

BRISBANE VALLEY FLYER



DECEMBER - 2013



**BRISBANE
VALLEY**



www.wattsbridge.com.au
www.bvsac.org.au

**SPORT
AVIATION
CLUB INC**

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



Yes, Gyrocopters do fly, and rather well, too! Another Watts Bridge adventure.

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Land the Damn Aeroplane.

Still culling its crop of pilots is the age old flier affliction of being unable to carry out a 180° turn when encountering flight hazards. Hazards appear in many guises – deteriorating weather, fading daylight, too much air in the fuel tanks – the list is long. However, ask any pilot before any flight and you'll get, "Of course, the hazards are obvious but I'm a sensible pilot, I'll turn back and/or land ASAP if there's a problem". So why is it pilots are so reluctant to turn back and/or land when there is a REAL need to?

I know one reason why - human conditioning – and I have experienced it first-hand. In my case it was the subtle but powerful pressure to keep on keeping on, coupled with a lack of definitive training in determining and positively acting on an emergency action that had only been depicted in the loosest of verbal instructions.

I was 17 and a new PPL when I encountered my weather emergency and admit that I failed the test miserably. Only good luck and benevolent fate prevented me from gaining immortality as a line on a fatal accident statistic. Looking back now the seat of my problem was two-fold, breaking with the habit of every flight I had ever made being successful, and making a conscious decision to carry out an action that was an emergency one. I didn't want to be in an emergency – I just wanted to keep doing what I was doing and see my destination peep over the horizon in half an hour as it always did. You see, all my previous emergencies were pretend and they always had good outcomes. I had been told lots about emergencies, and had been given a practiced a plan of action should the engine stop but it was still running sweetly. All the talk around the aero club by pilots that I considered far more experienced and capable than I had talked about bad weather but they hadn't turned back: they had soldiered on like real pilots and flown through it. Because they had got home, was I going to make myself a target for their caustic humour if I beat a retreat?

I was returning to Ardmore from Kaitaia (in New Zealand) in the early autumn when bands of afternoon CBs traverse the northern peninsular bringing intense and extensive storms. Time was in hand, several hours remained before the T5 (Victa Airtourer 150), ZK-CXS, was due back at the Auckland Aero Club. I was approaching the Dome Valley Hills, south of the sleepy country town of Warkworth.

I had idly watched a line of CBs developing ahead but only felt alarm when it extended beyond both the east and west coasts of the island. I had sat there, fat, dumb and happy, and cruised towards the malignant mass at a steady 125 KTAS, at 2500 feet AMSL. This was a seriously threatening storm wall and I continued with no contingency plans to reduce the potential gravity of the situation. Instead of prudently retreating to Warkworth or Dargaville airfields, or landing on one of the farm topdressing strips abounding the area, I flew on, ignoring common sense, listening instead to memories of other pilots reporting a valley through these hills, about 3 miles west of the main road south, and through which pilots could easily pass at 800 feet QNH.

I pushed the nose down and the speed built. The CSU took care of the RPM. I was nowhere near VNE but very close to the dark rolling edges of the CBs. Hey, this was great – I really had this sussed. No need for a woosey turn-back here!

I found the valley easily and it looked very inviting. Even though its steep sides disappeared into the clouds it beckoned like a tantalising temptress. Above, there was no sky, just a very sullen silvery-black cloud mass that glowered down. Without further thought I entered the valley at about 500 feet AGL, with cruise speed and cruise power of 2400 RPM and 24 inches manifold pressure.

All was sweet, hills were flashing past my wing tips, sheep scattering from the echoing engine noise. The valley narrowed and the hills closed in. It became too tight to turn around in and my commitment became total. Later I realised the revolver I had raised to my head had 5 of its six chambers loaded.

In the light rain, visibility was now quite reduced. Closing rapidly on a dark shape that loomed, a bend in the valley appeared. Bigger! I imagined that the valley was straight. I can't change anything now!

I hit the bend too low and far too fast. It was just wide enough for the aircraft to turn; I was right on the outside edge of my flying ability. Heavily banked I rounded the bend and rolled to wings level. The world exploded into noise and blackness as VFR went out the window and was replaced with IMC. There was no horizon, no flight visibility at all. The valley around me was filled with cloud, intense rain and hail from the CB above. I couldn't see them but the hill-sides were just a few hundred feet on either side.

