

# BRISBANE VALLEY FLYER

## JUNE 2012



**Watts Bridge  
Memorial Airfield,  
Silverleaves Road  
via Toogoolawah,  
Qld**

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

***Kevin Osborne's canary finally leaves the nest!***







### Kevin Osborne's CX4

In the February edition of the Brisbane Valley Flyer we met member Kevin Osborne, retired electrical technician originally from Ireland, who had almost completed the construction of a canary yellow Thatcher CX4. The Thatcher CX4 is definitely one of the most exciting single-seat designs to hit the market in recent years and this was Kevin's second aircraft build. He had chosen this particular design because it had a similar configuration to his first build, a Corby Starlet, but with longer dimensions, particular in regard to the yaw moment, which he felt would make it a very controllable, stable aircraft, both on the ground and in flight.



Kevin's little bird has now left the nest and a very sweet flyer it is too. Lynfield CFI and BVSAC member, Kevin Walters had the privilege of the first flight on Tuesday, 8th May, and test pilot Kev's report was overflowing with praise for the little plane. These photos were taken at the Watts Bridge Memorial Airfield "All-in, Fly-in" on 19<sup>th</sup> May. The diminutive aircraft is powered by a 1915cc, 65hp VW motor and cruises at over 100kts. The 1000 hours TBO engine is fully modified for aviation use with dual ignition (magneto and CDI), and sits in front of a 50 litre fuel tank which, at 15 litres per hour, should give the plane over two and a half hours endurance with

normal reserves. The motor drives an efficient, lightweight and fatigue stress free, 56" x 42" Richard Sweetapple laminated mountain ash propeller.



Fitted inside the CX-4's streamlined wheel fairings are toe operated hydraulic disc brakes. Both the main and tail undercarriage assemblies are impressively substantial without appearing out of proportion to the airframe. The wings have full span ailerons and there are no flaps (the aircraft's stalling speed being just under 40 knots). There are two separate luggage lockers behind the pilot's seat, an upper one for smaller items and a very capacious lower one in which a complete camping set would fit.

As can be seen from the above photo, Kevin has done such a good job with this Thatcher CX4 that it can fly at 180kts without the motor even running! And it should also be pointed out that those pesky Brisbane Valley mud wasps have absolutely no chance at getting past that perfectly fitted pitot cover. Well done, Kevin Osborne for putting together a truly beautiful little aeroplane!





### **Watts Bridge Memorial Airfield All-In Fly-In – our third event and the most successful ever!**

Was it the excellent weather? Was it the unbeatable hospitality? Was it the fact that CASA weren't doing ramp checks (see page 13)? Whatever it was, the 2012 WBMA All-In Fly-In was the best ever with about 135 aircraft (that's 135 pilots and at least 100 passengers) turning up at Watts Bridge Memorial Airfield on 19th May. Many thanks to all club members who assisted on the day as marchallers, caterers, gofers, etc. A great job was done by all and very much appreciated.





Watts Bridge Memorial Airfield All-In, Fly-In (continued)





Watts Bridge Memorial Airfield All-In, Fly-In (continued)





### Vern and Averill's Zodiac

Even though BVSAC member, Vern Grayson will turn 70 years of age in December this year, he is still employed as a specialist welder, an occupation he has had for over 55 years. Just over four years ago, he started building a plane. To own and fly his own aircraft was not just a dream of his, but also of his wife, Averill.



They were an adventurous couple, having already spent ten years cruising the eastern coast of Australia in their 36 foot trimaran. They sailed as far north as Papua New Guinea and as far east as New Zealand. An aircraft was a natural follow on to the boat, one that would enable them to see the broad inland expanses of their country, not just the coastline. In fact, their closeness as a couple started long before their sailing adventures. From an early age, Vern raced motorcycles, winning state and national titles. He was injured many times and it was always Averill who nursed him back to health. For 35 years Averill was an official with Motorcycle Queensland supporting Vern.

