

BRISBANE VALLEY FLYER

MAY 2013



Watts Bridge Memorial Airfield, Cressbrook-Caboonbah Road, Toogoolawah, Q'ld 4313.



Acro Sport II VH-CKH taxiing for its aerobatic display at Watts Bridge in 2010.

See the poster on page 5. Come and join the FUN!

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My Thoughts on Post Flight Training Aviating

(Author's name withheld on request)

Flying an aircraft is a relatively simple procedure and control and manoeuvring of the aircraft takes only about 10% of pilot's total skills. The remaining 90% of required pilot skills are judgement, perception, acumen, common sense, wisdom, judiciousness, acuity, prudence, presence of mind and good sense.

The best flight training organisation will deliver your first 10% in the 40 to 50 hours of training you need to qualify. They work hard getting you to perfect your control of the aircraft. You will be asked to perform the required manoeuvres in all the required configurations and conditions until you are able to demonstrate that you can control the aircraft appropriately and successfully pass your flight test. However, this successful flight test is just a mechanical test; it does not imply that you always exercise good judgement, perception, acumen, common sense, wisdom, judiciousness, acuity, prudence, presence of mind and good sense. It simply means that you have demonstrated that you can control an aircraft in the conditions existent on the day of your test, when the weather was good and there were no unforeseeable challenges.

The 90% balance comes slowly, increasing as experience rises. How do you get experience? Make lots of mistakes, errors and bad calls. This results in getting raw experience which will convert to wisdom imperceptibly.

Experience comes at a cost. It can be disastrously expensive if you choose to gain experience on your own, and history is filled with examples of many people re-inventing the wheel. If only they had communicated and learned from each other's mistakes and experiences, their journeys would have been far less painful in every sense of the word. I say don't do it. I say don't gain experience this way - it could cost a lot more than you or your family is able to bear.

Instead, use the time-proven 'buddy' system. There is a large and talented teaching pool that is inexpensive and desperate to help. They are known as 'senior' pilots or retired gentlemen of the air. These are vastly experienced professional flyers who have turned in their 'professional' status and become 'amateur, recreational or weekend' flyers. There are some on every airfield. You will know one immediately you talk with them so I give no hints on how to seek one out. They not only know how to fly but they know 'where and when' to fly. Find them, corral their expertise, ask for a critique of your technique, grill them on their experiences, fly with them often and ask for a demonstration with patter where possible and relevant.

Alas! In recent times the buddy system of improving our skills and judgements has been abandoned in favour of a competency based system that is poorly designed and even worse in its administration. It is training pilots the first 10% and then abandoning them to their own devices to gain the good judgement, perception, acumen, common sense, wisdom, judiciousness, acuity, prudence, presence of mind and good sense needed to continue flying with safety and security. You alone, as the pilot-in-command, are responsible for these soft skills and without them your flying is going to be a far more anxious and nerve jangling exercise because you will be continually unsure of yourself.



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Put your golden wings, total hours and ego aside and get yourself an experienced flying buddy to confirm your judgements. Make sure you have a short pre-flight briefing and be ready for a looonnggg debrief with diagrams and drawings to discuss your concepts and reasoning. Be prepared to have your concepts challenged and dismembered and you will easily get the other 90% that so many new pilots miss out on because they are distracted by lots of other really neat things like that next exam, endorsement or flight test, rating, review, flight, or Saturday's local flight.

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More on Wooden Props:

The darkened damaged areas that you see on the propeller (image right) is charring caused by heat generated by friction because the propeller was moving relative to the hub.

The mounting bolts were in slightly oversized holes and the propeller bolt tension was incorrect (too low).

The owner is seeking advice from the manufacturer as to whether the prop can be repaired or if it is now a \$1500 mantle piece decoration.



The BVSAC Mailout List (from Richard Faint (Secretary))

In recent times I have had a few members ask about the BVSAC Mailout system. Specifically, what is it and how is it used?

WHAT IS THE BVSAC MAILOUT LIST?

- ** The BVSAC Mailout is a email system which allows a member of BVSAC who is on the Mailout List to send an email to everyone else on the Mailout List.
- ** When you become a member of BVSAC you are automatically added to the Mailout List.
- ** If you were a BVSAC Member prior to it starting you were automatically added to the Mailout List when it was started.
- ** Only current members of BVSAC are on the Mailout List
- ** Currently 56 members are on the list and the club membership is 66 members.

- ** IMPORTANT: You can leave the list at anytime by clicking "Unsubscribe Here >>" which appears on all messages origination from the Mailout.

