

BRISBANE VALLEY FLYER

JULY 2012



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

www.wattsbridge.com.au
www.qva.org.au

You asked for more photos of Terry's Mustang, so...



Kronk, not Cronk, Arthur!

Yes, I spelt Terry's name wrongly in the June Flyer (but he was too much of a gentleman to point it out). The error, however, didn't stop two readers from requesting extra photos of Terry's fabulous, scratch-built, 80% scale P51, one of three such replica WWII warbirds he has put together from the ground up (he also has a Focke-Wulf 190 and a Spitfire in the stable). The Mustang is powered by a 500 hp Chevy 383 cu ins supercharged V8, driving a four blade, constant speed (King Air type) propeller. At 60 litres per hour, the plane cruises at 180 knots. It can go quite a bit faster than that, but Terry considers a litre per minute all he wants to pay for. Here are four extra photos taken at the Gatton Fly-in on 27th May.



South East Queensland: beautiful one day, perfect the next

The weather could not have possibly been better on Saturday 16th June for the monthly morning fly-in at Dunwich airfield on Stradbroke Island. Forty-two aircraft of all shapes and sizes turned up for breakfast under the shade cloth outside the Straddie Aero Club, where Pat, Michael and other members were perfect hosts. Aircraft came in from both ends of the island. Those from the north had to island hop from Bribie Island to Moreton Island and then to North Stradbroke; those from the west (me included) crossed the waterway just behind Jacobs Wells, while Gold Coast pilots simply flew up the length of South Stradbroke Island and across the Jumpinpin channel. Whichever way they came, it made for a busy circuit area between 8.30 and 9am on the day of the fly-in. These photographs are of but a few of the aircraft that were present.



Rotec chief, Paul Chernikeeff weighs in to the valve seat discussion

You may remember in June's Flyer we heard from Steve Donald who had just sold his Aeropup to Tony Loeffel of Willowbank, only to find that the six-year-old, 245 hour TT, 2200cc Jabiru motor had dropped a valve seat during its pre-delivery check. Steve was told by Sue Woods from Jabiru that the liberation of the valve seat had probably been the result of detonation caused by stale mogas. Although Steve at first thought that this explanation was rather strange, he was beginning to come around, because the fuel had been in the tanks for about three months. The issue is an interesting one, so I followed it up with Paul Chernikeeff, Technical Director of Rotec Aerosport, an acknowledged expert on modern light aircraft engines. This is Paul's reply:

Arthur, (you are telling me that) your buddie's valve seat dropped out from bad fuel and detonation? (That's the biggest load of bunk I have ever heard. ... With all due respects to Sue Woods,... detonation does not cause exhaust valve seats to fall out. The reason exhaust valve seats fall out is excessive heat, and Jabirus have plenty of this. I really hate to say it, but the \$2,600 (Steve) is about to spend or has already spent on his thin-finned, air-cooled heads is a complete waste of his money. For almost the same amount he could have a liquid cooled solution that actually works, and works very well! I have just as many rooted thin-finned heads here as thick ones. The thin fins do absolutely nothing to address the cooling issues (with these motors). Excuse the pun; however, you can lead horses to "water", but you can't make 'em drink it.

Best regards, Paul Chernikeeff,

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Detonation occurs at the top of the compression stroke when both valves are tightly closed. The idea of a valve seat being blown out of place at this moment is not logical. So Paul is almost certainly correct. As for the motor being overheated, Steve Donald satisfactorily performed the required manometer airflow tests when the motor was installed, and to his knowledge the motor has never been overheated: the oil has never come out burnt (blackened) and the outer surfaces of the heads are not discoloured.



The process for fixing valve seats to the head is called an "interference" fit, whereby the head is heated so that it expands sufficiently to allow the cold valve seat to be dropped into place. Then, as the head cools, it shrinks around the seat, firmly taking hold of it. L2 Marty Hone says that this process works better with cast heads than with those that are milled from a billet of alloy.

I immediately forwarded Paul's letter to Steve, who had by that time almost finished the repair on the Jabiru motor.