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Firewalling the throttle, I eased the nose up. I had only about 5 hours of instrument training, all on the Victa 100, the little sister to this, but the panels held the same flight instruments - a turn and slip, altimeter, vertical speed indicator, and compass. I put the ball in the middle, kept the turn needle vertical, and held 105 knots. This was well above the normal climb speed but I had too much on my hands for finesse. My senses were pummelled with fear and noise, and the distractive torrent of water from the leaking canopy hatch seal above me.

So I remained for the eternity until it ceased, as suddenly as I had flown into it. Light appeared, then the horizon. The altimeter read 3700 feet and I was about 5 miles south of the hills. I restored cruise power. I have no idea what the actual RPM and manifold settings had been, they never featured on my priority list, but there seemed to be no ill effects. I could see ahead the skyscrapers of Auckland, and the headland of Musick Point, my VFR reporting point before entering the transit zone under the Auckland International Airport approach for Runway 23. Still in shock I lowered the nose again to descend to before entering the transit zone, but this time I really could see where I was going.

Back at the Aero Club no one asked me about my trip. I was really shaken up and I have no idea of what replies I might have given. There were no visible signs of the means of my acquired new knowledge save my totally drenched flight plan, whizz wheel, and AIP. However, I was still chilled with fright and furious with myself. Why did I even consider such an obvious trap?

That powerful lesson, indelibly infused in my memory, remains ever fresh. In a later life, working as an instructor I worked my students through extra turn-back exercises and unexpected off-airfield approaches in addition to the prescribed flight training exercises. I never wanted one of my protégés to be hesitant about appropriate bad weather decisions due to their lacking experience, or too mindful of what other useless moles might say afterwards. I taught that decisions made early are usually better decisions.

The big secret - with inclement weather, land the damn aeroplane! Just find a field and put the wheels in it whilst you still have situational control. Be alive to argue about it later.

Rob Knight
Happy flying

Super Legend Cub LSA Receives FAA Approval

Fans of Piper's revered Super Cub can now find a passing copy in the light-sport market, thanks to the recent FAA approval of the Super Legend Cub LSA, built by Texas-based American Legend Aircraft Company.

After suffering through six to seven weeks of delays due to the recent government shutdown, the company received the green light for the airplane last week. Powered by the 115 hp Lycoming O-233, the Super Legend Cub builds upon the company's Legend Cub by providing buyers an airplane with more fuel, more power and flaps.

Built largely for the Alaskan market, the LSA Super Legend has the same power-to-weight ratio as the original Piper Super Cub and can easily be outfitted with tundra tires, floats or skis. The Super Legend Cub goes for a starting price of \$146,800.

The company says it already has a handful of orders for the aircraft and is scheduled to begin deliveries in early December.



Charlie Xray Sierra at Ardmore, before her demise in a similar weather episode a few months later.



American Legend Aircraft Company Cub

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Germany Certifies First Electric Airplane, the eSpyder



The Yuneec eSpyder

The German government has given the nod to what appears to be the first certification of an all-electric airplane, the eSpyder. While the certification was completed in February of this year, the announcement was just recently made. The eSpyder is an ultralight design with a single-seat cockpit held up by a fuselage boom onto which the small electric motor and propeller are mounted right above the windshield.

A direct descendant of the single seat Pioneer Flight Star, the eSpyder was developed in China and will be produced by Yuneec International in Kunshana. Recently GreenWing International, a U.S.-based company, took over the marketing, sales and support for Yuneec's electric aeroplanes. The eSpyder design is expected to enter production this year. No one knows how long it will take before the design will be accepted under ASTM standards, but in the meantime the eSpyder will be available in the U.S. as an amateur built kit.

GreenWing claims that the batteries that power the eSpyder can be fully charged in less than two hours, providing the capability of one hour of flight with a 30-minute reserve. "It should be possible to use solar cells on the roof of a hangar to charge the battery between flights such that the plane can be flown daily without requiring energy from the power grid," said GreenWing's CEO Tian Yu.

