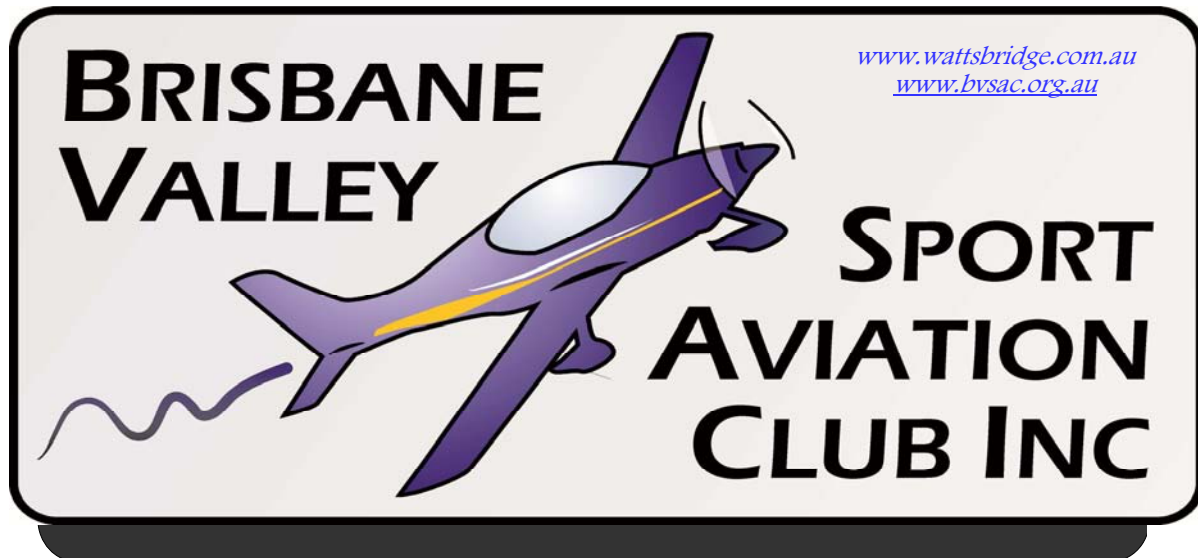


BRISBANE VALLEY FLYER

SEPTEMBER - 2014



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



Looks a bit like a certain 95.10 Colby that featured recently but it's not. See this story on page 7.

Neil Bowden (President) 07 3200 3821
Priscilla Smith (Treasurer) 07 3206 3548

Richard Faint (Secretary) 0412 317 754
Rob Knight (Editor) 0400 89 3632

- Brisbane Valley Flyer -

The G20 meets the Recreational Pilot

*(Applicable to pilots around western and north-western localities outlying the Brisbane area
i.e. the Boonah, Clifton, Gatton, Coominya, and Watts Bridge areas).*

The international 'Group of Twenty' (G20) conference being hosted by the Australian Government is scheduled to take place from 15th – 16th of November 2014. The security provisions deemed necessary by the Australian authorities to ensure the safety of the attendees include various modifications to the 'normal' airspace around the Brisbane area. These provisions also involve increased activity in the Brisbane area by the Australian Defence Force and the Queensland Police Air Wing.

The details contained herein have been gleaned from AIP Supplement (SUP) H62/14. Any questions relating to the provisions and requirements contained in this SUP can be found on the RAA website, telephoning 1300-306-630 (not from mobile) or email for details to AIM.Editorial@airservicesaustralia.com.

The purpose of this assessment is to provide a simple, practical, and easy to understand document relating to the ability to operate a recreational aeroplane within a 90 nm radius of Brisbane

In essence, for the security authorities to identify and to maintain an intimate knowledge of the position and intentions of all traffic that might pose a threat to the security of the G20, extra airspace provisions have been imposed in the Brisbane area. The airspace modifications begin with the suspension in law of the normally provided operating provisions provided in the ERSA and the replacement of them with the establishment of Temporary Restricted Areas (TRAs) and two Air Defence Identification Zone (ADIZ). These new airspace provisions affect airspace within a 90 nm boundary of BN VOR.

In a nutshell, what does an RA pilot have to know and/or do to fly a Recreational aircraft in the depicted area during the period of the G20 i.e. 11th - 18th November 2014?