So, with the enthusiastic support of his wife, Vern started construction of a Zenair Zodiac 601 XL on the 12<sup>th</sup> March 2009. In all, the project was to take him 3000 painstakingly long hours. But it was a labour of love and there were a lot of dreams for both of them tied up in that project. Unfortunately, though, his beloved companion of more than 51 years became seriously ill with cancer last year and passed away in October, leaving Vern completely devastated and not quite sure what to do next. One thing he did know he had to do, though, because it had been Averill's dream as well as his, was to finish the plane. And finish it he now has. Just a few weeks ago, out of Coominya airfield in the Brisbane Valley, Vern and Averill's blue and silver Zodiac, registered 19-7823, flew for the first time.

The tidy little aircraft is powered by a 100hp Rotax 912 ULS motor driving a Prince P tip (maple core with carbon fibre overlay) propeller. It cruises at an easy 100kts and has two 45 litre fuel tanks. Vern had to make a major modification to the airframe during construction, which necessitated de-skinning the wings and strengthening the main spar. This modification had become necessary due to several fatal accidents involving spar failure with this particular aircraft type. In all, the modification added 16 kilograms to the empty weight and took Vern an extra 200 hours of work. He also upgraded the airframe in other ways to XLB model standard. Finally, he changed the original 601 canopy to the larger and stronger 650XL model. The aeroplane has a MTOW of 600kg.





### **Vern and Averill's Zodiac (continued)**

Vern said that, to be honest, he found Zenair less than helpful as a kit and parts supplier (with the exception of one employee by the name of Shirley Swearingen, who was of tremendous assistance to him). He says, though, that the new agent for Zenair Australia, Alan Barton, has really started to turn things around, and is now supporting clients well. Vern also has fond memories of the late Gary Sweetnam, with whom he originally dealt at Sport Air Services and who was tragically killed along with his passenger when their Zenair Zodiac collided with a large bird at the Gold Coast in March 2008.

I caught up with Vern at the WBMA "All-in Fly-in" day at Watts Bridge on the 19<sup>th</sup> May where I took the photos that accompany this story. One thing I noted as Vern related his story was that he talked about his companion Averill in the present tense. He told me that her ashes were carefully stored in the cockpit of the plane. They will be with him wherever he flies. At a very basic level, it is their plane and they will always travel together. Some relationships are like that.



### **Bob and Robyn Dennis finish the paint work on their RV9a**

In fact, the plane looked so good on the day of the WBMA "All-in Fly-in" that they were (almost?) made an offer! And that was with the main undercarriage legs still awaiting their fairings! Notice all the polished metal down the back end. That is to keep as much of the weight as possible up front. Remember that most RVs don't get into the RAAus registration book because they are just too heavy. Much thought has gone into keeping this one within MTOW limits. Bob explained to me how he had even redesigned the elevator extensions to provide longer (therefore lighter) counterbalancing leverage.



### **Cancer Council Sunglasses – highly recommended**

If you look after your customers, your profits look after themselves. This saying certainly holds true for the Cancer Council of Queensland. I have always liked their sunglasses. They are optically excellent and virtually indestructible. However, at Xmas time I bought my wife a pair, the frames of which broke soon after. The chemist wouldn't take them back because I hadn't kept proof of purchase. Eventually, I went to the Cancer Council Smart Shop in Gregory Terrace, where I was given a new pair. As pilots, we buy a lot of sunglasses. The Cancer Council is a very worthy charity, but they are also a highly commendable business. I strongly recommend their sunglasses, particularly the polarised ones.



## Kenny's Day Job

We all know that BVSAC member Ken Edwards spends his free time constructing Australia's most award-winning aircraft. At Easter, his RANS S7 Courier won the Concours d'Elegance at Temora for the second consecutive year and this magnificent plane is actually Kenny's fifth aircraft build. However, I wanted to know what Kenny does with the rest of his time; that part of his life where he earns the money to indulge his aircraft building hobby. So I asked him for all the details.