Hi, Arthur. Yes, the more knowledge we gain on the subject (especially with the expertise that Paul must have), the less likely it seems that stale fuel would have done it. As Paul says (and I agree), the air cooled alloy heads are the problem. Having said this, Jabiru have made and sold many thousands of engines, and in real terms, it's probably only a small percentage of their engines that have problems. They don't all fail, do they?? The \$2600 repair cost includes new pistons, rings, lifters, pushrods, rockers (I upgraded to the new hollow pushrod oil feed system due to some pushrods and rockers being badly worn), valves, through bolts and nuts, O rings and gaskets, and four good condition, second-hand, fine-finned heads. The heads only cost \$275 each and I got one at no cost. To have gone down the path of using Rotec heads would have cost me about that much plus the cost of all the other stuff (substantially more). Tony may still go down that path in future. Anyway, I have finished assembly and got it running yesterday. It started first go and runs nicely. I'm planning to do a test flight and in-flight run-in tomorrow, and then take Tony for a fly. I drained the mogas and refilled with avgas as a precaution. See you soon.

Regards, Steve.

Epilogue: Steve has now done that test-flight and delivered the plane to Tony. The engine is running beautifully. Also, in regard to recent rumours about Rotec's viability, see page 6.

BVSAC Membership continues to grow

Mark Gray is the BVSAC's latest member. He joined us at the Dunwich fly-in on the 16th June. I first met Mark in March when he came to Forest Hill in Steve Donald's new Savannah. Mark became acquainted with Steve last year because he had also decided to build a Savannah.

Not only is the Savannah a very no-nonsense, go just about anywhere, STOL aircraft, but it looks like it as well. But, step by step, these robustly functional aircraft are becoming more and more stylish. Mark has not long finished building the latest model, known as the Savannah Model S, easily identifiable because it has rounded edges on the rear fuselage. The company that markets these kits, AeroKits, advertises that the rounded edges are more than just cosmetic. On their company website they say that the rounded fuselage corners lessen the side area to crosswind and are quieter at full power. They also claim that the S model has had changes made to the aileron hinges, and a different fairing around the empennage. Furthermore, "internal framing has been beefed up with nice transitions between panels".



Mark told me that his background is in oil and gas drilling where he says it's often "rip, tear and bust" with heavy gear to get the job done. He found working with aircraft aluminium that was 1/2mm thick rather different. He discovered he had to be so very careful with it. Furthermore, he was initially dismayed with the kit because there was just so much detail to get his head around. He had started with the idea he would just bolt the bits together and off he would go. In fact, it took Mark nearly twelve months to complete the construction of his Savannah S model and obtain his RA-Aus Pilot Certificate at the same time. His only previous flying experience had been flying gyros in the nineties.



I asked Mark why he had chosen to build a Savannah. He said that at first he had looked at quite a few other interesting designs. He also said that his initial impressions of the Savannah were that it was definitely not a pretty aircraft. But the rugged practicality of the design was hard to ignore. He increasingly liked the idea of it. He also wanted a metal plane. Furthermore, the aircraft had a wide operating range and the kit was reasonably priced. He just couldn't get the design out of his mind and so by the time the Savannah agent, Reg Brost, showed him over the new S model with her new "curves", he was ready to sign on the dotted line. Then, for most of 2011, his first year of retirement actually, he became totally involved with interpreting the ICP Savannah construction manual and doing his flying training.

Mark was lucky because in his neighbourhood there were two other Savannah builders also

trying to get their heads around the construction manual. Steve was one of them and Mark Kyle was the other. Mark (Gray) made numerous trips to Steve and Mark's places to confirm many small details he couldn't fathom by himself. He found them to be unfailingly patient and helpful with him. Mark found Steve in particular to be a careful thinker and having "been there and done that" not long before, almost always had a solution to his latest problem. Mark was also helped by Reg Brost (the agent) who gave him many construction photos on CD. Mark remembers being totally impressed firstly by the amazing accuracy of the material as cut and punched by the manufacturer, and secondly by the precise work being done by the other two Savannah kit builders.

He learnt about light metal work, fibre-glassing (he decided he had to alter the engine cowl) and painting (or more particularly what you need to do *before* painting). He remembers thinking that it was all about careful attention to detail and building this plane made him realise just how much he hadn't known about this fact before he started. The realisation that his life would one day depend on paying attention to that detail motivated him more than anything else. He once found that he had broken off the lower pin of the fastener that holds the airbox top on. He had simply gotten too rough with it. But later he began to wonder where the missing pin was. He couldn't find it. He began to think that it may have rolled into the carby air intake. But no, it wasn't there. So he kept thinking about where it might be. He lay awake that night. He couldn't get the missing pin out of his mind. So, next day, he swept the floor and went through the rubbish with a fine tooth comb. No, it wasn't there either. So he took off the other carby. He took off the other manifold. He searched everywhere but no luck. He lay awake for many nights thinking about it. But to this day he still hasn't found it. Now, when he's flying his plane, he is sometimes still thinking about where that bloody little 1/2" stainless pin got to!

