

# BRISBANE VALLEY SPORT AVIATOR

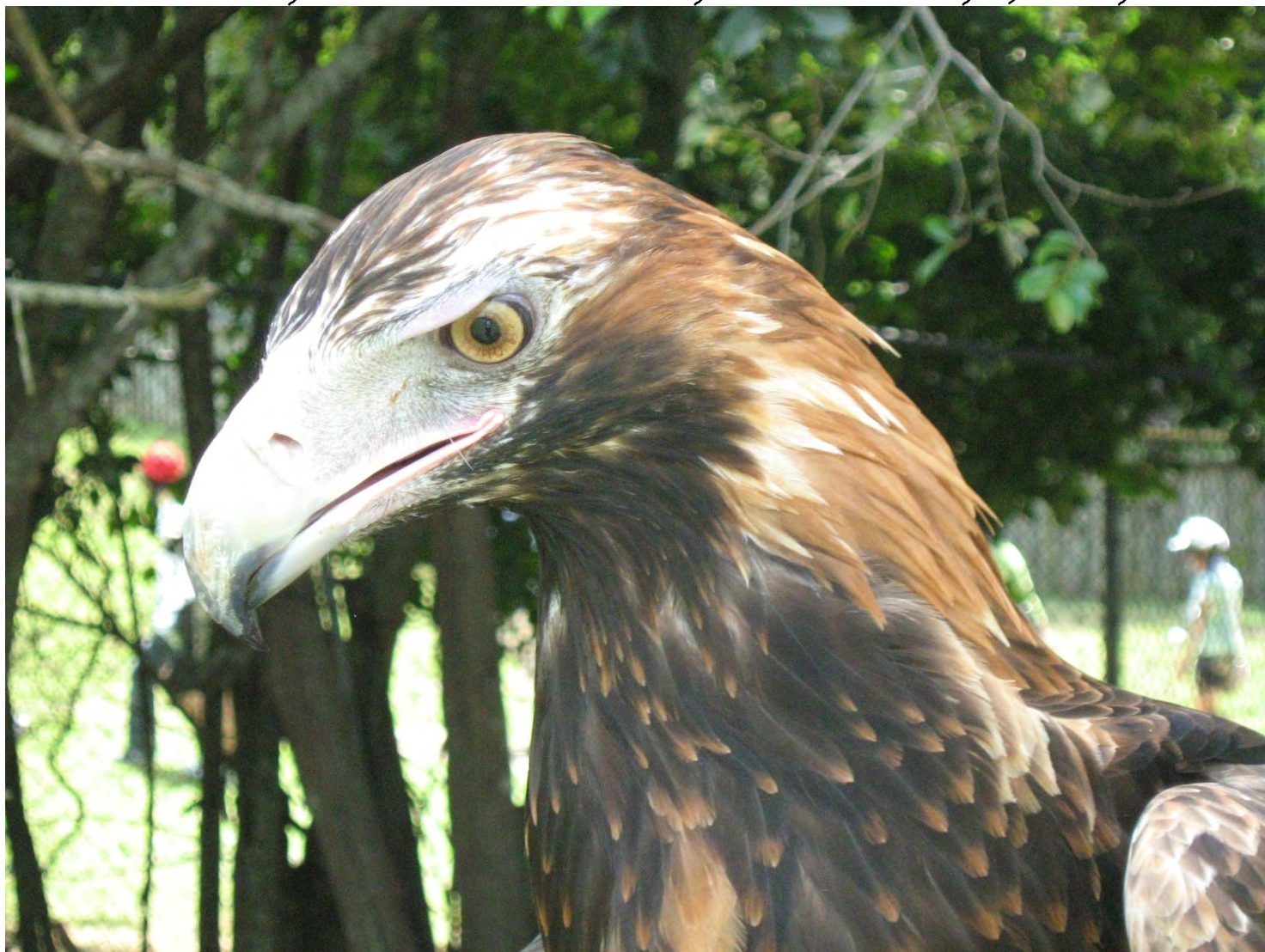
OCTOBER 2011

NEWSLETTER OF THE QUEENSLAND ULTRALIGHT ASSOCIATION

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

[www.qua.org.au](http://www.qua.org.au)  
[www.wattsbridge.com.au](http://www.wattsbridge.com.au)

*The Inaugural Watts Bridge Gathering of Eagles*





Watts Bridge Memorial Airfield, 17<sup>th</sup> September 2011



This Piel Diamant was flown by Adam and Brian Kane. It took 32 years, 4 months and 18 days to build. It is powered by a Lycoming IO-360 and this was its first fly-in.