How does Ken earn his living? Well, he flies helicopters. Not just any old helicopters either. He flies large tandem rotor aircraft. Kenny is part of a select group of pilots, engineers and ground crew/load managers that form the PNG arm of Columbia Helicopters, world leaders in heavy helicopter equipment haulage. Other bases include Afghanistan, South America and the mainland USA. Operating three Boeing BV 234UT Chinooks and a smaller Boeing BV107 Vertol in PNG, Columbia helicopters specialise in everything from support of remote seismic bush camps, construction and tower work, heavy equipment rolling stock transportation to the mobilisation and support of entire oil exploration drilling programmes and camps.



Prior to arriving in PNG, the fleet of in-country aircraft undergo extensive modification at their base in Portland, Oregon, USA. Such things as cargo ramp removal and internal furnishings for weight savings, two internal 500 US gallon fuel cells for better lifting efficiency, bubble windows for vertical reference work and carbon fibre main rotor drive shaft for increased gross weight availability of up to 51,000 lbs, to name a few of the changes made for operating these aircraft in PNG.



On a busy day, during a rig move, the Chinooks are capable of moving up to 400,000 lbs /180 tonnes of equipment to site (depending on site elevation, temperature and distance), and anywhere up to about 23,000 lbs/10 tonnes per lift (also depending on site elevation, temperature and distance). All loads are suspended externally beneath the helicopter on a synthetic 260 foot line (known as a long line), which allows precise placement of loads into confined areas and working rig sites, negating the need for road access in the mountainous and unforgiving terrain of PNG.



## Kenny's Day Job (continued)



Powered by two Avco Lycoming AL5512 turboshaft engines capable of producing up to approximately 4300 SHP each, with a fuel burn of up to 3000lbs of Jet A1 per hour, these Chinook aerial cranes are not cheap to operate, but they have adapted extremely well to the harsh climatic conditions of PNG, cementing another niche in the worldwide operations of Columbia Helicopters.



Flying in PNG, with its terrain and changing weather patterns, can be very demanding and Kenny believes the heavy lift helicopter task deserves the greatest respect. However, ultimately, it's all in a day's work and he says he wouldn't give it up for quids because it's about the most challenging and best flying to be had on the planet.

Ken has always had a zest for the outdoors and his love of flying has been with him since a very young age. He now has more than 35 years of engineering and flying experience, with in excess of 13,000 hours flight time, mainly in PNG. He comes back to Oz every second month for a break, a paddle on Moreton Bay in his sea kayak, and of course, to spend time building aircraft and taking part in activities at his flying club.





### How Tony got lucky!

BVSAC member, Steve Donald, senior LAME with Virgin Airlines, had his Aeropup for sale for quite a few months, but recently he had a firm enquiry from Tony Loeffel from Willowbank. Here is Steve's account of what happened next:

*Hi Arthur, just to let you know I have sold my Aeropup to a guy up here near Brisbane. He heard about me from somewhere as I didn't even have it advertised. We settled on \$ -----, which is ok, I would have liked a bit more but the way the economy is it's a bit hard. Anyway, he paid the money into my bank account on Friday. That day I did some minor maintenance and changed the fuel pump gasket, which had a small leak. Then I took the aircraft out of my shed, did an engine run to check for leaks, shut it down, no leaks, did one more run and when I shut it down the second time, the engine ran on and sort of backfired. Hmmm, I thought, it's never done that before! So I started it again and it was running roughly. I investigated and found No 3 exhaust valve stuck open. So I pulled out a spark plug and looked in the hole and could see damage on the piston. After I pulled off the head, I found the exhaust valve seat dislodged. It was holding the valve open and the valve had hit the piston. Unbelievable! Well, I'm glad it happened on the ground and that it happened to me and not the guy I have sold it to, but what incredible timing, the day before I was about to deliver it. I offered the guy his money back, but he still wants to buy it. So now I am waiting for Jabiru to get back to me about where to go from here. My engine is six years old now (but only 245 hrs) and with all the upgrades they have made, I would have to upgrade to the new parts which is going to cost thousands!*



Steve pulled the motor down further and found excessive rocker pin wear, caused by (he believes) inadequate lubrication.

