

BRISBANE VALLEY FLYER

JUNE - 2013



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



A class from the past - Bruce Clarke and his Sopwith Pup Replica.

See page 4 for more images of this great YWSG fly-in. (Photo by Richard Faint)

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A Life Changing Moment. (By Rob Knight)

School on a Friday was always a bore but that particular Friday was the worst ever. The sky outside was wall-to-wall blue with a gentle south-west wind pushing a couple of white puffs around. I was in year 11 at Whangarei Boys High Boarding School in NZ. Ian Butchart, my instructor at the Northland Districts Aero Club at Onerahi airfield, had told me to come out on the next fine day and maybe, just maybe, if I could get it all together, I could go solo.

I had arranged to call the Aero Club at the close of School and, if Ian and ZK-CEJ, the Piper PA22 108 Colt that I was flying, were both available, I would borrow a friend's push-bike to ride out to the airfield.

Joy of joys – Ian and CEJ were both available. Still in my school uniform, I grabbed my pillow from my bed, tucked it under my arm, and jogged around to collect the bike. The pillow was a visual aid to help me see better over the instrument panel and I tucked it onto the carrier on the bike before starting the 40 minute ride through the traffic to Onerahi Airfield.

Ian was waiting, drinking coffee when I arrived. He told me to do the pre-flight inspection and added that CEJ had just been refueled. I raced out onto the tarmac and clambered around the machine in a manner intended to impress any watchers with my obvious knowledge and proficiency. I also managed to check out the aeroplane or Ian would have commented as he was watching from the Club Office.

Grass vector 22 was in use. It was considered pretty rough and I hoped it would not count against me as Ian assessed my flying. I felt ready for solo. I believed that my judgment was good and I could recite word for word the complete eight page handling note booklet for the Colt, I could even do the weight and balance calculations. But a rough runway could make a difference for that first solo and it was something that I could not influence by study.

With Ian beside me, I recited the start-up check, set the throttle, and reached under the seat for the battery-ground tumbler switch. Ah – there it is – turn it on and press the starter. I checked the oil pressure was in the green and looked sideways at Ian. He nodded so I turned the radio on, checked the frequency, and picked up the mike. “Whangarei traffic, Charlie Echo Juliet is taxiing for vector 22, remaining in the circuit.” My voice sounded croaky and not at all like a confident pilot's should. I hoped that Ian hadn't noticed.

I taxied to the hold point, did the run-up and DVAs. I checked for traffic then looked at Ian. He nodded and I pulled the red handle to release the brakes. I added little power and lined up on the bald area where all the aircraft wheels touched. Another nod from Ian and I gently fed in full power.

Two more circuits and, as we bounded to a stop, Ian looked across at me and said, “It's time to do one on your own?” Not trusting myself to speak I used his trick and nodded back. It was really happening.

“OK, taxi over and drop me outside the Club, then go do a circuit. She will climb faster without me and will slow down a little quicker so watch your speed, especially on approach. Go around if you are not happy.” This was a major life-changing moment!

Now there's just me in the aircraft, the right seat is wide, vacant, yawning empty. I taxi out, dodging the soft patches. Ian is watching and he's given me the aeroplane on trust so I'd better justify his judgment.

I recite the DVAs again, checking the controls are full and free. A check for traffic – it's all clear - then I taxi onto vector 22 with nothing in my mind but eager anticipation. I line up and smoothly apply full power.

The rough ground hammers the undercarriage as I accelerate. Check speed - 60 MPH - I ease the oversized control-wheel back and skip gently a couple of times before everything smoothes out.

I watch the aircraft shadow fall away. This is beyond beautiful. In my head is the newly-released Seekers song, “I'll never find another you.” Now its opening lyrics have a special meaning just for me– “There's a new world somewhere, they call the Promised Land.....” this is my own Promised Land and it's everything it ever could be.

80 MPH is on the clock. I climb out over the harbour chasing our standard oval left-hand circuit pattern. I really am alone. The seat beside me is empty and I watch the Instructor's side control wheel jiggle as I wriggle the ailerons just for fun. I am completely engulfed in the indescribable joy that I am the sole occupant of the aeroplane. Look outside; the world is sharp and clear in the late afternoon sun. The harbour waters are blue,

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and smooth like a mirror. Dust from the cement works hangs like a cloud over Portland. Portland – it's time to start turning.