## Look Mum! No feet!

The **Ercoupe 415C** (photo above by Tony Coles) is powered by an 85hp Continental and was built in the USA in 1946. The Ercoupe (or Aircoupe) is unusual in that it has no rudder pedals (see photo right). Turning the control wheel banks the aircraft while automatically coordinating the turn with twin rudders. The plane's controls are set up to make it virtually spin-proof. It has a demonstrated X wind capability of 25 knots mainly due to its swivelling nose wheel which immediately straightens the aircraft on touchdown. This well maintained example of the type was imported from the USA where they are still much loved by many owners.









Rob Knight's Photos (cont.)





And these fine photos were taken by Tony Coles





Tony Cole's photos (cont.)





### Phill and Sylva's Morava L200D

One of the most interesting aircraft at the Watts Bridge Gathering of Eagles Fly-in on the 17<sup>th</sup> September was VH-OKP, Phill Cooper's immaculately restored, twin engine, L200D Morava. Phill is a pilot with Virgin Airlines and has been an aviation enthusiast all his life. His other plane is a Victa Airtourer (160 HP). He keeps both aircraft at Watts Bridge where he recently built a hangar.



The Morava story began long before Phill actually bought it. The aircraft is named after a region in the Czech Republic, and 13 years ago, Phill had the very good fortune to fall in love with a beautiful young Czech girl, Sylva, from that very same region. They married and are now the proud parents of daughter Amelia. The whole family were at Watts on Saturday and it

is obvious that Sylva is just as interested in flying as is Phill. Amelia has her own seat in the back of the Morava as well.

VH-OKP was made in then Czechoslovakia in 1965. Sylva told me that there were 367 Moravas originally built, many of them for Aeroflot. Consequently, the planes were constructed to very strict airline standards. Most components have a specified lifetime in terms of the number of hours and landings, etc.







The Morava is powered by two Czech made, Avia M337, 210 horsepower, supercharged, fuel injected engines driving Avia three blade constant speed propellers. Cruising TAS is 150kts. Full de-icing (heated leading edge and alcohol spray for the props) is standard equipment. Phill's particular aircraft underwent a full overhaul in 2005 before he bought it, and for its recent refit, he brought over the same two Czech engineers, Jarda and Michal, who had done all the 2005 work. Both of these engineers are of the opinion that Phill's plane is the finest example of the Morava still flying (around the world, there are about 35 still going strong).



Phill told me that the CASA paperwork required to register VH-OKP in Australia weighs about the same as the plane. He intends maintaining the Morava in accordance with the European schedule of aircraft maintenance. And just in case you want one too, Phill estimates the replacement value of this absolutely beautiful, historic aircraft to be about \$280K. Well done, Phill and Sylva Cooper!





### **From strength to strength – four new club members signed up at the Gathering of Eagles!**

And one of them was **Rob Knight** (photo left), who has kindly contributed some of his excellent photographs of the event to this month's newsletter. Rob and his mate, Peter Davies (who also became a QUA member on Saturday), came to Watts in their newly purchased bright yellow Lightwing. Rob is not a novice pilot. He soloed in New Zealand in a Piper PA22-108 Colt in 1965, at the age of 16. He told me that he had been dressed in school uniform at the time because he was in boarding school. He attained a PPL the following year. Then, in 1969, he enrolled as a student on Course 1 of the Auckland College of Aviation, which was the Commercial Pilot School operated by The Auckland Aero Club. He passed his CPL later that year.