BVSAC MAILOUT FAIR USE

The Mailout should only be used for spreading aviation related information, photographs, stories, requests etc. There is a degree of flexibility here – just use common sense and good taste. Specifically the BVSAC Mailout should not be used for political discussion or to canvas contentious issues.

BVSAC MAILOUT MESSAGE CONTENT AND SIZE

- ** A BVSAC Mailout email is no different to any other email you would normally send.
- ** It can have all the normal HTML formatting of font, colour, size, bold, italic etc
- ** It can include in-line images such as the BVSAC Logo below
- ** It can have attachments such as images and pdf's.

NOTE: The maximum email size is currently set to 1MB

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USING BVSAC MAILOUT

To send an email to the BVSAC Mailout simply send an email as you normally would to the following address and the system will take care of the distribution.

The email address is mailout@bvsac.org.au

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Burnett Flyers Angelfield Fly-In Brekkie

The Angelfield Breakfast Fly-In was a reasonable weekend once you got north of the rain band that reduced the far Southern parts of Qld to below VFR. A few from Gympie came. Bruce Bradley flew on Friday in his Savannah and Deb Percy flew in late Saturday morning in her and husband Ralph's the X-air. By then it was a bit windy but Deb managed to pull off a good landing – she had to – there was a big good audience!

All who ate Brekkie went away with a fuel tanks filled with eggs and bacon as well as Ralph Percy's home cooked bread and muffins and will start wicked rumours telling of how good the fly-in was. After breakfast people milled around socialising till mid morning when Tony Pratt from Pratt Air Services put on an impromptu fly-past in his Ag aircraft.

In future the Burnett Flyers are encouraging people to fly in Friday night and camp underwing. They plan a camp fire party for tenters and adherents and promise to record all the tall stories and use them as a potential blackmail source to aid revenue building.



Remember – these Burnett Flyer Brekkie Fly-Ins are to be a regular feature at Angelfield on the second Saturday EVERY month. Come and join in.



**WATTS
BRIDGE
MEMORIAL AIRFIELD INC.**

25th May 2013
9:00am ~ 4:00pm
Catering By: Beyond Limits
Supporting youth for education

**All-In Fly-In
2013**

All pilots and aviation enthusiasts are invited to the Watts Bridge Airfield Open Day, showcasing the diversity of all forms 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.

CONTACT
Richard Liz
0412-317-754 0419-369-963
Or visit the website for more information.

If it flies - It's welcome at Watts Bridge !
www.wattsbridge.com.au

Or visit the website www.wattsbridge.com.au

(If you haven't been to one of these you can't know what you've missed)

Check out the website for 3 REAL NEAT high quality videos from last year's event created by Campbell Sharp and Kev Lotz. Watch them and see WHY you have to come on the 25th.

THE ISIS FLYING CLUB Inc. 
PRESENTS
★ **FLY IN** ★ **DRIVE IN** ★ **WALK IN** ★
BREAKFAST at the

CHILDERS AIR STRIP
Sunday 5 May 2013

- ★ COME ALONG & ENJOY A FULL COOKED BREAKFAST
- ★ LUNCH & SNACKS AVAILABLE
- ★ TEA COFFEE COLD DRINKS SERVED ALL DAY
- ★ SEE A VARIETY OF HOMEBUILT, RAA & GA AIRCRAFT
- ★ STALLS & RAFFLES

GATES OPEN 7am

Fly in late Saturday BBQ tea
Bring your swag and enjoy the company of other enthusiasts - RSVP 30 April

ENTRY \$2:00

★ **LUCKY GATE PRIZE \$100 FUEL CARD** ★

More Information IAN 0428714690 BILL 0418724645

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FLY-INS Looming

Sunday May, 05:	TOOWOOMBA - David Hack Classic Aircraft and Vehicle Meet.
Sunday May, 05	CHILDERS - ISIS Fly-In (See poster in this issue).
Sunday May 12	Gatton Air Park Pancake Breakfast Fly-In
May 18-20	Sunshine Coast Cardinal Fly-in
Saturday May 25	Watts Bridge Airfield All-In-Fly-in – 0900 to 1400 hours. Food & drink available
May 18	Kilcoy Opportunity

Photo Competition

This month's winner is.....



Richard Faint – Sneyd Mounts His Stead.
The Yak 54 at Watts Bridge. Congratulations Richard!

I need MORE photos for the next issue. I am running out. Rob.

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Mystery Aircraft (MAYI Issue)

What is this aircraft? Be careful....