180 degrees later, the radio still silent, I roll level. I check that the mountain peaks at the harbour entrance, my down-wind reference point, lie ahead. Now the oil refinery at Marsden Point is clear ahead at 2 o'clock, its effluent flare burning brighter than daylight. I level off – 2400 RPM. I make a downwind call and do my down-wind checks.

Runway over my shoulder - throttle gently back and the engine falls silent, just its exhaust pops. Look-out and check it's clear. Start turning onto base. I've got 80 MPH, lower the nose and trim. That's funny, it's nose heavy. Ah – that's because I am lighter without Ian. A quick crank back on the trim and the wheel is pressure free. Ooh – watch it! I'm nearly across the centerline. Tighten the turn a little and roll out on finals.

There it is. I am lined up with the wheel tracks on 22. I hear Ian tell me to watch my speed. A quick check - the needle is steady on 80. I pass over the houses and the road. Now the runway is looming in the windscreen. Check the wind sock – the wind's OK. White wooden marker boards drift under my wings. I push the Carburettor-heat to 'off'. The descent looks good – not high, not low. A last speed check as I descend onto the flare point: just under 80, that's OK. There's the flare height. I raise my eyes to judge the float and I hold it with back movement of the control wheel. "Back, back, back," Ian talks to me, and the wheels touch. I am down. Keep the wheel back to keep the load off the nosewheel. Reach for the red handle and start braking a little. Not too much- the grass is wet and I don't want to slide. I slow down. I turn slowly off the vector, and I taxi back.

Ian stands outside the Club. "That looked pretty good. Are you happy?" No I wasn't happy – I was beyond ecstatic. I just wanted to do it again.

"Can I make another booking?" I ask.

Date 11 June, 1965. I am 16 years old and have 5 hours and 25 minutes total time in my logbook. Now I can add a 10 minute entry in the Pilot-in-Command column. My dream has come true - I CAN FLY.



Colt ZK-CEJ and me in 1966.



It's me, again, 47 years on, with our syndicated Lightwing GA-912 at Boonah.

How about sending me in the story of **YOUR** first solo. It was the day YOU proved to be a pilot.

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The Watts Bridge All-in-Fly-In on 25th May

Many people had waited in eager anticipation for this day and initially the weather gods let it be known that it would be fine. However, capricious as they are, at the last minute they threw up a nasty southerly just to let it be known that it is they who hold all the cards.

In the event, around 80 aircraft made it in and, provided no high altitude flight (not above 1600 ft) was attempted, it was quite flyable. (Photos below by Richard Faint.)



Dave Briffa's pristine Cessna 150M Texas Taildragger on the end of the line.



Bill Finlen and Fun Flight passengers.



The visiting North American T28 Trojan.



Another line-up of visiting aircraft.



Nieuport



Fly-in participants and visitors enjoying the sunshine and BVSAC.



Peter Biddle and Fun Flight passengers.



The 'homebuilt', semi-scale Grumman Panther being put through its paces.



A new meaning to the phrase, "being stalked". Trojan versus jeep.

Note that FunFlight is a non-profit volunteer organisation that offers children and teenagers touched by a life changing illness or other adversity, a day of aviation based entertainment, together with their families.

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Another type of "Bloke's Shed" (or what's happening in Bruce Clarke's hanger?)

The secret's out. Reliable sources advise that Bruce Clarke and Ron Dunn have recently started constructing two Airdromes Aeroplanes' 100% Replica Kits. Bruce has a Sopwith Camel and Ron's is a Nieuport.

Details of the kits can be found at <http://www.airdromeaeroplanes.com/sopwithcamel.html>
To date, the fuselage frames are well under way and Bruce can actually sit in the fuselage frame (see below).



Above: Bruce, sitting down on the job.
Behind is his already finished Sopwith Pup
featured on the front cover.

Below: Ron talking to Mal McKenzie (hat on). Mal has just finished test flying his delightful Best-Off Skyranger Swift featured in recent issues.



There will be more on these intrepid constructors as time goes by so watch this space.

Photography Days at Watts

I previously advised that I planned to hold a couple of camera/photography days for groups at the BVSAC Clubrooms. Whilst I had intended to have completed at least one day by this date, alas, changes of plan were forced upon me. Obviously, I have few talents as a clairvoyant.

The first photography day I can now confirm will be held on **Saturday June 15th**, commencing at 0900, and I have the following names registered to attend on this day.

Peter Freeman, Peter Davies, Richard Faint, Glenda Faint, and Mal McKenzie.

