

BRISBANE VALLEY FLYER MAY 2012



Watts Bridge
Memorial Airfield,
Silverleaves Road
via Toogoolawah,
Qld

www.wattsbridge.com.au
www.qua.org.au

Kenny Edwards does it again! Best Overall! Best Soft Wing!



BVSAC's Stunning Natfly Success!

Twelve BVSAC members went to Temora for Natfly. They were Peter and David Ratcliffe (who drove); Greg Robertson (who flew the Nynja and packed the most amazing amount of stuff into it for his display); Kenny Edwards (who flew his RANS S7 Courier); myself and Steve Donald (who flew down in company with Greg, Steve in his new Savannah and me in the Sapphire); Bob and Robyn Dennis (who flew their RV); Ron Dunn and Kerry Burns (who flew their CT4); Ken Hulse (who went RPT); and Helena Horten (who drove down with her companion Rusty and also her lovely collie dog).



As was to be expected (although he had been subjected to significant competition, not the least from Steve Donald and the recently completed Savannah), Kenny Edwards flew back with the two most sought after awards, these being the Best Overall Aircraft Award and the Best Soft Wing Aircraft Award.

And, surprise! – our BVSAC team also came back with the Scott Winton Memorial Shield – given to yours truly for innovatively modifying the Sapphire over the last two years.

So, discounting award categories like Best 95.10 Single Seat, Best Thruster, Best Auto Engine, Best Powered Chute, Best Two-Seat Trike, these being awards we couldn't have



won, we picked up three out of four possible awards, the only one we missed being the Best Prop & Spinner Combination. We sure punch above our weight. Well done BVSAC, and especially well done, Kenny Edwards!!!

Ben McGuinness's Waix - the plane that might have won (if only Kenny had stayed home)

As many expected, Natfly 2012 saw a repeat performance of the 2011 event with Kenny Edwards and his magnificent RANS S7 Courier taking out both the Best 19 & 25 Category Aircraft Award as well as the Best Soft Wing Award. However, Kenny, a member of Brisbane Valley Sport Aviation Club, had close competition this year from 23-year-old Ben McGuinness with his flush riveted, polished metal finished, six cylinder Jabiru-powered, pocket rocket Waix.

I interviewed Ben on the Saturday afternoon prior to the announcement of winners that was to be made later that night at the Natfly dinner in town. We sat in a hangar at the end of what had quickly become known as Sonex Cul-de-sac due to the number of these aircraft on display there. Actually, in that hangar over the weekend several Sonex forums were held and also the inaugural meeting of 'SonexAus'. It seems that the "super" Sonex and its Y-tailed equivalent, the Waix, are rapidly becoming popular with home builders in Australia.



For someone so young, Ben is a very capable aircraft builder and pilot. Growing up in the Sale (Victoria) area, he learnt to fly when he was 16, at the time owning a powered chute. His passion quickly extended to his formal high school studies and he began a school-based apprenticeship in aircraft maintenance. Then, finding a clear calling for a career in aviation, he left school at the end of Year 10 and started as a full-time apprentice in engine and airframe maintenance with Yunger Aviation at

West Sale. At Yunger, he was lucky enough to have some early instruction in sheet metal work and found he had a particular talent for it. Unfortunately, his mentor left Yunger not long after, but, undeterred, it wasn't long before Ben became Yunger's main sheet metal fabricator. Ben's first major aircraft project was the complete rebuilding of a V-tailed Beech A36 Bonanza. Ben wonders if it was this early project that gave him his immediate attraction for the Waix. Certainly, the Waix, with its distinctively unique tail feathers is an appealingly different type of aircraft to most.

Ben McGuinness's Waix (continued)

Ben began building this plane three years ago in the garage of the family home. He estimates that he put about 2000 hours into it in all. He had plenty of encouragement from the family and particularly from little sister, Caitlin, who became very good at holding stuff for him. (Actually, I met Caitlin, now 16 years old, on the day. She had flown up to Temora with Ben, as co-pilot.) Ben said that he had had his fair share of knockers, who thought he would never finish the project. This was particularly because he had set himself the very time consuming task of countersinking every last one of the thousands of rivets holding the aircraft's polished metal skin in place. The structure on the Waix is extruded aluminium and this meant that every rivet had to be both machine countersunk (the structure) and dolly dimpled (the skin), all with absolute precision as the polished surface would show even the slightest mis-calculation as a blemish.



