensland - New South Wales border.

We had a nice smooth flight to Goondiwindi, making good time and taking video footage on the way. When landing at my home town, a magpie sitting in the middle of the strip almost left his departure too late as we just missed him by a smidgen as recorded on video. We walked to the end of the strip to the big truck stop for a great breakfast. I phoned Waverly Houghton who came out to take us into town to do the tourist thing. We took some photos next to the Gunsynd Memorial Statue and one of me on the middle of the bridge with one foot in Queensland and the other in New South Wales.

Waverly let us loose in the main street for several hours so we looked in every shop and checked out the house my mother was born in and the hospital where I was born. We visited relatives and met a guy called Kevin Fogarty who I had not seen since beating him in the bull ride at Nindigully as a teenager. Then it was back to the airport to fuel up and prepare for Monday's flight.

After a comfortable night we packed the little Bantam and lifted off around 07.00am, heading west for a small township called Boomi in New South Wales. On the way we passed over several large above ground dams used for irrigating cotton. They were dry with very little water to be seen. I had not been back to this town since I was a teenager, but upon arriving we found that nothing much had changed in the last forty years, except for a swimming pool and the airstrip which is sealed on each end with gravel in the middle.

Boomi has an artesian bore that took four years to dig, starting in 1899. They lost a shaft and had to wait twelve months for a strong magnet to be shipped out from USA before drilling could continue using steam power. The bore went down to five thousand and eight feet and is running at the same capacity as when it opened. After seeing what we wanted, we headed across the Queensland border to a little town called Talwood, where I went to school at age seven and eight. I also worked on grazing properties locally as a teenager.



Bert in Goondiwindi with Gunsynd and on the bridge over the McIntyre River

As the freshly graded bulldust airstrip runs through the town common it was good to see they had put a fence around it to keep the horses off. We tied the Bantam down and walked the ten minutes into town to visit everyone I knew. These were people I had been to school with and had never left the town. We had a nice shower at the sports ground before receiving a lift out to the airstrip with extra fuel. Camping at the nearby racetrack we were up half the night taking care of the Bantam due to the locals who decided to visit on hearing there was a plane at the strip. Eventually we got to sleep after car load after car load of sightseers. We departed safely from Talwood around 07.30am heading for Thallon further west where I had left school. My intention was to land on Bullamon Plains to see Bill Willis, a mate. As they were flat out shearing we decided to continue on to Dirranbandi at the end of the railway line in southwest Queensland. Due to a tailwind we made good time to Dirranbandi where we found a great sealed airstrip with a huge fence around it. The flying doctor had hit a kangaroo on landing causing the local council to pay for the repairs.



Bert at the end of the line.

After tying the Bantam down, we walked the two hundred metres into town for breakfast. We found a brochure which listed all the things you must do while in town and proceeded to do each one. While walking around we stopped to talk to Ken, the butcher who knew everyone, everything and everything about everyone, not only in Dirranbandi but St George as well. The next day when we flew to St George, I rang a mate who said that he heard we were in town. When I asked, he said the butcher had told him. To be continued next month.

QUEENSLAND ULTRALIGHT ASSOCIATION

MINUTES OF AUGUST GENERAL MEETING

MEETING OPENED	08.33 pm
VISITORS	Robyn Salisbury
MINUTES OF PREVIOUS MEETING	MOVED Gavin McGrath SECONDED Richard Sweetapple CARRIED
TREASURERS REPORT	BANK BALANCE \$18,900.00
SECRETARIES REPORT	Several advertisements received. Invite to The Flying Tigers of Boonah Annual Fly-in, BBQ and drinks on Sunday 25th September 2005.
SOCIAL DIRECTORS REPORT	The Poker Run was successful with sixteen aircraft participating. It was a good time with good food organised by Glenda. Several people stayed over on Saturday evening and enjoyed a meal together at the Toogoolawah Hotel. Christmas Party date set for Monday 5 th of December 2005. More planning is required in coming months including a prop-clock raffle, thanks to Richard.
BUSINESS ARISING FROM MINUTES	No business outstanding.
GENERAL BUSINESS	AUFchat has been shut down. Better investment of QUA funds discussed. Rodger Kelly to research and report back on his findings. Discussion on finding new members.
TECHNICAL	Richard Faint raised questions about wing root filleting for intersection drag reduction for the T1 and T2. Gavin McGrath mentioned that Penzoil two stroke oil (green slime) is no longer manufactured. Other oils now will have to be considered
MANY THANKS	to Robyn for preparing the supper.
MEETING CLOSED	08.30 pm

Annual General Meeting

Prior to the General Meeting in August the AGM was held. Reports by the elected persons indicated the QUA is basically in good shape following a good year with members doing some flying and some building of aircraft. Moves to encourage new members and more activities need to be done. The financial report gave a balance of \$20,244.00. All positions were declared vacant and new nominations were called. The existing committee were re-elected. The vacancy of the Social Director needs to be filled by a suitably motivated person. Committee members are as follows.