Mark Gray's Savannah S (continued)

Missing pin or no missing pin, Mark's Savannah 19-8181 is up and flying. In fact, the bird has over 50 hours on the clock. Recently, on 27th May, he went with Steve Donald in Savannah 19-7966 (see Sport Pilot June 2012) from Caboolture to the Old Station fly-in. With the optional extra fuel tanks, they both found they could have easily done the round trip without refuelling. As it was, they tanked up at Bundaberg on the return leg in anticipation of headwinds which did not eventuate. Most of the near 500 mile trip was flown at around 85kts IAS, between 3000 and 7500ft. Mark found that 19-8181 will do 98kt at wide open throttle, straight and level, and cruise at 90kt in still air. Although it is not fast by LSA standards, in the right conditions it will pull up and out of amazingly short strips at under 30kt. He finds the plane easy to fly, even with his limited experience. Apart from a recalcitrant tachometer, he has had no issues with it whatsoever except for the discovery that rear draining fuel tanks significantly increase the quantity of unusable fuel on a long descent from 8000ft.



Rotec's viability (how the rumour mill got it wrong)

Some readers may have read (on a certain Recreational Flying website) that Rotec was in receivership. This was alarming news for people with Rotec engines or contemplating Rotec products. Marty Hone sets the record straight:

Hi Arthur. I heard this rumour as well. Seems to have come from a highly unreliable and unscrupulous recreational flying website that is happy to peddle falsehoods where any respectable outfit would have made the call and found out the facts. See the official reply to my query, below. Feel free to publish the facts. Cheers, Marty.

Hi Martin. All is good, we simply decided to wind up the name Rotec Engineering to be rid of my brother's distant involvement. Attempts were made to settle with Matthew but unfortunately his demands were unreasonable, so a new company was formed. This was all done some time ago. Matthew has had no involvement with the function of Rotec for nearly two years. He left Rotec to get a "proper job". We now trade as normal under the sole directorship of myself, with the new company called Rotec Aerosport Pty Ltd. The transition has been more of a paper shuffling of exercise, which will have no affect at all on our valued clients and customers. Engines, LCH, TBI, E-ignition, and 45 Amp alternator kits are being sold and delivered on a daily bases. So it's business as usual. In the next few months, Rotec Aerosport will be functioning 100% from its new location at the Tyabb airfield. I have purchased 700 square metres of land right next to the Aero club. Construction on our hanger has already started, so we hope to be in there sooner than later, although it has been wet. The slab is going down now. The Tyabb location will be fantastic for Rotec as it will allow us to do a lot more work on customers' actual aircraft and offer full fitting and fly away service. Best Regards, Paul Chernikeeff.

Plan B (I'm not the only one)

Very few pilots wear personal parachutes; however, Mike Borgelt and his wife feel naked without theirs. Whenever they take to the skies in their white, fast moving, BD-4, VH-BDW, they first don their National brand lightweight emergency rigs. They have even modified the doors on the Bede to open upwards for quick egress, if ever (and hopefully never) required. The couple always fly together and originally bought their parachutes for gliding. They used to keep their strutless, high-wing, homebuilt at Toowoomba, but now have a much better arrangement at a relatively new strip just a little outside town. They came to the Watts Bridge All-In Fly-In on 19th May, where this photo was taken of Mike buckling on his rig prior to departure.



Feature story: Gatton Airpark – a place in the sun for S.E. Queensland aviators

Last month, the Flyer paid a visit to Gatton Airpark for their annual fly-in, which, as usual, was organised by the residents. It was a great success with more than 40 aircraft, 45 classic cars, pilots, drivers and assorted passengers turning up. Airpark developers, Keith and Hazel Jackwitz, converted their hangar into a sit-down breakfast area for the morning and no one complained about the excellent food. When I was last talking to Keith early in 2011, we discussed the third stage of the airpark development, which was planned for the eastern side of the airstrip. At that time, most of the building blocks in Stages 1 & 2 on the western side of the strip had been built upon. At the fly-in last month, I could see that development is now well under way on the eastern side with four of these blocks having houses and hangars on them already.