Ben estimates that the project has cost him in all about \$60,000. However, he proudly did it all without borrowing any money, working a second night job as a forklift driver for a while to enable him to buy the kit and other components. Ben decided to save money by buying a factory re-built Jabiru motor, but before installation he changed the hydraulic lifters to solid ones and modified the plenum chamber to enable a more even distribution of the fuel/air mixture to the six cylinders. Ben estimates that the motor develops somewhere between 125 and 130hp, pushing the Waix along at 140kts (at 2850rpm) with one person on board. At max continuous power, the streamlined little aircraft slices through



the air at 145kts. Climb rate with 1 POB exceeds 2000 ft per minute with the VSI pegged right off the dial.

Ben did his own test flying. He recalled that first flight for me with excitement in his voice, saying that it made his first solo seem like a trivial experience by comparison. Thankfully, however, the plane flew well from the start with only some minor adjustments to aileron trim and engine baffling required. Ben said he needed to learn a special takeoff technique for the Waix due to the plane's limited rudder authority. Basically, the tail needs to be kept on the ground until sufficient airflow is achieved to keep it straight. Ben said the best way to describe the Waix is to think of it as a light-weight RV.

Ben McGuinness's YaieX (cont.)

Ben likes being part of the aircraft industry. He is still in his original job; however, the Yungler company was bought out not too long ago by Southern Aircraft Services. Ben has a girlfriend these days too. Her name is Katherine and she just loves flying with Ben. As if there was not enough happening in his life, Ben is even thinking of building another plane. In fact, he has already bought the kit. This time it will be a bush plane, a Series 7 Kitfox. The only thing he needs is a little more free time, because, apart from courting Katherine, he is finding that his hobby is merging with his profession as many other amateur aircraft builders seek his services to help them finish their projects. Well done, Ben McGuinness!



Radio procedures, the good and the not so good

Flying in company with other aircraft adds an extra element to an already enjoyable sport. It can also provide incentive to improve one's skills, particularly one's procedural skills. A few months ago, I was flying in company with Rob Knight (with Peter Davies in the right-hand seat), and lately to Temora with Steve Donald. Both Rob and Steve have excellent radio skills. Their calls in and out of the circuit areas are textbook perfect, making mine rather lacklustre by comparison. So, I'm working on it. At Natfly, I was given (yes, they are freely available) a CASA DVD entitled "Operations at non-towered aerodromes". That was a starting point. I have also made a radio call template to slip under my flightplan:

Taxi: Traffic [Airfield], [Callsign], taxiing for RW ___ [Airfield].

Line up: Traffic [Airfield], [Callsign], lining up RW ___ [Airfield] for departure to the [direction].

Rolling: Traffic [Airfield], [Callsign], rolling RW ___ [Airfield].

Departure: Traffic [Airfield], [Callsign], departing circuit area tracking [track], passing [height], climbing to [height].

CTAF Transit: Traffic [Airfield], [Callsign], 10 miles [direction], tracking [track], overflying at [height], estimating [Airfield] [time].

CTAF Inbound: Traffic [Airfield], [Callsign], 10 miles [direction], inbound, leaving [height], estimating [Airfield] [time].

Circuit: Traffic [Airfield], [Callsign], entering upwind RW ___ [Airfield], descending to [circuit height].

Traffic [Airfield], [Callsign], turning crosswind RW ___ [Airfield].

Traffic [Airfield], [Callsign], turning downwind RW ___ [Airfield].

Traffic [Airfield], [Callsign], turning base RW ___ [Airfield].

Traffic [Airfield], [Callsign], turning final RW ___ [Airfield].

Prenzlau International

Gavin McGrath is a long time member of the Brisbane Valley Sport Aviation Club, a previous club president in fact. When we think of Gavin, we either think of his magnificent Bigglesworth moustache or his equally impressive, yellow and blue Zenith 701 STOL aircraft with its souped- up Subaru motor (pictured on right at Watts Bridge).



Not so long ago, Gavin's life changed for the better when he met a lady by the name of Isabella. Matters got romantically serious and they soon began thinking about living under the one roof. But which roof would that be? They both had existing property which required upkeep. Finally, they decided to look around for a new abode. Gavin saw a chance to fulfil his long-time dream of living next to his own airstrip. Isabella had other priorities, but eventually they

compromised on an eight-and-a-half acre property alongside the Warrego Highway at Prenzlau, 50 km west of Brisbane.