According to Sue Woods at Jabiru, the reason for the exhaust valve seat liberating on Steve's engine was possibly the use of stale mogas causing detonation. Steve is starting to think she may be correct. The Aeropup had been sitting in his shed at home for three months with mogas in the tanks. The fuel may have gone stale and lowered the octane rating enough to cause detonation, even though the engine run he did was only at low power. Steve is rebuilding the motor with good condition, second-hand, fine-finned heads, new valves, pistons, rings, upgraded pushrods and rocker gear, so the top end will be like new. The cost will be about \$2600. He is confident that he will be selling a good engine to Tony.

There is no doubt about the fact that Tony got lucky when he chose Steve's plane. He not only picked the right aircraft, but he also picked the right bloke to buy it from. Steve gets my vote any day for being an ethical trader. Well done, Steve Donald!

Tony is considering Rotec Liquid Cooled Heads as a future option. I picked up the poster on right from the Rotec display at Natfly. Rotec engineer Paul Chernikeeff told me that all the problems with Jabiru motors are in the top end and most of them are related to overheating and/or inadequate lubrication. He said that even the crankcase through-bolt failures are the result of detonation. He said that the bottom ends are basically "bullet-proof".

Long time Jabiru fan and BVSAC president Mike Smith believes that the Rotec LCHs are a good idea. He and Priscilla have recently built their second Jabiru, a J230 (with a standard Jabiru six cylinder motor I believe). Mike said that very few people have ever been injured in Jabirus. He said Jabiru cabins are incredibly tough and resilient to impact, and most people who have ever crash landed a Jabiru have walked away. I couldn't help wondering if Mike was speaking from personal experience?

**Rotec**  
**JABIRU 2200 LCH**

Liquid cools at 30 times the rate of air. End of story!

**ROTEC LIQUID-COOLED HEADS:**

- No re-torquing of heads
- Better compression, more power
- Run head temps at 180-110C (175-230 F) !!!
- No Cylinder head or valve recession
- No Cylinder out of roundness
- Eliminate detonation
- Save on valve and guide wear
- No costly top end repairs before TBO!!!
- See perfect CHT spread across all cylinders
- Make the advertised TBO achievable
- Tougher grade 6000 series Aluminium alloy
- Superior structural design

**CONTACTS:**

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## Gatton Airpark Fly-In 27<sup>th</sup> May

Gatton always turns on a good show for their annual breakfast fly-in and this year was no exception. The weather was excellent, and for the first time the gathering was on the eastern side of the airfield. Altogether, 42 aircraft arrived along with 45 classic automobiles. Air park developer, Keith Jackwitz, turned his hangar into a dining room and there were lots of favourable comments about the new menu. It's hard to go past a breakfast like that for only \$10!

Terry Cronk's 80% scale P51 Mustang looked and certainly sounded like the real thing as it rumbled over from nearby Emu Gully.



This Mk26b Spitfire from Boonah doesn't have a glass cockpit!



Ex-QUA member Nigel Brown from Coominya remains a 95.10 purist.



A view of the Gatton Air Park from Ken Edward's Courier.



BVSAC member Frank Francis has his immaculate Piper Sport for sale.