This depends on the location at which you wish to fly. The majority of the airspace that is restrictive to RA aircraft is around Brisbane's CBD but as this is, as normal, controlled airspace, it is out of bounds to RA aircraft anyway. The restrictive airspace in this respect is the two inner TRAs, R900AB and R900C. Extending further out from BN VOR is TRA 900D aka Brisbane Outer. This new, temporary airspace extends vertically from the surface to FL180 (approximately 18,000 ft) and laterally, 30 nm from BN VOR, to just west of Willowbank, almost to Rosewood, and to the edge of Lowood. To the north it approaches the south-eastern edge of the Somerset Dam and actually includes the Glass House Mountains. See following image of R900D BN Outer.

To fly in any available Class G airspace inside the designated boundaries of Restricted Area R900D, as an RA pilot you will need:

1. To carry a transponder and activate same on a discrete frequency as instructed by ATC,
2. To remain in such available designated Class G airspace,
3. To fly ONLY on a lodged flight plan,
4. To make contact with ATC PRIOR to entering R900D, and
5. To not change your track from that in the flight plan unless ATC has been advised of your track amendment **AND** the track amendment has been acknowledged by ATC.

Note that ADIZ ALPHA, a new Air Defence Identification Zone, also encompasses the same lateral limits as TRA R900D. However, the ADIZ only extends to 8500 feet and not to the full upper limit of R900D.

For a pilot to enter R900D they must also enter the ADIZ. In view of this, in addition to the requirements above, special and particular operational requirements relating to the ADIZ apply unless exempted (see overleaf). These detailed requirements are listed in ERSA EMERG 5.4. For you as an RA pilot they include the need for you to:

1. Lodge a flight plan covering your entire flight within the ADIZ AT LEAST 60 MINUTES BEFORE YOUR INTENDED FLIGHT,
2. Report your position to ATS at every VFR reporting point or other reporting point as applicable,
3. Maintain a continuous listening watch on the appropriate COM frequency or as directed whilst within the ADIZ,

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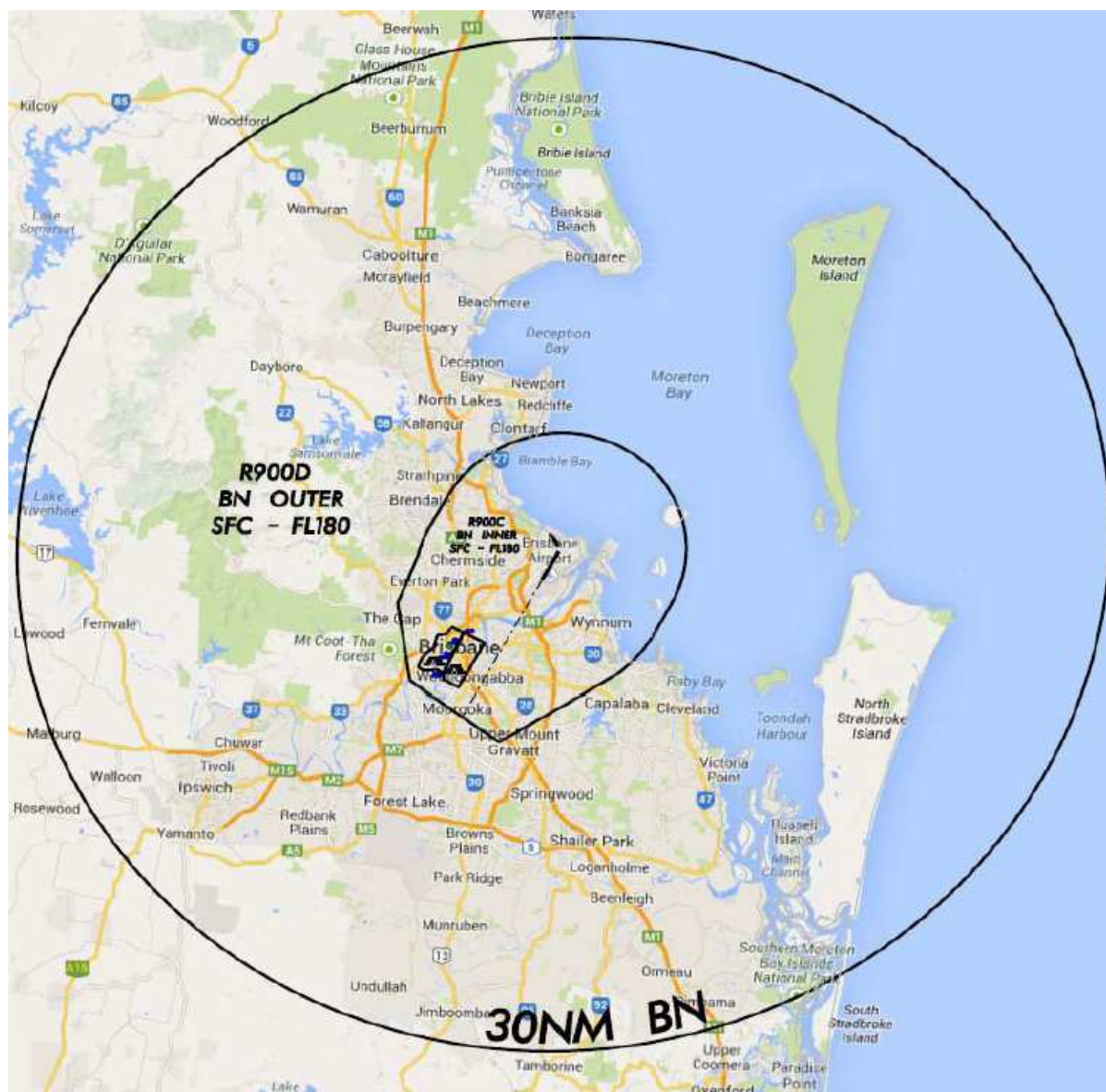
4. Not deviate from your planned track unless the appropriate ATS has been advised of your track amendment the track amendment has been acknowledged by that ATS.
5. Activate your transponder within 100 nm of the ADIZ and at all times within the ADIZ.