They are now the proud owners of a well-maintained, highset brick and tile house in Herrmanns Road, with underneath double garage as well as machinery shed, pump shed and large dam (complete with floating jetty). Not only that, but there is a clear 400 metres of east to west, flat ground available for the perfect STOL airstrip. Gavin has already started preparing it. With the 200 metres near the house, it was just a matter of cranking up his 52 inch cut, ride-on mower and turning the grass into runway. (Kev Walters has already landed his Drifter on that section and had no difficulty at all.

Nigel Brown arrived one day in his Quicksilver as well.) The other 200 metres of potential airstrip at the westerly end of the property require a relatively minor modification to the southerly side of the dam and a drain laid, but Gavin is already making enquiries about the most cost-efficient way to accomplish this. Once the two ends are joined, Gavin will have more than enough airstrip to safely operate his 701 into and out of his home. In fact, he will have



twice as much airstrip as he needs but prefers to have that margin of safety. The best part about the strip is that it faces east west. Gavin says that 95% of the time, the sea breeze is directly down the strip.

Gavin and Isabella's property has two adjoining neighbours. Gavin thought he might possibly have some opposition to his plans for an airstrip, however, one neighbour doesn't care about it in the slightest and the other has already asked Gavin if he can use the strip to operate the gyrocopter he is intending to buy. Gavin also expected some opposition from the local council but believes that they could only object on the basis of noise, and that is hardly a viable argument so close to the Warrego Highway. Actually, the legal considerations of operating an aircraft out of a property zoned rural residential are interesting. Gavin believes that Commonwealth aeronautical rules take precedence, and as long as he complies with these, there is not much that the council can do about it, especially given that his neighbours are 100% behind him.

Prenzlau International (continued)



The photo on the left shows the new strip looking from East to West. The photo below is taken from the other end, looking directly East. As can be seen, the strip is already in pristine condition. Gavin is obviously doing an excellent job with his mower. In the next few weeks, he will be having a 9 x 8 metre aircraft shelter erected for the Zenith. He is open to a few of his friends also keeping their aircraft at his place.

The property is on the western edge of the Amberley CTR. Gavin is putting some thought into naming his new strip. He said that while "Prenzlau International" is perhaps a little tongue-in-cheek, it would certainly be an easy name to remember.



Between them, Gavin and Isabella have thirteen grandchildren and two more were on the way back in February when I took these photos. They also have two well loved 'guard' dogs that lick visitors to death on arrival. Good luck to both of them in this new stage of their lives. And well done, Gavin, for not only having a brilliant idea, but for also following through on it with such determination and turning your dream into a reality.

Need a new battery for your plane?

On Sunday morning at Temora it was cold. RAAus had a battery cart going around the lines of planes. It was very popular, because many pilots had trouble turning their propellers over with their onboard batteries. My plane started up OK, but not with its usual South East Queensland vigour. I think that I will soon be buying a new battery.

Aircraft Radio at Archerfield Airport (Beatty Road) stock Deka Power Sports Gel Mat batteries. These quality batteries are about half the cost of similar Odyssey batteries. Absorbed glass technology means that these batteries are basically worry free. There are no acid leaks, no top ups required, and very low discharge rates when not in use. More than that, the batteries provide a high cranking rate, withstand vibration and are 100% recyclable. I recently bought an aerial from Aircraft Radio and find the service there to be exceptionally good. Ask for Miles, Chris or Jeff.

Mal's and Scott's Skyrangers almost finished!

We've been following the saga of the two Lone Sky Rangers (alias Mal McKenzie and Scott Hendry) since early last year, when they bought their Best Off Aircraft kits from Australian agent (and BVSAC member) Greg Robertson. Over the past twelve months or more, the two boys have worked patiently and carefully, taking no shortcuts, leaving no bolt unwashed and no nut untorqued. They are both now near the finishing line, having their aircraft standing side by side in Peter Freeman's brand new hangar at Watts Bridge. Scott is a little in advance of Mal at this stage, who is still finishing the paintwork. When I went out to Watts to see for myself last weekend, Mal's red and white Skyranger Swift was concealed behind yards of masking tape and newspaper as he applied the final touches of letterbox red epoxy paint. However, Scott's magnificent red, white and black Nynja was able to be wheeled out into the sunlight for the following photographs. It was a beautiful day on the airfield, and the plane shone like a beacon. I am continually impressed by the standard of workmanship that our club members achieve in building their aircraft. Scott is no exception. He has to be complimented. He has constructed an absolutely superb aircraft; an excellent job from start to finish, as these photographs testify. Well done, Scott Hendry (& Mal too).