James Aviation, New Zealand's largest crop-dusting company (called topdressing over there), offered him a job as a loader driver and to be a pilot when required. He did 1262 hours in FU24-300 Fletchers before his friend and mentor was killed in a flying accident.

That tragic event made Rob decide on a career change, so he did a NZ "C" Category Instructor Rating in 1971 and spent the next 29 years instructing/teaching aviation subjects. In 1983, he was the CFI at the Rukuhia Flying Club in Hamilton, NZ, and was contracted as a flight examiner by NZCAA, the then equivalent of CASA. In 1984, he was appointed as CFI and Chief Pilot of the Wellington Aero Club in Wellington NZ. In 1988, he retired from flying full time, taking a position with The Open Polytechnic of New Zealand as a pilot theory tutor teaching all subjects from FRTO (Flight Radio Telephone Operator rating) to ATPL (Airline Transport Pilot's Licence) theory.

In 2000, he had a car accident which caused him to lose his Class I medical and left him also unable to obtain a Class II. Now he flies RA aircraft. This association has recognised his nearly 8000 hours of logged instructor time and granted him a ground instructor endorsement, but, alas, he can no longer instruct because a Class II medical still eludes him. Now he flies Tecnam's at Airsport at Boonah, and his syndicate Lightwing, also based at Boonah.

Rob works full-time in Brisbane as a technical writer for an international manufacturing company. He also has a private business involving photography and writing text books for Recreational Aviators. The QUA is lucky to have you as a member, Rob. Welcome!

Welcome as well to Rob's mate, **Peter Davies**, to **Gil Walcher** and to **Kevin Osborne** who also joined us on that sunny Saturday at the inaugural Watts Bridge Gathering of Eagles.

**If you think that these two photos are of a carpet snake swallowing a dusty old goanna, you are wrong. They are actually two recent photos of Will Miller's QUA computer server getting its teeth into one of Tom Ball's digital photo files!**





## The Southern Oscillation Index (SOI) – this article written with borrowings from the Bureau of Meteorology website

The weather last spring was not so good for flying. Then summer arrived and so did the floods. The water came to within one foot of the lower level of my house. Seven or eight of my friends and neighbours, unfortunately, are still rebuilding their houses and trying to get their lives back on track.

The Southern Oscillation Index gave a clear warning last spring that we were in for a wet time. Back then, most of us took no notice of it. This year, many of us are intensely interested in it.

So, what is the Southern Oscillation Index? The SOI is a mathematical index that is calculated from either the monthly or the seasonal fluctuations in the air pressure difference between Tahiti and Darwin.

Sustained negative values of the SOI often indicate El Niño episodes (sustained dry periods). These negative values are usually accompanied by continued warming of the central and eastern tropical Pacific Ocean, a decrease in the strength of the Pacific Trade Winds, and a reduction in rainfall over eastern and northern Australia. In other words, El Niño means great flying weather. The most recent strong El Niño was in 1997/98, although its effect on Australia was rather limited. Severe droughts resulted from the weak to moderate El Niño events of 2002/03 and 2006/07.

Positive values of the SOI are associated with stronger Pacific trade winds and warmer sea temperatures to the north of Australia, popularly known as a La Niña episode. Waters in the central and eastern tropical Pacific Ocean become cooler during this time. Together these give an increased probability that eastern and northern Australia will be wetter than normal. The 2010/2011 La Niña was stronger than the 1973/1974, the 1975/1976 or the 1988/1989 episodes.

### For the mathematically minded:

There are a few different methods of calculating the SOI. The method used by the Australian Bureau of Meteorology is the Troup SOI which is the standardised anomaly of the Mean Sea Level Pressure difference between Tahiti and Darwin. It is calculated as follows:

$$\text{SOI} = 10 \frac{[\text{Pdiff} - \text{Pdiffav}]}{\text{SD}(\text{Pdiff})}$$

where

Pdiff = (average Tahiti MSLP for the month) - (average Darwin MSLP for the month),

Pdiffav = long term average of Pdiff for the month in question, and

SD(Pdiff) = long term standard deviation of Pdiff for the month in question.