Keith and Hazel are definitely not your everyday developers. In fact, the airpark is their one and only ever development venture, and they are in it first and foremost from a mutual love of aviation. Keith's earns his living by growing vegetables just 5 km down the road from the airpark and he has been a grower in the Lockyer Valley for all of his working life. Hazel brings in additional income by managing a vegetable seedling business on the same farm.

Keith started flying back in the sixties at the age of seventeen. He trained with Rod Trousdale at Toowoomba and did his theory via correspondence. Keith remembers that hiring a plane with an instructor back then cost \$13.50 per hour. To Keith this was expensive, about 1/4 of his weekly wage (actually the GA rate is probably about the same today). The aircraft were brand new Piper Cherokee 140 aircraft, and he gained his PPL in 1967. In the years since, whether good farming years or bad, Keith has always been flying, the only break being a year serving his country in Vietnam.

Hazel is a pilot too and has held her PPL for about 25 years. Her interest was kindled by almost having an unplanned Trial Instructional Flight while holding the brake lever on Keith's Piper Colt as he was hand starting it. It was decided at the time that Hazel would benefit from a few lessons and, from that moment on, she has never looked back. She did her ab initio flying in the Colt, then navigation training in the couple's Cessna 210, and finally finished with a twin-engine IFR rating. (And people say that Keith had the bug!)

Keith and Hazel have also owned a Piper Navajo and a couple of Pawnees. They still have a half share in the original Colt too. Their present aircraft, however, is a Vans RV7A, which they built in their garage over an 18 month period. The plane's first flight was in January 2007. Its GA registration is HGJ, which stands for "Hazel Grace Jackwitz". The sporty little aircraft is painted in rather bright colours, perhaps not quite to Keith's choosing, but then, like most married men, he knows when to agree with his better half. The couple are planning their next flying trip for July, when they will head north-west across the continent to the Kimberly's, hopefully, according to Keith, avoiding the diamonds and pearls salesmen of that region while they are there.



Keith says that the development of the airpark was a real challenge for both of them. It is easy to see that they are extremely proud of their achievement, even though they are quick to credit the venture's success to the people who have bought into the project with them. Keith says that the development creates opportunity for the kind of aviation-oriented lifestyle that they all enjoy, where they can invest in a house and hangar with absolute confidence that only they have the right to close the airfield (as if they ever would).

Keith and Hazel's idea for the airpark goes back a long way. The land was purchased in the mid 80's with the express purpose in mind. It was chosen particularly because it was above the Lockyer flood plain (in January 2011 it was high and dry). Timber was removed and the strip constructed. An air show was organised to promote the concept with even the local radio station involved. However, at the time, the drawings and plans attracted no interest from the aviators who attended. They were the days when the payment of an aircraft registration fee of a just few hundred dollars allowed the use of any runway in Australia. Not only that, pilots could park their aircraft at any airport for as long as they liked.



But Keith knew that the concept of 'user pays' was on the way, so he persisted with his dream. He had to refloat the concept with every newly-elected Lockyer Mayor and appointed town planner (three of each he recalls), but eventually he got lucky with a combination that had an open mind to the possibilities. Keith remembers having to prove to them that there was a market (which, by that stage, wasn't hard to do) and away they went. However, he really doubts that such a project could ever get going again. The hassles he and Hazel went through just recently to have the final stage approved were very different to the co-operative and supportive approach they had for Stages 1 & 2. There are a total of 64 lots at Gatton, with only 23 now left unsold (all of these had an expression of interest on them before the 2008 GFC, by the way). There will be no more stages. When they are gone, that is it – finito!

So what is it that makes Gatton different from other airparks? In short, Gatton Airpark is primarily a housing development with an airstrip attached. The airstrip is wholly owned by the lot holders of the estate. Keith believes that the situation prevailing in all other Australian airparks is that people own a house and/or hanger at an airport; an airport which is owned by someone else. The management of Gatton Airpark is completely democratic, with all lot holders have an equal vote.