Scott Hendry's Nynja – almost ready to fly



Scott is originally from America and has named his new Skyranger Nynja, "Spirit of Kitty Hawk".

Flight Planning

Some pilots fly VFR, some fly IFR, but going to Temora at least one pilot flew IFS, which stands for “I Followed Steve”. Apart from having a conventional flight plan, Steve was also wearing an iPad kneeboard running OzRunways software, and had a second GPS on his instrument panel as well. He wasn’t about to get lost (and neither was I). While camped at Temora, we talked a lot about flight planning methods – about what is important and what isn’t. Since then, I have put more thought into the topic. Bearing in mind that the following **is written in contradiction to syllabi and procedures that are approved by CASA**, your comments are sought (and will be appreciated). I suggest:

“Let’s Get Real” – why the Emperor has no clothes (and how the cat is out of the bag)

Remember queueing for the weather, trying to remember codes that seemed purposely designed to confuse pilots who didn’t fly every day? Remember the frantic heading and ground speed calculations with a gadget we used to call a flight computer, filling out rows and columns on approved government flight planning forms, fudging here and there and hoping for the best? Remember the rising frustration because you were taking too long in the briefing office, while your passengers waited outside in the cold. Remember thinking that you hadn’t yet done the pre-flight or refuelled the plane, and wondering if you would have enough time left to complete the trip if you ever managed to get airborne? This ritualistic flight planning drama is fast becoming nostalgia for some, and is virtually unknown for others. Modern GPS navigation systems, cockpit weather data receivers and totally integrated flight planning software have forever changed the way pilots plan their flights. Even the ERSA is available in digitised format, quickly presenting aerodrome information in the cockpit at the flick of a finger. However, the training industry continues (per CASA requirement) to teach traditional DR methods of flight planning, and authors continue to write instructional articles on antiquated mechanical navigational devices.

Why are there still so many columns on a flight planning form? Who needs A4, when we can get away with A5? Why hasn’t dead reckoning, an approximate method at best and one of questionable value in that it consumed both in-flight situational awareness and valuable pre-flight time, and the mechanical slide rules that went with it, been consigned to the museum?

There are, and always have been, two critically inter-related quantities that visual pilots must plan to have the necessary amount of, and that they must be able to monitor in relation to the progress of their flights. These quantities are daylight and fuel. Today, everything else is peripheral to the main game. The era of not knowing where you are, or of not being able to find your destination, has passed. Wasting time and consciousness mucking around with enroute form-filling exercises is more likely to distract pilots from the main game than help them follow it. In an elegant system, complexity should not exceed the demands of adequacy and, if and when it does, resources are wasted with potentially critical implications.

The airspeed, wind, and predicted heading DR columns are obsolete. Likewise, the cruising and lowest safe altitude columns. In regard to cruising levels, most visual pilots don’t know them until they get up there. That’s because they are looking directly at the winds as they ascend. (Differences in climb fuel burn are not great for the altitudes we normally fly at, and can be easily allowed for.) In regard to LSAs, visual pilots hopefully avoid the terrain by keeping their eyes outside the cockpit. The leg by leg groundspeed column is likewise redundant. After the weather has been generally assessed, there should be a quick calculation made on predicted winds for the overall route allowing a good safety margin for both fuel and time. A decision is then made to leave or not and, after that, the GPS computes both ETA and last light to enable pilots to make quick mental decisions about continuing, turning back or alternating.

Fuel required before or at any point during a flight can be quickly calculated using a set of fuel factors in units of ground nautical miles per litre. To enable easier and more reliable mental arithmetic in the cockpit, whole factors should be chosen; though, for faster aircraft, half units might be necessary. These factors are best printed in the lower left hand corner of the flight plan form, and are a once-only calculation for each aircraft and its operational regime. Below are three example sets of fuel factors:

100kts @15 litres per hour

| Ground Speed | Fuel Factor |
|--------------|-------------|
| 75kts | 5 nm/litre |
| 90kts | 6 nm/litre |
| 105kts | 7 nm/litre |
| 120kts | 8 nm/litre |

125kts @ 25 litres per hour

| Ground Speed | Fuel Factor |
|--------------|--------------|
| 100kts | 4 nm/litre |
| 112 ½kts | 4 ½ nm/litre |
| No wind | 5 nm/litre |
| 137 ½kts | 5 ½ nm/litre |
| 150kts | 6 nm/litre |

150kts @ 40 litres per hour

| Ground Speed | Fuel Factor |
|--------------|--------------|
| 120kts | 3 nm/litre |
| 140kts | 3 ½ nm/litre |
| 160kts | 4 nm/litre |
| 180kts | 4 ½ nm/litre |

Ground speeds are, of course, supplied directly by the GPS. The big point to make here is that 'time over/abeam' is no longer a required record, and forward estimates are also taken care of by the GPS. Pre-calculated ground speed fuel factors make the time column on the traditional flight plan form superfluous.