For RA pilots, the pertinent exemptions to compliance with the requirements listed above are:

1. Flights that originate within the ADIZ and maintain a steady outbound track, and
2. Flights that remain within 10 nm of their departure aerodrome.

As the airfields listed at the introduction to this treatise are all located outside TRA R900D and ADIZ ALPHA, the greatest significance of R900D and ADIZ ALPHA lie in their being an area to remain clear of, unless careful pre-flight planning is done to ensure that a clash with authorities is not a predestined outcome.

Look carefully at the image below, you cross the R900D boundaries at your peril unless you meet in full ALL its restriction requirements to both that TRA AND ADIZ ALPHA.



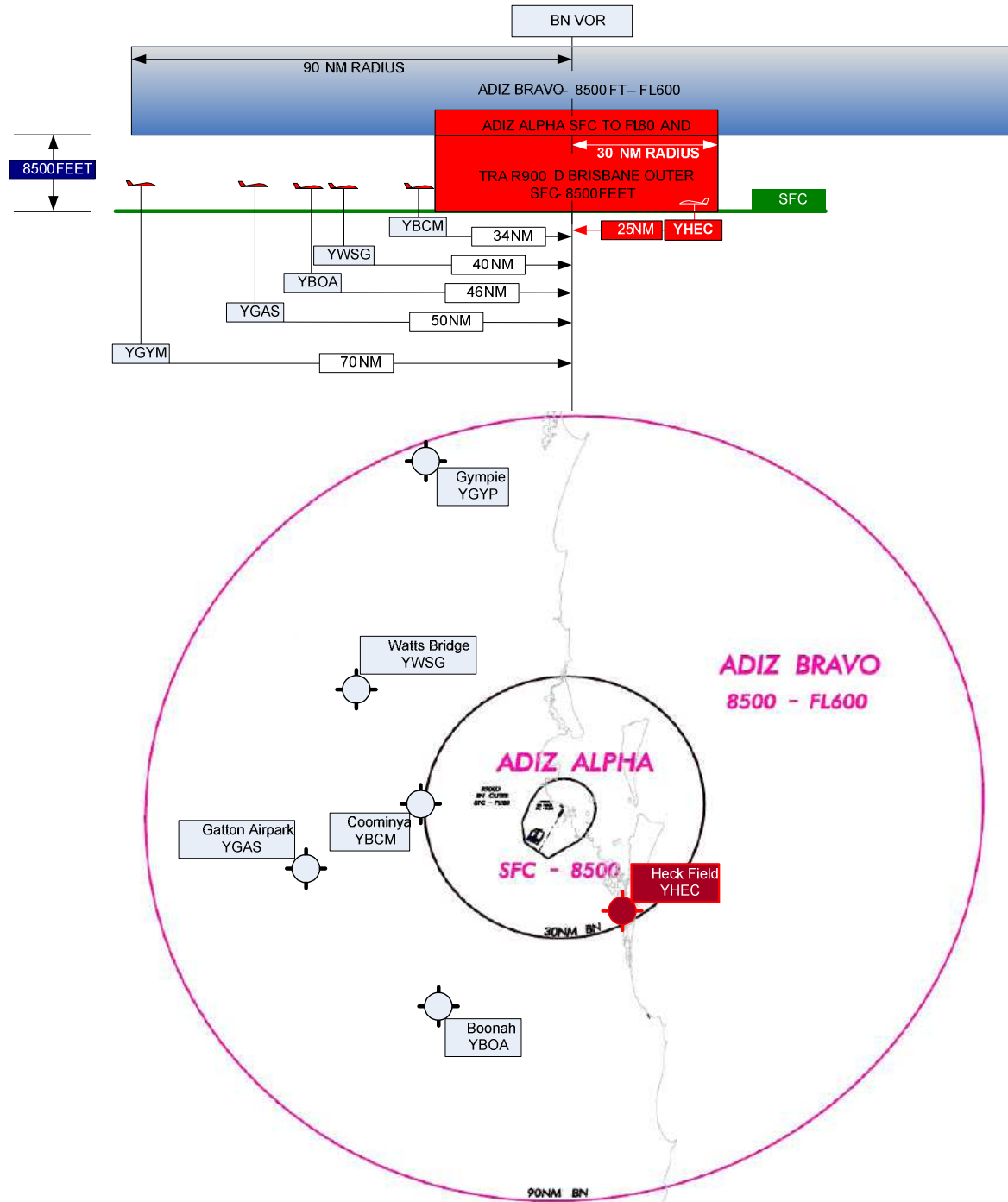
R900D BN OUTER

ADIZ BRAVO, the most extensive airspace change, extends 90 nm from BN VOR and from 8500 feet to FL600 (approx 60,000 feet). To operate inside ADIZ BRAVO, the same restrictions and conditions apply as posted for ADIZ ALPHA. However, as the lower limit of ADIZ BRAVO is 8500 feet, RA and GA pilots have the unrestricted, Class G airspace extending from the SFC to 8500 feet AMSL to play in.

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WARNING. In either ADIZ ALPHA or BRAVO, unidentified aircraft not complying with procedures required by SUP H62/14 may be subject to inspection by military aircraft. Also note that aircraft operating below ADIZ BRAVO and assessed as being likely to enter either ADIZ ALPHA or ADIZ BRAVO, may be subject to communication checks and visual inspection by military aircraft to determine their identity.