The township of Gatton itself is a friendly, well-managed little community within easy reach of South East Queensland's major centres. In fact, it sits within one of the fastest growing areas in Australia. Probably the most appreciated bonus of all is the continually fine weather, with an abundance of nearby airfields and like-minded aviators (not unlike those of us in the Brisbane Valley Sport Aviation Club) staging fly-ins and other aviation themed events.

Keith says that when he and Hazel retire (and, he adds with a smile, that day is getting closer), they will certainly move to the airpark to enjoy the aviation community they have helped create. They are looking forward to doing ever more flying.

Gatton Airpark: residents' perspectives

Marty Hone and partner Chris Gray first saw Keith's ad in Aviation Trader back in 2004. They were living in Victoria at the time and for many months had been searching for a suitable residential airfield to buy into. They had become quite disillusioned as everything in that state was too geographically isolated and/or in dead flat, uninteresting country. Their interest in Gatton happened to coincide with the graduation of Chris' daughter from the University of Queensland and they had been planning to fly up in their RV. So they added a visit to Gatton to their itinerary.

For Chris, it was love at first sight for both the airfield and the town of Gatton. She remembers telling Marty, "Just buy it! You can't go wrong!" At the time, the blocks were selling for \$65,000. That's hard to believe now, but it's true. So they bought a Stage 1 block on the western side of the strip about halfway along. They figured that at some time in the future they would become Queenslanders.



That time came sooner than either of them expected. Within a month, and on the very same day, they were made redundant from their jobs. Chris has a theory about these matters. She thinks it was meant to be. They certainly didn't hesitate. The hangar was quickly erected and a builder contracted for the house, which was finished in May 2005. They became the third family to take up residence on the estate and have been there now for over seven years. They seem to

have settled in very well too. Chris has an intellectually satisfying job at Gatton College, and Marty has many aviation oriented pursuits like assembling Czech made Sport Cruisers sold by the NZ distributor to Australian customers, doing L2 work for local clients and also working one day per week for Terry Kronk at nearby Emu Gully.

Marty sees the Queensland weather as a big plus, especially for people who fly open cockpit aircraft like he does. Most of us in the South East Queensland flying community have seen Marty and Chris' Rotec radial-powered, Ferrari red and black, Space Walker II. Marty first saw this plane in 1990, an unfinished project hanging in a friend's shed. In 2007, when he bought it, it was in exactly the same unfinished state. They brought it north to Gatton and had it flying by 2009. Queensland weather is also good for horse riding, and this is Marty and Chris' other passion. Chris has been a rider all her life and they currently own two horses (not to mention two dogs). They have gone as far as buying another block at the airpark, in fact the largest (13 acres) Stage 3 block, so that they can eventually keep their horses on site after selling their present home and building again.



Marty told me that in the past he spent many hours travelling to and from airfields in order to fly his aircraft. One and a half hours each way was not unusual. He says that it is a joy to simply stroll from the breakfast table a few metres out to the hangar and go flying. Moreover, he has no hangarage fees, no travelling time and associated costs, no club fees, no airfield usage fees, etc, and he can work on or tinker with his aircraft anytime he likes, performing maintenance at his leisure. It all makes for a much more enjoyable aviation experience. Marty, how I envy you!

Through Marty I also learnt that the residents of Gatton Airpark are superbly organised in regard to airfield maintenance. Initially, there was a professional body corporate manager doing the job but it was costing them about \$8000 per year over and above any work that needed to be done. So they sacked that company and took over the job themselves. Now all they pay is \$500 per year per resident and nothing more. For that they all get a perfectly maintained airfield. Council rates come in at about \$1200 per year, which is the normal residential rate. The council does not consider the actual airstrip as rateable land. Hard to believe I know, but I pay more each year for a suburban block of land in Brisbane!



Two houses to the north of Marty and Chris live Frank and Cheryl Francis, and their two very affectionate Cocker Spaniels. They were the second couple to buy into the estate back in 2004. Frank is a member of the Brisbane Valley Sport Aviation Club, and we often see his immaculate blue and white Sport Cruiser at Watts Bridge. This aircraft was the first of type to be sold in Australia (it still bears the "Piper Sport" logo), and was delivered to Frank and Cheryl after being flown across the Tasman from New Zealand [see story in Sport Pilot April 2011].