On the other hand, there are useful columns that can be added to the traditional form, such as one for FIS frequencies and another for CTAFs. As well, the waypoint designation column on the far left can be widened to include field elevation.

At the RPT level of aviation, the Electronic Flight Bag debate may have substance, but at our end of the flying world the question of electronic navigational reliability is a theoretical distraction at best. There should always be two GPS systems in any aircraft (preferably with independent power supplies). This is neither facilitationally nor financially difficult, because the things are as small and cheap as they are reliable. The chances of the greater GPS system ever going down are especially negligible. Even if, for some unimaginable reason, there were to be a complete GPS failure, it would be no more serious than what used to regularly happen when visually flying unknown routes with only a map and a pre-takeoff prepared, dead-reckoning flight plan, that being that pilots would land somewhere and read the name off the front of a building.

And while on the topic of maps, the only use for paper maps in the modern visual flight cockpit is as a backup in case of incorrect waypoints being punched into GPS units with limited electronic map displays, or to show controlled airspace boundaries in the absence of these being marked on the electronic maps.

MICRO PLAN FOR 100KT @ 15 LITRES / HOUR AIRCRAFT

| Position & Field Elevation | CTA Area Freq. | Area Freq. | Trk. (mag.) | Dist. (nm) | Fuel Required | Fuel Onboard | GPS ETA |
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| | | | | | | | |
| GS Fuel Factor | | | | | | | |
| 75kts | 5 nm/litre | | | | | | |
| 90kts | 6 nm/litre | | | | | | |
| 105kts | 7 nm/litre | | | | | | |
| 120kts | 8 nm/litre | | | | | | |
| | | | | | | | Last Light: |

The truth of the matter is that this is how many (very many, I dare to suggest) RAAus pilots are flying their aircraft at this very moment. The Emperor has no clothes in that an overly complex flight planning method is tacitly being supported by pilots who won't admit to not actually using it themselves. However, given a simpler, but perfectly workable alternative for monitoring the flow of both fuel and daylight, there is no reason why these pilots shouldn't be completing their flights just as safely as those driving a whole lot more paper around.

I want to go further and suggest that there is a mismatch between official expectations and reality. At Natfly 2012, there was intense anger expressed both at the RAAus meeting and amongst the crowd who were watching CASA agents ramp checking arriving and departing aircraft. While I was part of this crowd on the Saturday afternoon, someone approached me and offered me a pre-written flight plan to get me past the ramp check if I was intending to leave that afternoon. Indeed, several people near me availed themselves of the offer. Then, that evening, we had a tragic event that may have been caused by a too-late departure. Would a simpler, more quickly prepared flight planning form have prevented this? I wouldn't dare to speculate on that. I will say, though, that, with Recreational Aviation, the GPS cat is out of the bag, and putting it back is not an option.

Let me repeat that this is a discussion article only. It is written in contradiction to syllabi and procedures that are approved by CASA. Your comments are enthusiastically invited (to be published next edition).

Note: The opening reference to 'antiquated, mechanical navigation devices' is only in regard to DR calculations. By all means, continue to use your Kane to work out density altitudes, etc.

Other Club News



Bill Oates has almost completed renovating his Lightwing Pocket Rocket tandem two-seater. This photograph was taken at Watts Bridge Airfield last weekend and shows the plane with the engine cowling removed. The motor is a VW 1917cc, horizontally opposed four cylinder with dual coil ignition (a parallel arrangement). Bill will be sending his transfer papers away soon and hopefully we will hear from him in the next edition of the Flyer.

In the photograph on the right, Ian and David Ratcliffe, ably assisted by Mike Smith (at least I think it's Mike with his back turned to the camera – or is it Neil Bowden?), are working on the club house. They are putting up ceiling battens to which the ceiling sheeting will be later attached. Well done, guys and many thanks for the hard work.



David Hack Classic Aircraft Meet Sunday May 6 (from Scott W.)

Many of you have previously joined us in kind support. This is very appreciated indeed. We wish to extend an invitation for you to join us again this year. All are most welcome to come along. If you wish to attend and/or would like some more information, please feel free to contact me on 0417643080 or email me at skwilliamson@gotalk.net.au or focusedonprops@hotmail.com Kindest regards, Scott Williamson.