**Hangar Space:** Kevin Walters has one vacancy at Lynfield (near Plainland). Contact: [lynfield2008@bigpond.com](mailto:lynfield2008@bigpond.com)



The response to last month's article on GPS Flight Planning was not overwhelming, considering the length of the mailing list these days. Nine people responded and only two of these agreed to being quoted. Marty Hone said:

*Hi Arthur, I think you have assessed the situation very well. Training outfits and CASA are behind the times, but I would be reluctant to go all the way with what you have suggested. The reality is that most if not all recreational flying is done as you describe, although some like to do some DR for fun.....and a lot of us make up forms for planning that are more appropriate.*

Cyril Brock spoke to me in person. He said that he always flies with two GPS receivers. He thinks they are accurate and especially useful when flying near controlled airspace. Once, at Coolangatta, he had a controller call and tell him he was too close to the boundary, but Cyril replied that he was a mile outside (and that was the end of their conversation). There were two other occasions, however, six or more years ago, when Cyril completely lost GPS reception on both receivers. Once was only for a few minutes under a heavy overcast and the other was for a longer period in the vicinity of a quite severe storm. While he regards GPS as his primary means of navigation, Cyril always does flight plans for longer, less familiar routes. He has been flying for 56 years and still has his original Dalton DR computer.

One person questioned the appropriateness of the article (and also questioned both the reliability of GPS systems and my criticisms of DR method). One person was critical but without offering any logical reasons. Seven people said that they used similar methods and four offered some ideas for improvement. I propose to discuss each point in turn:

**Appropriateness.** Perhaps I crossed the line of good taste in the last paragraph of my article. My comments about Temora were based on first-hand experience. I was at the RAAus meeting. I was offered a photocopied flight plan on the Saturday afternoon. However, it was pointed out that mention of these two points may not have contributed a great deal to the article's message; likewise the reference to the accident. My respondent went on to say that these comments may not have been in the interests of bettering the relationship between CASA and RAAus. I can accept that.

**GPS accuracy and reliability.** The same respondent said that he believed that, in the past, there had been controlled airspace violations (that is, more than one) attributable to GPS inaccuracies. This is an observation that would interest young Cyril. To my mind, apart from receiver failure (eg., power supply failure, hardware/software glitch, etc), there are two possible types of GPS positional errors. One would be when the GPS itself provides inaccurate positional information, and the other would be when the electronic map overlay contains incorrect positional information (eg., wrongly marked CTA boundaries). Albeit without knowing the full facts, I would say the probability is high that the latter type of error would have been involved in these incidents (and is therefore a type of error that could occur with any type of map).

[illegible]

**Monitoring daylight.** One person pointed out that GPS ETA is at its worst just after takeoff as the computer begins its calculations on climb speed. This means that if you have time to spare at the beginning, you progressively have more time to spare into the flight. The ability to display both ETA and Last Light on the same screen was thought to be a good feature.

**Monitoring fuel.** My most critical respondent said that DR flight plans were necessary in order to know exactly how much fuel is required for a flight and that the incidence of fuel exhaustion before arrival was higher for flights not planned in this way. A very powerful argument is obviously being put here; one that has to be addressed. To my mind, the question becomes one of how fuel management, especially over longer routes, can be made as reliably simple as daylight management. Do pilots flying GPS plans need to carry greater reserves? Perhaps they do.

Perhaps a more efficient method, though, is to treat fuel in the same temporal manner as we treat daylight. Instead of using groundspeed fuel factors (as I originally suggested), why not stay with litres per hour and convert our fuel into a cruise endurance figure (less reserves – see next paragraph). Then, after takeoff, we add this cruise endurance to our departure time to get our fuel exhaustion time (Last Fuel). During the flight, this can be compared to the GPS ETA just like Last Light is compared to GPS ETA. The revised GPS micro plan (at left) is filled out in this way for a flight home from Temora on Sunday 8<sup>th</sup> April 2012.



**Reserve Fuel.** Traditionally, reserve fuel is determined by an upwards calculation, adding 15% to the estimated flight fuel and then another 45 minutes on top of that. GPS navigation, however, requires cruise endurance to be calculated downwards by subtracting a nominal reserve figure from total endurance. For most aircraft, this nominal figure would be 70 minutes or greater. The example plan is for an aircraft with a proven cruise consumption of 13 litres per hour departing with 60 litres of usable fuel. Total endurance at the beginning of each leg is 277 minutes. If 45 minutes is taken off that, and then 15% off the remainder, this leaves a cruise endurance figure of 197 minutes, (in other words, there is 80 minutes of reserve fuel). This cruise endurance figure (rounded down to the nearest 5 minutes) is then used for any flight made in this aircraft when departing with full tanks.