GreenWing claims that the Yuneec engine produces very little noise — just 51 db. They also claim that the aeroplane allows a pilot to cruise at 1000 feet above the terrain and still hear what is going on down on the surface.

The stall speed of the eSpyder is given as 24 knots and its landing roll is just a few hundred feet, the company claims. According to some reports, the eSpyder will be priced at US\$39,500 and deliveries have already begun.

Check out these sites:

<http://www.youtube.com/watch?v=0BNPGnWQuGw>

http://www.youtube.com/watch?v=q1p_l3KeIII

http://www.youtube.com/watch?v=FaAdGHNbx_E

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Beware of the Weight Shift

You already know that it is important to do a weight and balance calculation prior to any flight to make sure you don't put too much weight in the airplane and that the centre of gravity is within the published limits. But you may not realize that you should do at least two weight and balance calculations.

As you burn off fuel during your flight the weight clearly is reduced. A reduction in weight is only going to bring you further under the max gross weight and is not going to affect the safety of your flight.

However, in some airplanes the centre of gravity may move outside the envelope as you burn off fuel. Some Bonanzas, for example, are tail heavy, which means you want to shift as much of the weight forward as possible when you load the airplane to stay within the forward and aft limits. But as you burn off fuel in flight, in the case of the Bonanza, the weight shifts aft. If the CG shifts beyond the aft limit, you could potentially get into trouble as pitch control becomes compromised.

So before you take off in your airplane with a load that you haven't previously calculated, do a weight and balance calculation for the weight at the time of the departure and a second calculation for the landing weight based on the estimated fuel burned during the flight. If you are below max gross weight for takeoff and within the CG range for both the takeoff and landing scenarios, you are guaranteed to be within the limits for the rest of the flight too.

Some Heavy Thoughts on Light

For years it has been believed that electric bulbs emitted light. However, recent information from Bell Labs has proven otherwise. Electric bulbs don't emit light, they suck dark. Thus they now call these bulbs dark suckers. The dark sucker theory, according to a Bell Labs spokesperson, proves the existence of dark, that dark has mass heavier than that of light and that dark is faster than light.

The basis of the dark sucker theory is that electric bulbs suck dark. Take for example, the dark suckers in the room where you are. There is less dark right next to them than there is elsewhere. The larger the dark sucker, the greater its capacity to suck dark. Dark suckers in a parking lot have a much greater capacity than the ones in this room. As with all things, dark suckers don't last forever. Once they are full of dark, they can no longer suck. This is proven by the black spot on a full dark sucker. A candle is a primitive dark sucker. A new candle has a white wick. You will notice that after the first use, the wick turns black, representing all the dark which has been sucked into it. If you hold a pencil next to the wick of an operating candle, the tip will turn black because it got in the path of the dark flowing into the candle. Unfortunately, these primitive dark suckers have a very limited range. There are also portable dark suckers. The bulbs in these can't handle all of the dark by themselves, and must be aided by a dark storage unit. When the dark storage unit is full, it must be either emptied or replaced before the portable dark sucker can operate again.

Dark has mass. When dark goes into a dark sucker, friction from this mass generates heat. Thus it is not wise to touch an operating dark sucker. Candles present a special problem, as the dark must travel in the solid wick instead of through glass. This generates a great amount of heat. Thus it can be very dangerous to touch an operating candle. Dark is also heavier than light. If you swim deeper and deeper, you notice it gets slowly darker and darker. When you reach a depth of approximately fifty feet, you are in total darkness. This is because the heavier dark sinks to the bottom of the lake and the lighter light floats to the top. The immense power of dark can be utilized to mans' advantage. We can collect the dark that has settled to the bottom of lakes and push it through turbines, which generate electricity and help push it to the ocean where dark may be safely stored. Prior to turbines, it was much more difficult to get dark from the rivers and lakes to the ocean. The Indians recognized this problem, and tried to solve it. When on a river in a canoe travelling in the same direction as the flow of the dark, they paddled slowly, so as not to stop the flow of dark, but when they travelled against the flow of dark, they paddled quickly so as to help push the dark along its way.

Finally, we must prove that dark is faster than light. If you were to stand in an illuminated room in front of a closed, dark closet, then slowly open the closet door, you would see the light slowly enter the closet, but since the dark is so fast, you would not be able to see the dark leave the closet.