(That I would like to see – a Drifter leading an F18 in close formation.)



ADIZ ALPHA & ADIZ BRAVO

Obviously there will not be much fun flying in the TRA or ADIZ designated airspace and I can't imagine why an RA pilot would want to under these requirements. Take care out there and think before you fly. Don't give the RAAF pilots practice in slow formation flight.

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So, to summarise, if you want to fly your RA aircraft around the airfields listed above over the G20 period, just ensure that you keep out of the restricted TRAs and the ADIZ areas. If you are based elsewhere, within the TRAs or the ADIZ areas, such as Heck Field, perhaps, contact your local CFI and/or the authority as listed below. That way you will be sure to have the most up-to-date local requirements to comply with.

If you fly from elsewhere and do intent to cross the boundaries into such new airspaces as contain Class G within, apply the suggestions above and do some homework. Also, as this situation may see procedural changes as time progresses, check the SUP H62/14 before you fly to ensure that you don't get caught by changing requirements. The SUP is available on the RA-Aus website and details can be obtained by telephone by calling 1300-306-630 (no mobiles please) or by emailing Airservices Australia at the following address: to AIM.Editorial@airservicesaustralia.com.

If you do intend to fly in any of the areas that are affected by the G20 changes, I suggest that a telephone call to the number provided will see you talking to helpful people who just want to avoid dramas.