As I can take a maximum of 12 students on any one day there remain seven open places for this date.

The second photography day will be Saturday 13th July 2013 and the whole 12 places are available.

For either day just bring:

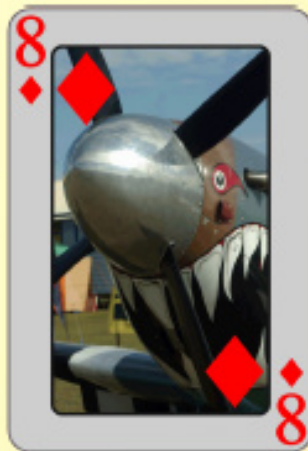
1. your digital camera, (with its user manual and a fully charged battery),
2. an empty memory card for the camera and,
3. If you use a laptop, bring that too with its power lead.

I will be covering basic lighting concepts, framing, focus, and composition, as well as the simple downloading of files from camera to computer plus emailing images. I also use Picasa3 as my primary image manipulation tool. Written by GOOGLE, it is FREE, small, and user friendly, so is an excellent programme for this type of photography. I will have copies of Picasa3 available if you don't have it on your laptop.

Please email or phone me to register a place for one of the remaining places on the first day, or any of the 12 places on the second day.

Contact me, Rob Knight, at kni.rob@bigpond.com, or call me on my mobile (see bottom of the front page).

B.V.S.A.C. FUN FLY POKER RUN 2013



THE EVENT

The Brisbane Valley Sport Aviation Club's Fun Fly Poker Run will be held on Saturday 6th July 2013.

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, Gatton 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

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 2013.

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

AIRFIELD LOCATIONS

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

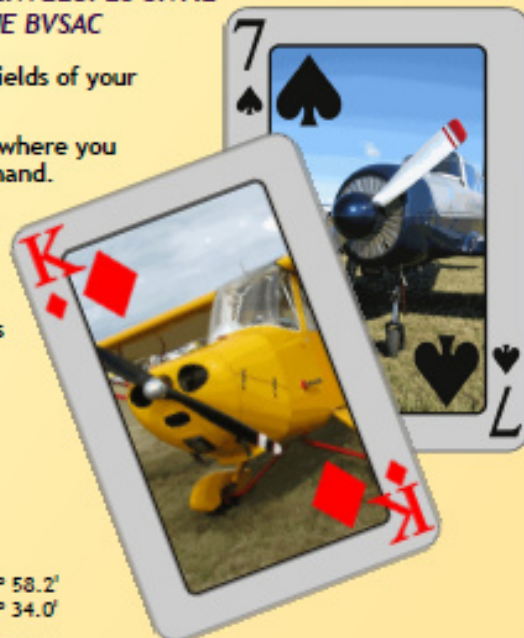
If you have any questions :
please contact :

Richard Faint

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Email: richard@auav.org



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FLY-INS Looming

Saturday June 08	Angelfield, Murgon, Burnett Flyers Breakfast Fly-In.
Saturday Jun 15	Temora, NSW , Aircraft Showcase.
	Dunwich / Stradbroke Island, QLD, Straddie Fly-In Breakfast.
Saturday July 6th	The BVSAC Fun Fly Poker Run ending at Watts Bridge
	The Australian Aerobatic Club (AAC) Christmas in July at Watts Bridge.

Photo Competition

This month's winner is.....



In cruise – on top in his new Swift.
Sent in by Mal McKenzie – Well done Mal.

P.S. I STILL need MORE photos for the next issue. I have run out. (Rob K.)

REMEMBER the Australian Aerobatic Club Christmas In July function will be held on July 6th at Watts Bridge. Check out the AAC website.



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Mystery Aircraft (June Issue)

This is an Australian aeroplane designed for ag and other STOL and station work.

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

Mystery Aircraft (May Issue)

This aircraft is the 65 hp, all-wooden constructed Millicer Air Tourer designed by Henry Millicer (standing against the wing). This is NOT a Victa or an AESL airtourer. These were all metal, had a minimum of 100 hp, a different nose section and a different nose wheel assembly.

Congratulations to **Bill Oates** for being first with the correct answer, and my commiserations to those who ALMOST got it.