With regard to cross checking fuel on board at any point during the flight, one person pointed out that most RAAus planes have directly read, transparently ended fuel tanks, surgical tubing manometers, or floating dip sticks (Cub style). If properly calibrated, these simple systems are more accurate than the remotely sensed, electrically transmitted indications of fuel quantity found in many GA aircraft. I thought this was a good point.

**The accuracy of DR.** My most critical respondent said that they found DR to be an accurate method of navigation. However, they then went on to talk about high performance aircraft. Certainly, the faster the aircraft, the less effect the differences between forecast and actual winds; in fact, the less effect the wind altogether. These kinds of aircraft usually have directional gyros too. Most of our planes fly at slow speed and have magnetic compasses often placed to one side with mountains of parallax error. And who swings their compass these days; indeed, who knows how? Even if the thing is accurate, how do you read it in turbulent conditions? Also, aircraft with higher L/D ratios that fly at speeds less than 100 knots (like mine) are greatly affected by thermal activity and it is usually not possible to fly a constant airspeed at a given altitude and constant power setting. I maintain that, for the kinds of aircraft we fly, particularly those without directional gyros, DR is an approximate method of navigation.

**Paper maps.** My most critical respondent said that relevant paper maps should always be at hand. He said that reading them was not that difficult. I agree that in well-delineated areas, it is quite feasible to get a fix with a traditional map. The further from the coast, however, the increasingly problematic it becomes. Try working out where you are in the mid-west of NSW on a hot hazy day if you haven't got a good idea already.

**How far before you need a plan?** One respondent raised this interesting question. How far is a pilot allowed to fly over familiar territory without a formal plan? For instance, if I had flown from Forest Hill up the Brisbane Valley to the Watts Bridge Fly-in on the 19<sup>th</sup> May, and CASA agents had been checking arriving aircraft that day, would I have been in strife? The respondent (who posed this question before the Fly-in) thought that it would be unfair if this were to be the case.

**Lowest Safe Altitude.** Cyril Brock thought that the LSA column shouldn't be deleted. He said that in the past he had accidentally flown into cloud. Cyril's aircraft is equipped with an artificial horizon and a directional gyro.

### **CASA at Natfly**

Last month in the Flyer, I erroneously stated that CASA agents were checking arriving and departing aircraft at Temora. I now know that only arriving aircraft were being checked. My apologies for making that mistake. According to Steve Runciman (Sport Pilot report), there were 17 checks conducted, and only 9 of these were on RAAus aircraft. According to John McKeown (SQ Board member), pilots who were checked said that the main concern of CASA seemed to be aircraft registration and pilot's licenses. They also said that the agents were courteous and pleasant, claiming to be "educating" rather than "regulating". John said he does not know of any punitive action being taken.

John also said that one issue of concern is that they were hard down on the carriage of fuel in containers in aircraft. John spoke to two of the agents, pointing out to them that many people could not come without auxiliary fuel. He also explained that GA pilots carry fuel in bladders in their cabins. John has no issue with a demand for fuel to be carried in approved containers, but he says that currently the direction is that NO fuel can be carried in the cabin or on the seats at all. John says that the matter is still unresolved.

John thinks the CASA presence this year will have a negative effect on attendance next year. At the Temora RAAus meeting, he made an analogy with car shows. He said that if car owners knew there would be license checks, roadworthies, breath tests, etc, even though they thought they would be OK, they would think twice about subjecting themselves to the intrusion. According to Steve Runciman, some members already believe that the reduced attendance this year (despite perfect weather) was due to CASA's presence on the ramps (This was actually said at the meeting).