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BVSAC meeting dates for 2014.

Note that these are also posted on the Watts Bridge Website at <http://www.wattsbridge.com.au/homebase/bvsac.php>

Please also note that there will be NO December Meeting 2013 which is being replaced by the Christmas Party on the 30th November.

1st February - Monthly Meeting

1st March - Monthly Meeting

5th April - Monthly Meeting

3rd May - Monthly Meeting

14th June - Monthly Meeting

5th July - Poker Run and Christmas in July (no monthly meeting)

2nd August - Monthly Meeting

6th September - Monthly Meeting

11th October - Monthly Meeting

1st November - Monthly Meeting

29th November - Christmas Party

Glenda Faint UPDATE

Glenda had more spinal surgery today (26/11) in an effort to get on top of the infection which she has developed. Back in the Greenslopes Private. Ward 41 Room 18. She'd love to see or hear from you. Mobile is 0412-317-753.

FLY-INS Looming

Dec 14	Murgon (Angelfield), QLD	Burnett Flyers Breakfast Fly-In
Dec 14	Sunshine Coast, QLD	Sunshine Coast Aero Club Xmas Fly Around
Dec 21	Dunwich / Stradbroke Island, QLD	Straddie Fly-in Breakfast
Dec 25	Everywhere (Santa's Visit)	http://www.youtube.com/watch?v=OZm0FekSWjQ

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FOR SALE

Sporty's Turns Your Smartphone into a Wind Meter



Sporty's Smartphone Wind Meter

In the age of the smartphone we've pretty much stopped asking, "What will they think of next?" because somebody is always thinking of something novel. Here's a fascinating new gadget from Sporty's that's as much a conversation starter as a handy tool for when you need to know what the wind's doing. It's a hemispherical cup anemometer that plugs into the headset jack of your smartphone for displaying real-time wind readings.

The smartphone anemometer works with all iPads and iPhones running iOS 6 or 7 as well as Samsung's Galaxy S2, S3 and S4 phones. Download the free app and you'll be able to display average, actual and maximum wind speeds in numerical value and graph form, and you can switch between readouts in meters per second, kilometres per hour, miles per hour, knots, or even the Beaufort wind force scale, which measures wind speeds from calm to hurricane force.

Sporty's says the wind meter itself is a one-piece moulded rotor with low-friction Teflon bearings that are designed for durability. We don't know what will happen if you stick it out the window in flight (Sporty's recommends against it), but somebody is bound to try it — once.

The wind meter sells for \$49.55 at www.sportys.com.

Enter the Pearly Gates

Three men die in a car accident Christmas Eve. They all find themselves at the pearly gates waiting to enter Heaven. On entering they must present something relating or associated with Christmas.

The first man searches his pocket, and finds some Mistletoe, so he is allowed in.

The second man presents a cracker, so he is also allowed in.

The third man pulls out a pair of stockings.

Confused at this last gesture, St. Peter asks, "How do these represent Christmas?"

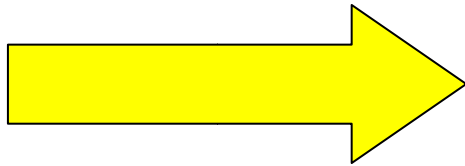
Answer... "They're Carol's."



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Mystery Aircraft (December Issue)

An example of this aircraft type arrived from the northern hemisphere, was re-engined and shipped to the UK.



Mystery Aircraft (November Issue)

The **Cessna Comet** was an early aircraft designed and built by Clyde Cessna (see image) in the United States in 1917. It was a conventionally configured wire-braced monoplane with a semi-enclosed cabin that seated one passenger in addition to the pilot. On 5 July 1917, Cessna used it to set a national airspeed record of 124.6 mph (200.5 km/h) and national distance record of 76 miles (122 km) flying from Blackwell, Oklahoma, to Wichita, Kansas. This example shows Clyde Cessna's first attempt at an enclosed cockpit

CONGRATULATIONS

To Ben Hogg in Auckland, New Zealand,
for providing the only correct answer
for this month.