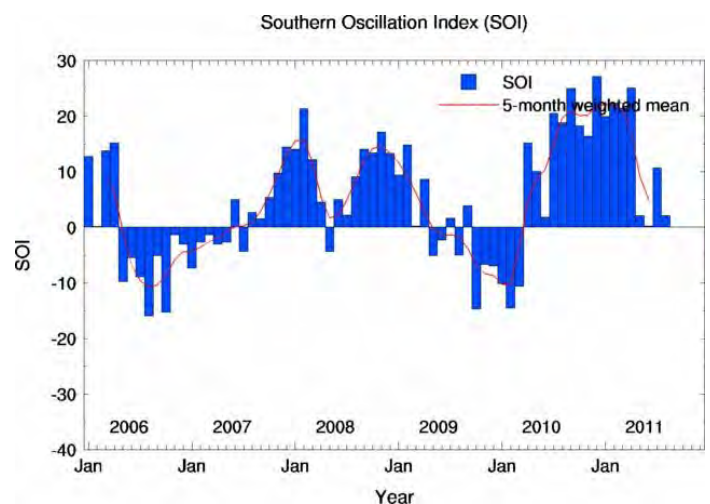
A rainy day at Watts Bridge 27<sup>th</sup> August



The multiplication by 10 is a convention. Using this convention, the SOI ranges from about -35 to about +35, and the value of the SOI can be quoted as a whole number. The SOI is usually computed on a monthly basis, with values over longer periods such a year being sometimes used. Daily or weekly values of the SOI do not convey much in the way of useful information about the current state of the climate, and accordingly the Bureau of Meteorology does not issue them. Daily values in particular can fluctuate markedly because of daily weather patterns, and should not be used for climate purposes. SOI values are usually presented in a monthly table.

### What is the current situation?

After the flooding in January, the index dropped markedly and it looked as if we were heading quickly into El Niño territory. Indeed the winter months in Brisbane were very dry. Many of us, even those who had had close calls in the floods, were expecting a good spring and summer for flying. The June SOI actually came it at zero (see graph right). Suddenly, in July, however, the index bounced back into La Niña. We then waited eagerly for the August reading and were relieved to see the El Niño trend re-confirmed. So, basically, it's anyone's guess what the summer weather will be. A recent report in the Australian newspaper suggested that La Niña was returning, but perhaps that article was written before the August figure.





### Free to good home?

This sad looking French-made Resurgam Mark 3 single seater is sitting in a hangar at Forest Hill Airfield. No one owns it. It was left there years before by a guy who (so the story goes) skipped town without paying his hangar fees. Technically, I suppose, it now belongs to the owner of the airfield, but I think he would be as glad to get rid of it as we would. It appears as if only the tail plane and motor are missing. Is anyone mad enough to take on a rebuild of this old plane (i.e., is there another Will Miller out there)? Looking at its structure, it is a really well built little aircraft. At one time, so I've been told, the type held the record for an ultralight crossing of the English Channel.



### QUA proposed name change

Arthur, you are only one member of a club & until a motion is put to the club & voted on, you do not have a right to presume anything as far reaching as a name change & a retraction is in order. Regards, Colin Thorpe

### At least one member reads the minutes

Blimey Arthur! That was one heck of a meeting\* on 6th August. 13 hours! I hope anyone who had to fly home was IFR endorsed. Jim (Bowling)

\* Jim is referring to the minutes of the August meeting in which it was stated that the meeting closed at 11.15pm.

### QUA Mailing List

If something comes your way on the QUA mailing list that you are not interested in, just delete it. Remember that anyone on the list can post to the list, so there are bound to be things that you are not interested in. Don't get your knickers in a knot. The biggest problem with our list, actually, is that it is under-utilised.

### A death in the greater QUA family: Ave Roger Porter

Roger was a past member of the QUA. He passed away on Thursday, September 22 after a long illness after spending approximately four months in Greenslopes Hospital. His daughter was at his bedside when he died.