Frank has had his GA license for many years, and used to fly a Cessna 182 out of Toowoomba. He sold his interest in that plane around 1995. Almost ten years later, he went to Oshkosh and saw his first LSA, an Allegro. He immediately placed an order and got back into the sport, doing his RA-Aus conversion with Trevor Bange at Clifton.

He then started looking for hangarage in Toowoomba but couldn't find it. He had thoughts about building his own hangar but found the Toowoomba City Council very unhelpful. That was when he and Cheryl saw Keith's ad. They quickly fell in love with the Airpark idea and bought block no. 4 straightaway, starting on a residence and a hangar six months later. Neither of them have had an ounce of regret. In 2009, after flying 250 hours in the Allegro, Frank went to an air show in Wanaka NZ, where he laid eyes on the Sport Cruiser. Besides this superb plane, they both have very flash motorcycles.

Fuel carried in aircraft cabins (operational rule making within RA-Aus)

Last month, the Flyer reported that, at Temora, SQ board member, John McKeown had been told by two CASA agents that fuel could not be carried in RA-Aus aircraft cabins. John is adamant that this advice was given, but somehow an error has occurred. Following up on the matter has provided me with an excellent opportunity to understand how RA-Aus operational rules are formulated. Assistant RA-Aus Operations Officer, Jill Bailey, has been very helpful in this regard.

Firstly, RA-Aus operations are excluded from all Civil Aviation Safety Regulations. This exclusion is per one of those regulations, namely Part 200 (http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90998). GA operations in respect of dangerous goods (like fuel) are covered by CASR 92.175, but RA-Aus operations are all under the auspices of Civil Aviation Orders 95.10, 95.25, 95.32 and 95.55. Jill did say, however, that it is the intent of RA-Aus to eventually have a CASR specific to our operations.

Secondly, as CAOs are relatively brief documents compared to the CASRs, some determinations will inevitably need to be made for which exact guidelines are not to be found in the CAOs. The fuel in the cabin question seems to be this kind of question. This is where the RA-Aus Operations Manual comes into play. Here is an extract from the introduction to that document:

Civil Aviation Orders (CAO) 95.10, 95.25, 95.32 and 95.55, where applicable, require that all recreational aircraft operated under the provisions of the relevant CAO's be operated in accordance with the standards and procedures specified in the Recreational Aviation Australia Operations Manual.

The Manual and its Supplements have been compiled to meet the requirements of the relevant sections and requirements of the Civil Aviation Act, CAR's, CASR's, CAO's and relevant Legislation as amended from time to time, and is the only manual recognised by the RA-Aus for the control of recreational aircraft operations.

The Manual is approved by the Civil Aviation Safety Authority (CASA) and is effective from the date of approval by the Authority.

The RA-Aus will be the sole authority in regard to the interpretation of all or part of this manual and the RA-Aus interpretation will be final.

The last sentence needs to be taken particular note of. It seems to be saying that it is the prerogative of the RA-Aus operational hierarchy to make determinations in respect of operational questions for which answers are not specifically covered by the CAOs. Jill was quick to moderate this view by saying that common sense should always prevail in regard to enacting new rules or modifying existing ones. She said that rule formulation within RA-Aus is a multi-level consultative process.

The issue of extra fuel being carried in the cockpit is not included in the current RA-Aus Ops Manual, so it is one of those issues which need to be decided by the RA-Aus operations staff. Their answer to the question of whether we can carry fuel in the cabins of our aircraft is that "it is a more a question of ensuring that the fuel container carried in the cockpit does not interfere with the controls or with normal flight, and will not pose an additional threat to the aircraft or pilot in the event of an emergency. It is the PIC's responsibility to ensure the weight and balance of the aircraft is correct prior to flight. Carriage of fuel must be in approved fuel containers that have been tested not to leak (common sense)." So it appears that we can continue to carry fuel in the cockpit of our aircraft as long as it is appropriately stowed.

Of course, an "approved" container is a container that conforms to Australian standards:

Australian Standard AS/NZS 2906 Fuel Containers – Portable: Plastic and Metal

This standard is referred to in the Catalogue of Australian Standards as AS/NZS 2906:2001 Fuel containers – Portable: plastic and metal. It specifies material, design, properties (including test methods) and marking requirements for refillable portable petroleum-product fuel containers made of metal or plastics, and of capacity up to and including 25L. It applies to containers for the storage and transport of fuel, and fuel tanks for boats. The containers are suitable for use with unleaded, leaded and super grades of petrol, two-stroke engine fuel and kerosene, but are excluded from use with racing fuels unless specifically approved by the manufacturer.