Jokes for the Month

Quotes (or, "There's wisdom in the air):

1. If you were born on an airliner in the US in this decade and never got off you would encounter your first fatal accident when you were 2300 years of age and you would still have a 29% chance of being one of the survivors. [Les Lautman, Safety Manager Boeing Commercial Airplane Company.](#)
2. More than anything else, the sensation of flying is one of perfect peace mingled with an excitement that strains every nerve to the utmost (if you can conceive of such a combination) - [Wilbur Wright \(1867-1912\)](#)
3. There I was, in fog so thick I couldn't see the instruments. Only way I knew I was inverted was my flying medals were in my eyes. But I knew I was really in trouble when the tower called me and told me to climb and maintain field elevation". [Anonymous](#)

BirdsiPhotography

Want an air-to-air or ground shot of you and 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. Setting 1013.2 hPa on an altimeter subscale will cause the hands to read which of the following
 - A. Pressure Altitude.
 - B. Density altitude.
 - C. Absolute altitude.
 - D. Aerodrome altitude above sea level.
2. Which of the following instrument/s will suffer erroneous readings should the static vent become blocked in the descent?
 - A. Altimeter.
 - B. Airspeed indicator.
 - C. Vertical Speed Indicator.
 - D. All the above.
3. In which of the following circumstances is structural damage most likely:
 - A. Over-using the rudder when recovering from a fully developed stall.
 - B. Flying with the aircraft centre of gravity forward of the forward limit.
 - C. Applying in excess of 90° angle of bank.
 - D. Running into moderate turbulence flying close to the aircraft VNE.
4. Which of the following people is ultimately responsible for ensuring an aircraft is safe to fly
 - A. CASA airworthiness inspectors.
 - B. The CFI of the Operating Flying School.
 - C. The pilot in command.
 - D. The certificate of registration holder.
5. Whilst in a 45° bank to the right a pilot sees the skid ball is out to the right. This means which of the following?
 - A. The turn is normal.
 - B. The aircraft is skidding and needs right rudder to correct it.
 - C. The aircraft is slipping and needs left rudder to correct it.
 - D. None of the above.

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

If you have any problems with these questions, call me (in the evenings) and let's discuss it! Ed.

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE NOVEMBER 2013 GENERAL MEETING held 10/11/2013

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING OPENED:	10:10AM
MEMBERS PRESENT:	15
APOLOGIES:	Ken Hulse, Greg Robertson, Scott Hendry, Liz Cooke, Glenda Faint, Sandy Walker
Visitors	Nil
NEW MEMBERS:	Nil
MINUTES:	October 2013 meeting of the BVSAC Inc. Proposed: Mike Smith Seconded: Ian Ratcliffe Acceptance motion carried.
PRESIDENT'S REPORT:	No report
SECRETARY'S REPORT:	- Richard advised that the annual return has been sent to the Office of Fair Trading with updated details. - Letters were sent to members who had not renewed their membership for 2013/2014. - The meeting dates for 2014 will be posted to the WBMA Website in the near future.
TREASURER'S REPORT:	- Priscilla provided a financial statement advising the BVSAC Bank Account - Balance is \$16,945.85 and provided a summary of the major income and expenditure items.
WBMA REPORT:	Peter Freeman advised that a septic tank is to be installed to collect waste from QVAG, BVSAC, AAC-QC and TB1 prior to be pumped to the WBMA sewerage treatment system. This should solve the problems caused by the introduction of non-suitable products to the sewerage system.
BUSINESS ARISING:	Nil
GENERAL BUSINESS:	- The date for the BVSAC Christmas Party was discussed and decided as 30 th November 2013 with a starting time of 10:00AM. Caroline Bowden to organize. Richard Faint to do poster. - Ian Ratcliffe reported that the vertical blinds and security doors for the clubrooms have been measured and will be installed in the next 14 days. - Richard Faint gave an update on Glenda's recovery. - Mike Smith was granted permission to purchase a vacuum cleaner and ladder with an \$800 ceiling. - There will be no December 2013 meeting due to the Christmas Party in November.
NEXT MEETING:	- The BVSAC Christmas Party will be 30 th November 2013 in the BVSAC Clubrooms Watts Bridge at 10:00AM. - The first meeting in the New Year will be the 01 st February 2014 at 10:00AM A BBQ lunch will be held after 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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