I have been told by a few long time BVSAC (QUA) members that a lot of the resentment among RAAus pilots towards the top down model of regulation goes right back to the early days of ultralights when less than safe conditions were imposed. Also, we have lately been emerging (at least it seemed that way before Don Ramsay resigned last month) from a period in which our own board's management style was being referred to as "CASA-lite", with quite a degree of openly expressed dissatisfaction (not the least of it coming from members of this club).



CASA agents probably have a genuine dilemma in knowing how to exercise their mandate without alienating the very people they are supposedly here to help. No doubt they realise that it is not in their interests to discourage us from attending fly-ins. We are too numerous and too decentralized for them to effectively monitor our activities in other ways. By the same token, we have to admit that we have been moving towards the mainstream with higher performance, two seat aircraft and wider ranging operations. (Perhaps it can also be said that the mainstream is coming towards us, with the new GA Recreational Pilot's License providing the final link in an aviation continuum from 95.10 aircraft upwards.)

Ultimately, safety has to be an important consideration, and while matters have improved markedly since the early days of ultralight aviation they are still by no means perfect. So it has to be granted that CASA's presence at Natfly was not just on the flightline. There were five very informative CASA sponsored forums conducted over the weekend, and Kev Scrimshaw (from Brisbane) spent most of his time in the RAAus tent handing out lots of free DVDs and other useful stuff, only too willing to provide advice and to answer questions.

Overall, I think membership perceptions of the CASA/RAAus relationship need to be carefully managed. Perhaps the policeman image cannot be done away with altogether, but it certainly requires moderation. If CASA's presence at Natfly 2013 is not to be 100% advisory, then the policy needs to be clearly spelt out beforehand. Jill Bailey broached this very difficult question in her Natfly report by saying that there may be occasions where pilots have to undergo flight reviews when safety has been "significantly compromised". In fact, I believe that RAAus will soon be surveying members for our opinions on this controversial matter.

#### June Aviation Events

Jun 2	Temora, NSW	<a href="#">Aircraft Showcase - Pacific Theatre</a>	<a href="#">Temora</a>
Jun 3	Caboolture Airfield, QLD	<a href="#">CASA Safety Seminar</a>	<a href="#">Caboolture</a>
Jun 9	Yandina, Sunshine Coast, QLD	<a href="#">Australian Air League QLD Group Review</a> 🌟	
Jun 9-10	Bankstown Airport, NSW	<a href="#">Sydney Aviation and Car Show</a>	<a href="#">Bankstown</a>
Jun 9-10	Warwick, QLD	<a href="#">QVAG AFM Best of British Weekend Fly-In</a>	<a href="#">Warwick</a>
Jun 9-11	Rylstone Aerodrome, NSW	<a href="#">Invitation Open Day</a> 🌟	<a href="#">Rylstone</a>
Jun 9-11	Watts Bridge Airfield, QLD	<a href="#">Qld State Aerobatic Titles</a>	<a href="#">Watts Bridge</a>
Jun 10	Darwin, NT	<a href="#">Darwin Air show and adventure day</a>	<a href="#">Darwin Intl</a>
Jun 16	Temora, NSW	<a href="#">Aircraft Showcase - Korean Conflict</a>	<a href="#">Temora</a>
Jun 20-21	Hong Kong, Oth	<a href="#">Airfield Engineering and Asset Maintenance ...</a>	
Jun 22-24	Birdsville, QLD	<a href="#">Birdsville Gymkhana, Rodeo and Bikekhana</a>	<a href="#">Birdsville</a>
Jun 23-24	Willowbank airfield (YWIN), QLD	<a href="#">'The Few' Spitfire fly in</a>	<a href="#">Willowbank</a>
Jun 29-Jul 1	Bedourie, QLD	<a href="#">Bedourie Campdraft, Rodeo &amp; Gymkhana</a>	<a href="#">Bedourie</a>
Jun 30-Jul 1	Caloundra, QLD	<a href="#">Open Cockpit Weekend</a> 🌟	<a href="#">Caloundra</a>

#### BVSAC Meetings at Archerfield

Our last meeting in the Archerfield Terminal Building was not so well attended. At last year's AGM there was a motion put to have all this year's meetings held in the club house at Watts Bridge, but it was not carried on the grounds that not everyone can get to Watts. However, it seems that the people who are regularly attending the Archerfield meetings are mostly part of the larger group who attend the club's meetings at Watts. If this trend continues, there will probably be another move made towards having all our meetings in our own clubhouse at WBMA.