PRESIDENT	Gavin McGrath
TREASURER	Richard Faint
SECRETARY	Malcolm McKenzie
NEWSLETTER EDITOR	Malcolm McKenzie
WATTS BRIDGE LIAISON	Richard Faint
SOCIAL DIRECTOR	Vacant
TECHNICAL OFFICER	Vacant
TRAINING OFFICER	Vacant

SOCIAL CALENDAR

September 10 th	McIntyre Aero Club Fly-in at Goondiwindi, Contact Paul Scells President on 07 46775186
September 10 th	Kingaroy Peanut Festival Fly-in Street parades, live entertainment, market stalls
September 25 th	Flying Tigers Annual Fly-in, BBQ at Boonah Contact Andrew Dunning Co-Ordinator on 0438250404
October 1-3 rd	NAC Wright Flyer Replica Launch at Narromine Buzz Aldrin (second man to walk on the moon) will dedicate the Wright Flyer Replica which will be piloted by Col Pay. Other activities are also being planned over the weekend. Richard Sweetapple made the propellers for the Flyer that was designed by Bill Whitney.
October 29-30 th	QVAG Flying Weekend at Watts Bridge. Contact Shane Winter 07 33003357 or 0407122219
December 5 th	QUA Christmas Party at the SAAA Clubroom, Archerfield Details to be advised. Special guest speaker is Bill Finlen.
Dec 30 th – Jan 2 nd	The Great Eastern Fly-in at Evans Head NSW. Be there!

AIRCRAFT FOR SALE



MUSTANG P51B Amateur
built 2/3rd scale standoff replica.

Cruise 90 Knots, Stall 40 Knots. Powered by a Rotax 503 - 52 HP, DCDI, E Type Gear box. Electric start complete with muffler and propeller. Instruments include ASI, Altimeter, Slip/Skid, Compass, Rotax Tachometer, Dual EGT, CHT, Hour Meter and Voltmeter. Fitted with Powermate Regulator and Battery. Engine and Airframe 105 Hours. Excellent condition.

Price \$20,000 complete or \$15,500 without engine, propeller and muffler.

Aircraft was flown regularly until 3 years ago (deceased estate).

Contact Richard on (07) 3818-1988AH or 0412-317-754

JILLAROO 95.10 Ultralight
complete with purpose built trailer.

Cruise 75Knots, Stall 28 Knots. Powered by a Rotax 503 - 52 HP, DCDI, B Type Gear box. Pull start complete with muffler and propeller. Engine 240 Hours. Very good condition. Instruments include ASI, Altimeter, Compass, Rotax Tachometer, Dual EGT, and CHT. Airframe 750 Hours. Fair condition, needs a little TLC.

Price \$6,200 complete or \$2,600 without engine, propeller and muffler.

Aircraft was flown regularly until 3 years ago (deceased estate).

Contact Richard on (07) 3818-1988AH or 0412-317-754

NOTE FROM THE EDITOR

Since the pleasure of learning to be an editor and using Microsoft Word has been given to me, I will endeavour to include information that is of use to QUA club members. Naturally the more contributions by members that are given to me will increase the relevance of the newsletter. Information of what people are building, flying and locations visited are useful to include. This can be passed to me by the following email address as well as by hand at the meetings. Digital photographs of projects or fly-ins are especially welcome. Input from other flying groups is welcome too as members also operate from places other than Watts. The membership form on the back page is included to give to interested folk who are potential new members.

Contact details for this editor.

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Eight Mile Plains 4113

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OTHER NEWS



New QUA members Peter, Ian, & David Ratcliffe with Danny Fowler are building the first of three Zenair 701 STOL aircraft in Rochedale. Their workshop, workmanship and approach to the project is impressive. All four have a background in various building trades with involvement in airborne search and rescue as well.



Team work of the four builders is very evident as problems in the construction are sorted. Here a lightening hole is drilled in a component prior to flanging the edge in the hydraulic press. Their workshop is very well equipped for the task. We wish the team well and look forward to seeing the finished aircraft in the future.



The QVAG Festival of Flight vintage fly-in held on August 27-28th at Watts Bridge was very successful once again with a good attendance. Many wonderful aircraft flew in over the weekend including this Luton Minor from Archerfield. The Luton Minor dates from the mid 1930s as a vintage homebuilt aircraft. Plans are still available for those who like woodwork. It would fly well with a VW or Jabiru 2200 engine. Many of these older designs are still relevant as recreational experimental aircraft for homebuilders.



This recreation aircraft is the Kiebitz from Caboolture which is marketed by Dieter. The Kiebitz is powered by a converted Nissan car engine and has a classic look with modern construction. What impressed me was the way the various aircraft were operated in complete safety over the weekend without any structured program or air traffic control. The speed range of the aircraft was from 45 to the 400 knots of the Hawker Sea Fury as it flew low passes of the field at full throttle. Your editor had the honour of flying the slowest plane at the fly-in.

Next General Meeting is to be held on Monday 5th September 2005 at the SAAA Clubroom at Archerfield Aerodrome off Beatty Road from 19.30 hours with supper provided thanks to Robyn Salisbury. Bring your ideas for the Christmas Party and future social activities. A propellor clock raffle is being organised for fund raising. Tickets will be available in the future Visitors and friends are always welcome.

President : Gavin McGrath 07 54262118

Secretary : Malcolm McKenzie 07 33415348

Treasurer : Richard Faint 07 38181988

Queensland Ultralight Association

APPLICATION FOR MEMBERSHIP

I hereby apply for membership of the Queensland Ultralight Association (QUA)

Enclosed is a cheque for \$40.00 payable to the QUA for one year's membership.

Name: _____

Address:

State: _____ **Post Code:** _____

Telephone: _____ **Email:** _____

Aviation History and Qualifications:

Signed: _____ **Dated:** _____

Proposed: *Richard Faint* **Seconded:** *Michael Smith*

Please return this form completed and signed to the attention of:

Queensland Ultralight Association
The Treasurer, Mr Richard Faint
21 Redgum Court
Bellbird Park Qld 4300