Birdsville Races 2012

August 31st and September 1st are race days at the most isolated race track on the planet. It is further from Brisbane to Birdsville, Queensland than it is to the northern suburbs of Melbourne! So who wants to go? Two BVSAC members are already planning the trip at this stage. Is anyone else interested? If you want to be in the loop, contact the BVF editor.

Club fees now due & Two Big Events on the Watts Bridge calendar: Xmas in July and the BVSAC Poker Run!!

Remember that late payments are a headache for those of us managing the mailing lists. The Treasurer is already in Bali spending your money but needs to buy his return ticket! So send your \$50 to:

Ian Ratcliffe, 35 Banika Street, Mansfield Queensland 4122 or transfer \$50 directly to:

BSB: 084402 Account Number: 205064155
Account Name: Brisbane Valley Sport Aviation Club Inc

By the way, if you are one of the people who have joined our wonderful little club during the last three months, we don't want any more money from you until this time next year.



Christmas in July
Place: AAC Clubhouse Watts Bridge
Saturday 14 July 2012 18:30

Menu

Nibbles

Soup – Pumpkin & Bread roll	Plum Pudding with Brandy Cream & Custard
Roast – Pork, Beef and Lamb	Coffee, Tea with Chocolates
Apple Sauce, Gravy & Mint Jelly	
Roast Potatoes & Pumpkin	<u>Drinks:</u> BYO
Mornay Vegetables	<u>Cost:</u> \$35.00 per person

Bookings are essential as places are limited – Contact Liz Cook 0419 369 963

To assist with catering please email lizcook1@bigpond.com to advise attendance before Wednesday 6 July 2012
Please also deposit cost of ticket to Westpac BSB 034115 Account No. 16-4115
Using surname as reference by Wednesday 4 July 2012

We look forward to seeing you all at Watts Bridge Airfield in July

B.V.S.A.C. FUN FLY POKER RUN 2012



THE EVENT
The Brisbane Valley Sport Aviation Club's Fun Fly Poker Run will be held on Saturday 14th July 2012.
Starting time is 9:00am and finishing at 2:00pm.
It doesn't matter what you fly— Recreational, Homebuilt, General Aviation, Gyroplanes – we would love to have you join in the fun !!

THE GAME
Fly to any three of the participating airfields, Bradfield, Kilcoy, Gattton Airpark or Mc Carron's Field and collect an envelope which contains a playing card from underneath the primary windsock.
DO NOT OPEN ANY ENVELOPES UNTIL REGISTERING AT THE BVSAC CLUBHOUSE – WATTS BRIDGE

You can start anywhere you like and go to the airfields of your choice in any order that suits you.
Then just fly on to Watts Bridge Memorial Airfield where you pay your entrance fee of \$5.00 and register your hand.
BBQ Snacks & Drinks will be available all day long.

THE WINNER
The organizers will have drawn two cards at random prior to the start of the game. These cards will complete the five card hands for all players.
The best Poker Hand wins the Trophy for 2012.

**THIS IS FUN FLYING AT ITS BEST
SO COME ON AND GIVE IT A GO !!**

AIRFIELD LOCATIONS

BRADFIELD	S 27° 25.1' E 152° 24.1'	KILCOY	S 26° 58.2' E 152° 34.0'
GATTTON AIRPARK	S 27° 35.4' E 152° 15.4'	MC CARRON'S FIELD	S 27° 05.9' E 152° 36.2'
WATTS BRIDGE	S 27° 05.9' E 152° 27.6'		

If you have any questions : please contact :

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Building a brand (and a new financial year's resolution)

Almost every month I get enquiries from outside the club from someone finding the Flyer as the result of a topic search on the Web. This month I have had three such contacts. Besides our primary mailing list, which is more than twice the size of our club's membership, there is definitely a secondary email circulation. I recently saw a hard copy of the Flyer on the notice board at the Straddie Aero Club, and Pat tells me she forwards it to all club members. Also, we are appearing on aircraft builder's sites, and both the BVSAC and WBMA sites take regular archival hits as well. BVSAC Secretary, Richard Faint, recently used the phrase "brand building" to describe the way that the Flyer, along with the two websites and our other promotional activities such as the All-In Fly-In and the Poker Run are giving our club and Watts Bridge Memorial Airfield an image in the flying community that extends beyond our immediate club numbers.