#### Our Mike throws his hat into the ring!

Yes, it's official. I saw him sign the nomination form myself (and I also saw two other reprobates witness it). Seriously, this is great news! BVSAC President (currently and in the past), Mike Smith is our entry for Tinsel Town. Nick Sigley is not re-nominating. Kelvin Hutchinson (from Warwick) is not nominating either. Mike is the anointed one. When the time comes, don't forget to vote. You can be sure that Mike will do his very best on your behalf. We couldn't have a better candidate.

#### Club fees now due

The good news is that there is no increase. So don't delay! Late payments are a headache for those of us managing the mailing lists. Besides, the Treasurer has already booked his flight to Bali and needs the cash! Send your cheque to:

**Mr Ian Ratcliffe**  
**35 Banika Street**  
**Mansfield Queensland 4122** or transfer the money directly to:

**BSB: 084402**  
**Account Number: 205064155**  
**Account Name: Brisbane Valley Sport Aviation Club Inc** (make sure you tag the transfer with your name).



# **BRISBANE VALLEY SPORT AVIATION CLUB Inc**

## **MINUTES OF THE MAY 14<sup>th</sup> 2012 GENERAL MEETING**

**MEETING LOCATION:** Terminal Building – Archerfield Airport  
**MEETING DATE:** 14<sup>th</sup> May 2012  
**MEETING OPENED:** 8:00PM

**MEMBERS PRESENT:** 7

**APOLOGIES:** Peter Ratcliffe, David Ratcliffe, Ian Ratcliffe, Bruce Clarke

**VISITORS:** Nil

**NEW MEMBERS:** Frank Francis

**MINUTES:** April meeting of the BVSAC  
Proposed: Mal McKenzie. Seconded: Priscilla Smith Motion carried.

**PRESIDENT'S REPORT:** Mike reported that the plaster work had been done in the Watts Bridge Club Rooms. Arthur was thanked for his great efforts with the newsletter.

**SECRETARY'S REPORT:** Richard reported that Somerset Shire has approved the signage for the entrance gate at Watts Bridge and will be obtaining advice and quotations to have a sign constructed.

The group insurance scheme is still not in place due to the minimum required insured value having not been reached. The scheme may yet go ahead following further discussions.

**TREASURER'S REPORT:** No report.

**WBMA REPORT:** There was discussion regarding QVAG having seemingly resolved their differences and returning to be an active Homebase Group at Watts Bridge.

BVSAC thank Peter Freeman and Rod Mill for their personal effort maintaining the airfield in such great condition

**BUSINESS ARISING:** Kevin Werner is still to the "Whirly Birds" to the hangar roof

**GENERAL BUSINESS:** Mal McKenzie lead a general discussion about the uses of crimp QC Connectors for aviation applications.

The BVSAC Fun Fly Poker Run was discussed and is to go ahead.

Mike Smith announced he was running to be an RA Aus Board Member.

**NEXT MEETING:** 02<sup>nd</sup> June at the BVSAC Clubrooms Watts Bridge at 10AM.

**CATERING:** A vote of thanks was moved for Priscilla & Mike Smith for providing the supper refreshments.

**MEETING CLOSED:** There being no further business, the meeting was declared closed at 8:32PM  
Supper was held after the meeting.

**Next meeting: Saturday 2nd June at 10.00am at  
the Watts Bridge Clubhouse (BBQ to follow).**

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