Caboolture 2012 Calendar of "Come Along" Flying Events

"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



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



Proudly supporting



**Royal Flying
Doctor Service**

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

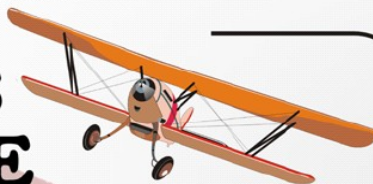
Liz
0419-369-963

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

**WATTS
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



All May Aviation Events

| | | | |
|-----------|----------------------------------|--|---|
| May 5 | Temora, NSW | Aircraft Showcase - Australian Frontline | Temora |
| May 5-6 | Narrakup/Albany, WA | Coxall Ranch Fly In ☀️ | |
| May 5-7 | Childers, QLD | Wings & Wheels | Childers |
| May 6 | Albion Park, NSW | Wings Over Illawarra 2012 | Wollongong |
| May 6 | Toowoomba, QLD | David Hack Classic Aircraft Meet Fly-in | |
| May 6 | Sunshine Coast Aeroclub, QLD | Junior Open Flying Day ☀️ | Sunshine Coast |
| May 11-13 | Birdsville, QLD | Birdsville Bronco Branding | Birdsville |
| May 12-13 | Maryborough, QLD | Wings, Warbirds and Wheels | Maryborough |
| May 14 | Jindabyne Airfield, NSW | Seaplanes Australia Open Day | Jindabyne |
| May 19 | Temora, NSW | Aircraft Showcase - WWII to Korea | Temora |
| May 19 | Watts Bridge, QLD | All-In Fly-In | |
| May 19 | Dunwich, North Stradbroke Island | Straddie Breakfast Fly-In ☀️ | Dunwich / Stradbroke Island |
| May 19 | Watts Bridge Airfield, QLD | All-In Fly-In 2012 Airfield Open Day ☀️ | Watts Bridge |
| May 19 | Kyneton, VIC | Australia's Biggest Morning Tea Fly-in ☀️ | Kyneton |
| May 19-20 | Helidon Spa, QLD | Emu Gully Air and Land Spectacular | |
| May 26-27 | Watts Bridge Airfield, QLD | Aust Aerobatic Club QLD - Practice Weekend | Watts Bridge |
| May 27 | Gatton Airpark, QLD | Gatton Airpark Breakfast Fly-in | |

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE APRIL 14th 2012 GENERAL MEETING

| | |
|----------------------------|--|
| MEETING LOCATION: | Watts Bridge Memorial Airfield |
| MEETING DATE: | 14 th April 2012 |
| MEETING OPENED: | 10:10AM |
| MEMBERS PRESENT: | 18 |
| APOLOGIES: | Glenda Faint, Liz Cook, John Innes, Neil Bowden, Arthur Marcel |
| VISITORS: | 1 |
| NEW MEMBERS: | Ivan Scott |
| MINUTES: | March meeting of the BVSAC Inc Proposed: Ian Ratcliffe. Seconded: Mal McKenzie Motion carried. |
| PRESIDENT'S REPORT: | The President thanked Gail McKenzie for cleaning the clubrooms facilities and also Ian, Peter and David Ratcliffe for installing the ceiling battens in the clubrooms. |
| SECRETARY'S REPORT: | The Secretary updated progress on the WBMA group insurance scheme. Advised that the Solar Power system was now functional. Is still following up with K. Werner to get the ventilators installed on the hangar roof. |
| TREASURER'S REPORT: | Bank Account Balance is \$10,548.36 |
| WBMA REPORT: | WBMA President advised of on going issues and costs associated with the airfield sewerage system. Noted that there are now 2 YAK's and a Cassutt Racer hangared on the airfield. |
| BUSINESS ARISING: | Nil |
| GENERAL BUSINESS: | The BVSAC Sign for the front gate at Watts Bridge is still in the design stage. Arrangements for the All-In Fly-In 2012 were discussed. The clubrooms will be ready for ceiling installation by the end of the day. |
| NEXT MEETING: | 14 th May at the Terminal Building, Archerfield Aerodrome at 8:00PM. |
| MEETING CLOSED: | There being no further business, the meeting was declared closed at 10:34AM Supper was held after the meeting. |

**Next meeting: Monday 14th May at 7.30pm at the
Archerfield Terminal Building (supper to follow).**

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