Roger's involvement with this club and with ultralights goes way back. He initially flew a Kestrel, then a Lightwing, and after that a Glastar. He helped with the planning of the QUA Inc hangar at Watts Bridge. Mal McKenzie remembers Roger flying over Watts in his Lightwing one day and as he flew over the field he honked on the air horns he had fitted to the aircraft. On his property near Beenleigh, Roger had his own airstrip and hangar. Later, he was involved in setting up the club and airfield at Jacobs Well.

Lloyd Salisbury spoke to him at lunchtime (as he often did) on the day he died. The Salisburys send their regards to all the members of the club. Robyn says that they miss the meetings but time catches up with everyone sooner or later.



**Mal's choice of colours:** Mal McKenzie's Skyranger will probably look something like this one when it is finally completed. For the latest construction reports and photographs on both Mal's and Scott Hendry's Skyranger projects, go to page 18.



**Scotty puts in some new drains at the airfield**

These photos are of some very professional looking earth contouring that Scotty has been doing around our hangars at Watts Bridge. The drains are to prevent water entering the hangars when it rains. Many thanks, Scotty!





## **CASA Aircraft Ageing Seminar**

Liz Cook (WBMA Secretary) advises that our members may be interested in attending the CASA Aircraft Ageing and Airworthiness Seminar. Subjects that will be covered are:

- Your aircraft is ageing – find out why and how
- You alone, as the owner, are responsible for its maintenance and airworthiness
- Find out how to operate it safely, to protect you and your passengers

CASA has agreed to present the seminar at Watts Bridge Airfield. CASA will also be inviting interested people from other groups/clubs.

Venue: - Australia Aerobatic Club Qld Chapter Clubhouse

Date: - Saturday 12 November 2011

Time: - 9am to 12pm, followed by a sausage sizzle.

Liz needs to advise CASA of the number of people that will be attending, so please email her confirming your attendance. Please invite friends and anyone else you feel would be interested. Liz's email address is [watts.secretary@bigpond.com](mailto:watts.secretary@bigpond.com)

## **Aviation Events**

Oct 1 Runaway Bay, Gold Coast, QLD, Federal Review - Australian Air League

Oct 1-2 Oakey, QLD, Rotors, Wings n Wheel Fly-In

Oct 2 Wagga Wagga, NSW, Wagga City Aero Club monthly BBQ Lunch

Oct 8-9 Temora, NSW, AAAA Auster Rally

## **The AGM**

Date: 8th October 2011 at Watts Bridge. There are three agenda items at this stage:

1. A motion will be put to change the name of the club. If this is successful, nominations for a new name will be called. These names will then be voted on.
2. A motion will be put to have all 2012 meetings held at the clubhouse at Watts Bridge.
3. Committee positions will be declared vacant and nominations will be sought. A new committee will be voted in.

This meeting stands to be a milestone in the history and development of the club. Please try to make it so that all views can be represented and decisions made that truly reflect the majority wishes of all members. Also, please consider the job of secretary as Mal is definitely resigning from that position after a very fine effort these last few years. Also, if there are any budding scribes out there who would like to take over the newsletter, the current editor would not stand in their way.

**The next QUA meeting (the 2011 AGM) is at  
10am on Saturday 8<sup>th</sup> October at the Watts  
Bridge clubhouse followed by BBQ**

**PRESIDENT: Peter Ratcliffe 0418159429    TREASURER: Ian Ratcliffe 0418728238**

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**NEWSLETTER EDITOR: Arthur Marcel    Email: [a.marcel@optusnet.com.au](mailto:a.marcel@optusnet.com.au)**

**QUA Inc TECHNICAL DIRECTOR: George Perez 0423536380**





WINGS OF LIFE

## Would like to invite you to

### **Festivities @ The Falls**

**What:** Wings of Life is teaming up with a local hot rod club based at Caboolture called the "Asphalt Demons" to host an event at Archer Falls Airfield.