With this in mind, as editor, I have come to the conclusion that I should be just a little more careful about what I say. Not that I want to be totally politically correct mind you, but perhaps I have overstepped the mark in recent months. I need to keep in mind that not everything that is said at our club meetings or that I hear from people in the know (or who only think they are) is suitable for promulgation to our wider audience. This is the basis of my New (Financial) Year's Resolution – and I can hear our esteemed President (and RAAus Board Member-elect for SQ) breathing a sigh of relief already.

Sport Pilot's first ever double-page aircraft photo (and three page reader contributed story)!

The honour has gone to BVSAC member Scott Hendry's Nynja in the June edition. And what a great photo it was too. The (uncredited) photographer is especially chuffed because it had always been his ambition to shoot a centre-fold. Scott's superbly written story was also the first ever three page reader story that Sport Pilot has done. Well done, Scott!

Aircraft transport and recovery trailer?

Are any BVSAC members interested in joining a syndicate to purchase an aircraft transportation and recovery trailer? If we had enough members (even non-members) involved, the cost would be relatively small for each person, perhaps just one or two hundred dollars. However, in the event of having to quickly recover an aircraft from a possibly distant forced landing site, the savings could be considerable (not to mention the convenience of not having to chase up a hire trailer). Actually, the normal type of car trailer is unsuitable in that it is far too heavily constructed and does not have proper fittings. I envisage the purchase of a large, flat, single axle, easily towable trailer with mesh sides to which wrapped wings can be quickly and safely attached. The trailer would only be used for aircraft and shares would be transferable.

Narromine are back in the game!



2012

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Mal's Outback Odyssey

BVSAC member, Mal McKenzie has been on the road out into South West Queensland, past Charleville, Euromanga, Noccundra, Toompine, Eulo and Cunnamulla. This is the kind of country that BVSAC members contemplating the Birdsville races may see as they fly their way west. Mal says it's very green at the moment as a result of recent rains.



BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE June 2nd 2012 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield
MEETING DATE:	2 nd June 2012
MEETING OPENED:	10:16AM
MEMBERS PRESENT:	11
APOLOGIES:	Liz Cook, Arthur Marcel, Bill Oates, Mary Clarke
VISITORS:	0
NEW MEMBERS:	0
MINUTES:	May meeting of the BVSAC Inc Proposed: Richard Faint Seconded: Peter Freeman Acceptance motion carried.
PRESIDENT'S REPORT:	The President commented upon the success of the All-In Fly-In and thanked Sandy Walker & Scott Meredith for selling drinks and Helena Morton and Gail McKenzie for a great job cleaning up the clubrooms. Also especially thanked Peter, David and Ian Ratcliffe for their efforts getting the plaster in the clubrooms and their efforts in completing the facility.
SECRETARY'S REPORT:	The Secretary tabled the Correspondence Register for the month. Is still following up with K. Werner to get the ventilators installed on the hangar roof.
TREASURER'S REPORT:	Bank Account Balance is \$11,174.71 Membership Fee's are now due. Invoices from the plasters and solicitors to be paid.
WBMA REPORT:	WBMA President was delighted with the success and organization of the All-In Fly-In. Mentioned that the Gathering Of Eagles is planned for August.
BUSINESS ARISING:	Nil
GENERAL BUSINESS:	Organizing the Poker Run catering, and running the event was discussed. General discussion on completing the fit out of the clubrooms including timber boxing of the vertical beams, epoxy floor treatment and the paint colour scheme..
NEXT MEETING:	2 nd July at the Terminal Building, Archerfield Aerodrome at 8:00PM.
SPECIAL THANKS:	Priscilla Smith and Julie Freeman for catering the BBQ lunch.
MEETING CLOSED:	There being no further business, the meeting was declared closed at 11:05AM A BBQ lunch was held after the meeting.

**Next meeting: Monday 2nd July at 7.30pm at the
Archerfield Terminal Building (Supper to follow).**

**PRESIDENT: Mike Smith 0418 735 785 TREASURER: Ian Ratcliffe
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