Email your answer to me at
kni.rob@bigpond.com



Mystery Aircraft (March Issue)

Last Month's Mystery Aircraft was built by GippsAero, the Australian manufacturer of the Airvan. Designated the C-NM5, the aircraft has 5 seats and is powered by a Lycoming IO-540 engine and first flew in September in 2011.

Not takers – not even a guess.

Joke for the Month

Q: What do you call a pregnant Flight Attendant?

A: Pilot error.



BirdsiPhotography

Want an air-to-air shot of you flying your dream machine? It's easy to arrange and will cost less than you might think. Grab the phone and contact Peter Davies or Rob Knight on 0400 89 3632, or email kni.rob@bigpond.com



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Keeping up with the play (Test yourself – how good are you, really?)

TAF YAMB 291637Z 2918/3006

VRB05KT CAVOK

FM300200 11007KT 9999 SCT035

FM300600 06010KT 9999 SCT035 SCT045

PROB30 2918/2922 0800 FG

1. What is the forecast W/V on the TAF above at 2 pm AEST (0400Z) on the 30th.
 A. CAVOK.
 B. 110°T at 07 knots.
 C. 060° T at 10 knots.
 D. 060° M at 10 knots.

2. What is the cause of a stall in an aeroplane?
 A. Angle of attack too high.
 B. True Airspeed too low.
 C. Indicated Airspeed too low.
 D. Nose attitude too high.

3. Which of the following turns an aeroplane in a banked turn?
 A. Lift and thrust combined.
 B. Yaw.
 C. The vertical component of lift.
 D. The horizontal component of lift.

4. It is accepted that thrust equals drag on an aeroplane in steady straight and level flight. If this really is the case, what holds its airspeed constant?
 A. Propeller torque.
 B. Momentum.
 C. Inertia.
 D. Thrust.

5. What is magnetic variation?
 A. An isogonal.
 B. The angular difference between true north and magnetic north at a particular geographic place and time.
 C. Discrepancies in the magnetic field around an aeroplane causing errors in the compass readings.
 D. Errors experienced when trying to turn onto compass headings.

ANSWERS: 1. B, 2. A, 3. D, 4. C, 5. B.

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 6th APRIL 2013 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE:	6 th April 2013
MEETING OPENED:	10:48 AM
MEMBERS PRESENT:	19
APOLOGIES:	John Innes, Scott Meredith, Jim Bowling, Peter Davies, David Watson, Diego Rondinone
VISITORS:	Nil
NEW MEMBERS:	Peter Davies and Diego Rondinone
MINUTES:	March meeting of the BVSAC Inc. Proposed: Mike Smith Seconded: David Ratcliffe Acceptance motion carried.
PRESIDENT'S REPORT:	Neil thanked all members for their efforts at the Working "B". Encouraged members to submit articles to the newsletter.
SECRETARY'S REPORT:	2 new member – Peter Davies & Diego Rondinone.
TREASURER'S REPORT:	Report on efforts to recover outstanding hangarage payments. Priscilla advised the BVSAC Bank Account Balance is \$12,110.81 and provided a summary of the major income and expenditure items.
WBMA REPORT:	WBMA President Bruce Clarke advised the airfield is open but caution is required as it is still very wet in many areas. Reminded that the All-In Fly-In 2013 is coming up on 25 th May.
BUSINESS ARISING:	Nil
GENERAL BUSINESS:	<ul style="list-style-type: none">○ Mike Smith spoke to the loss of Wayne Fisher and RA Aus steps to recognize Wayne's importance and contribution to the early days of the ultralight movement.○ Vern Grayson asked Mike Smith for details of the young pilot scholarship and how awards were made.○ Richard Faint asked Mike Smith for an update on the RA-Aus situation regarding aircraft renewal of registrations.○ The use of Apple iPads and iPad-Minis running OZ Runways software as a primary source of navigation, charts, ERSA etc was discussed.○ CASA attendance at fly-ins was discussed.○ CASA paper work requirements and the possibility of a checklist for same was discussed.○ Bill Oates brought to the meeting's attention reports of radio controlled aircraft operating above 1,000' AGL in the vicinity of the Glass House Mountains.○ Mal McKenzie reported seeing pelicans and eagles at 3,500' and the need for a good lookout.○ Richard Faint mentioned that Ground Marshals will be required for the All-In Fly-In.
NEXT MEETING:	4 th May 2013 in the BVSAC Clubrooms Watts Bridge at 10:00AM A BBQ lunch will follow the meeting.
MEETING CLOSED:	There being no further business, the meeting was declared closed at 11:25AM A BBQ lunch was held after the meeting.

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