**When:** Saturday 15th and Sunday 16th of October, 2011

**Where:** Archer Falls Airfield. 1253 Neurum Rd, Mt. Archer, QLD.

**What:** HOT RODS, CUSTOMS, BIKES, PLANES, FREE FLIGHTS TO LUCKY KIDS, LIVE MUSIC, AND GREAT FOOD.

**Saturday:** Car time trails and show off  
Short movie of the Wings of Life Flight Around Australia  
2x Live Bands (West Texas Crude & The Shakin Quavers)  
Stretto's BBQ & Departure Lounge Coffee Shop open all day

**Sunday:** Breakfast by Wings of Life (Pancakes)  
Coffee Shop (Morning only)

**Cost:** Entry \$15/person

**Camping:** \$5/car load/aircraft

\*\*\*NOTE: THIS IS AN INVITATIONAL EVENT. ALL WELCOME TO ATTEND! YOU MUST RSVP BY SATURDAY THE 8TH OF OCTOBER WITH JOEL CORNWELL VIA EMAIL [joel.cornwell@griffithuni.edu.au](mailto:joel.cornwell@griffithuni.edu.au) OR CALL 0488 080 505\*\*\*

SUPPORTING THE ROYAL FLYING DOCTOR SERVICE AND INSPIRING YOUTH IN AVIATION

Please note the Queensland Vintage Aircraft Group is also holding a breakfast on the morning of Sunday the 16<sup>th</sup> at Watts Bridge. Therefore we encourage all to pay them visit after dropping in and visiting us.



Royal Flying  
Doctor Service  
QUEENSLAND SECTION



**The latest from Mal and Scott and their Skyrangers**

Now, to remind you, Skyrangers are advertised as fast build, and these two guys are certainly making progress. Remember, Mal is building a Skyranger Swift and Scott's plane is a Skyranger Nynja. Both have the engines installed (both Rotax 912ULS motors).

Firstly, here are two photos from Mal, taken this weekend just past.



And these photos are from Scott (who had his motor in just before Mal).



Controlled burning around Watts Bridge last week gave cause to some of God's creatures to seek refuge on the airfield.





## MINUTES OF SEPTEMBER 5th 2011 GENERAL MEETING

MEETING OPENED	08.06 pm
APOLOGIES	Jim Bowling, Glenda & Richard Faint, Arthur Marcel
VISITORS	Priscilla Smith
MEMBERS PRESENT	Eight.
MINUTES OF JULY MEETING	No business arising. Motion to accept minutes as correct. Proposed Peter Ratcliffe, seconded David Ratcliffe, Motion carried
PRESIDENT'S REPORT	Poker Run was successful. Thank you to those who organized and helped out. Clubhouse requires battens to be fitted to the ceiling trusses before the ceiling gyprock can be installed and painted. Electrical work needs to be completed. Hangar landscaping to allow better drainage around the building has been done thanks to Scotty. The whirlybirds have been purchased and need to be fitted.
TREASURERS REPORT	Current Balance \$ 11,459.86. Some cheques need to be presented. The 2011 audit is being organized for this month.
SECRETARIES REPORT	The hangar has two new tenants to fill the available spaces. Some correspondence due to the Gathering of Eagles Fly In.
WBMA REPORT	A burn off of excess grass areas is being planned next weekend. WBMA has bought Tony Hughes' hangar to use as an equipment shed. A small storage room for the airfield records and BOM meetings is being planned to be constructed within the hangar. The Vetner grass patch is being expanded to cope with extra demand.
SOCIAL REPORT	Gathering of Eagles Fly In planned for September 17 <sup>th</sup> . Ron Dunne and John Innes are organizing the event. Same plan as the successful All In Fly In with the same caterers. QUA members are asked to sell drinks and help with aircraft marshalling.
GENERAL BUSINESS	Ian Ratcliffe has donated a few Sport Aviation magazines for the clubhouse. A new QUA Inc Secretary is needed to replace Mal McKenzie who will be not be continuing after the next QUA Inc AGM.
THANKS	Thanks this month to David Ratcliffe for organizing the supper.
NEXT QUA Inc MEETING	Saturday 8 <sup>th</sup> October at the QUA Inc Clubhouse, Watts Bridge. The AGM is planned to be held at this date as well. A BBQ lunch is planned after the meetings
MEETING CLOSED	08.50 pm.