Visit

<http://museumvictoria.com.au/collections/themes/3626/millicer-air-tourer-prototype-vh-fmm>



Joke for the Month

The photographer for a national magazine was assigned to get photos of a great forest fire. Smoke at the scene was too thick to get any good shots, so he frantically called his home office to hire a plane. "It will be waiting for you at the airport!" he was assured by his editor. As soon as he got to the small, rural airport, sure enough, a plane was warming up near the runway. He jumped in with his equipment and yelled, "Let's go! Let's go!" The pilot swung the plane into the wind and soon they were in the air. "Fly over the north side of the fire," said the photographer, "and make three or four low level passes." "Why?" asked the pilot. "Because I'm going to take pictures! I'm a photographer, and photographers take pictures!" said the photographer with great exasperation. After a long pause the pilot said, "You mean you're not the instructor?"

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?)

1. What causes 'P' Factor on take-off?
 - A. Propeller rotation causing differential loading on the main undercarriage.
 - B. The slipstream vortex striking the aeroplane's keel surface asymmetrically.
 - C. The down-going propeller blade providing more thrust than the up-going blade.
 - D. Propeller gyroscopic forces acting at rotation.

2. In a level turn at a constant angle of bank?
 - A. The airspeed of the outer wing is higher than the airspeed of the inner wing.
 - B. Out-of-turn aileron is necessary to prevent over-banking.
 - C. The aeroplane's minimum level flight speed will be higher than when not turning.
 - D. All the above are correct.

3. Considering lift on an aeroplane established in a steady climb flying in a straight line:
 - A. Lift = weight
 - B. Lift is less than weight.
 - C. The slipstream effect causes no yaw.
 - D. The stalling speed will be higher than in level flight.

4. Select the only correct statement from the selection immediately below:
 - A. In a level turn, lift is greater than aeroplane weight.
 - B. In a glide, lift = weight.
 - C. When flown at its best lift/drag ratio, an aeroplane will glide for the longest time.
 - D. To make an aeroplane turn, rudder must be constantly applied in the direction of turn.

5. A pilot fails to notice mud wasps have blocked the static vent on the aircraft during the pre-flight inspection. Which of the following reflects the most likely result in flight?
 - A. The ASI will not read accurately.
 - B. The VSI will not read accurately.
 - C. The altimeter will not read accurately.
 - D. All of the above are correct.

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

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 4th MAY 2013 GENERAL MEETING

- MEETING LOCATION:** Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE: 4th May 2013
MEETING OPENED: 10:15 AM
MEMBERS PRESENT: 15
APOLOGIES: Mike Smith, Priscilla Smith, Rob Knight, Ian Ratcliffe, Mary Clarke, Liz Cooke
VISITORS: Nil
NEW MEMBERS: JJ Gertenbach who attended the meeting.
- MINUTES:** April meeting of the BVSAC Inc.
Proposed: Glenda Faint Seconded: Wayne Petty Acceptance motion carried.
- PRESIDENT'S REPORT:** Neil thanked the Ratcliffe Bros. and other members who had continued work on the clubrooms throughout the month. Neil noted that membership continues to grow with 68 members at present.
- SECRETARY'S REPORT:** 1 new member – JJ Gertenbach. Nothing else of note to report.
- TREASURER'S REPORT:** Priscilla provided a financial statement advising the BVSAC Bank Account Balance is \$13,202.63 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 on the southern end of Taxiway 12/30 and the area around Gate 6.
- BUSINESS ARISING:** Nil
- GENERAL BUSINESS:**
- Bruce Clarke and Ron Dunn invited members to Bruce's Hangar to inspect the building progress of their Airdromes Aeroplane Sopwith Camel 100% Replica Kits.
 - Sandy Walker advised that drinks would be required for the All-In Fly-In. Neil Bowden, Wayne Petty and David Watson will coordinate the restocking of the club fridge.
 - Richard Faint encouraged members to assist with marshaling duties at the All-In Fly-In.
Ron Dunn and Peter Biddle to organize. Ron Dunn to speak with Rob Plackett regarding VHF radio guidance.
 - Wayne Petty is a registered builder and offered to help out as required around the airfield.
 - Peter Ratcliffe was authorized by show of hands to purchase screen doors for the clubrooms.
 - Rob Knight requires material for the BVSAC Flyer.
 - Rob Knight has floated the idea of conducting a photography course for the benefit of members. By show of hands 8-9 members expressed interest. Rob has said he will place a posting on the BVSAC Mailout system announcing the course.
 - Dave Watson announced that he has bought a Drifter which is currently located in Rockhampton, but will be ferried to SE Q'ld soon.
- NEXT MEETING:** 1st June 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 10:45AM
A BBQ lunch was held after the meeting.

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