Glossary of terms

ADIZ	Air Defence Identification Zone
AIP	Aeronautical Information Publication
ATC	Air Traffic Control
ATS	Air Traffic Services
Restricted Area	Airspace within which the flight of aircraft is restricted in accordance with specified conditions.
SUP	Supplement
TRA	Temporary Restricted Area

Happy flying.

----- ooOOoo -----

It STILL Happens! WHY?

Pilot Killed in Propeller Accident

A 41-year-old pilot was recently after being struck by the moving propeller of his 1974 Piper Cherokee. The accident took place around Gillespie Field in El Cajon, California, just outside of San Diego.

According to officials, the pilot, who has been identified as Gordon Woodard of Lakeside, California, and one passenger were taxing out of a hangar in the Cherokee when the engine stopped running. Woodard reportedly got out and attempted to hand prop the airplane when the propeller started to move and struck him in the head. Woodard was transported to a local hospital, where he later died from his injuries.

The accident comes less than two months after the **high profile propeller accident** involving 23-year-old model and fashion blogger Lauren Scruggs. Scruggs had just returned from a night flight over Dallas in an Aviat Husky when she exited the aircraft and was struck by the propeller on the left side of her body.

She sustained serious injuries, including the loss of her left hand and eye, and has since been undergoing rehabilitation. NTSB investigators say the pilot of the Husky, who is reportedly a family friend of Scruggs', **left the propeller running** with the intention of changing passengers at the time of the accident.

Another individual, 67-year-old Alistair Mathie, was recently killed in the United Kingdom after exiting a Piper Cub and walking into its moving propeller.

SHUT YOUR ENGINE DOWN BEFORE EXITING YOUR AEROPLANE

Important Notice

Speed Limits at Watts Bridge.

The Watts Bridge Memorial Airfield (WBMA) Board of Management (BOM) wishes to remind all members and visitors to Watts Bridge of the 20kph speed limit on all roads on the airfield. This limit is well signposted with signs on the front gate and along the roads. There is a legal obligation on everybody to observe this limit, the same as on any public road.

There are a number of reasons for this limit;

Safety—this obviously needs no explanation. Please remember there are often people walking along the roads, some of them children.

Road damage – excessive speed damages the roads and this costs money to fix. The more time and money spent on repairing roads the less there is to do other things on the field.

Dust – speeding creates dust and dust has a number of impacts. It gets into the hangers, into the water tanks and into our aircraft. This dust also has potential to cause health issues. Apart from this it is just plain unpleasant.



The WBMA BOM has an obligation to take all reasonable steps to look after the health and wellbeing of members and visitors and as such all drivers are asked to comply with the speed limits. No one is special, we are all the same and the road signs apply to all of us. We all forget at times, so if you see somebody obviously speeding a quiet word with them maybe all that is required to remind them of the limits.

Please slow down, think, and drive neighbourly.

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FLY-INS Looming

06 Sep 2014	Warwick	Wings Over Warwick
	Gympie	Gympie monthly brekkie fly-in
13 Sep 2014	Murgon (Angelfield)	Angelfield brekkie fly-in.
	Goondiwindi	Fly-in
19 Sep 2014	Sunshine Coast (YBSU)	BBQ & overnight fly-in
20 Sep 2014	Dunwich	Brekkie and fly-in
04 Oct 2014	Mount Archer	Wings of Life - Fly-in/Drive-in airshow

DAR Solo 120: the NEW German ultralight weighing in at just 120 kg empty

DAR Solo 120 is a single seat, single engine ultra light aeroplane designed to cover German "120 kg" class and US FAR 103 rules. In June 2014 the plane was granted certification under the German "120 kg" class regulations.



The aircraft uses mixed construction with aluminium wings and composite airframe, these new technologies resulting in a remarkable aircraft of extra low weight but retaining good in-flight performance.

For the first time Sheet Management software has been used in a new approach to design and production of sheet parts and components developed by Aeroplanes DAR. Assembling elements, like wings and tail surfaces, is designed to be simplicity itself.

Another innovation is the introduction of composite parts in the DAR Solo 120. All parts made of carbon or fibreglass are moulded under vacuum in a strictly controlled temperature environment. The composite technology allows integrating different parts in one single unit such as the central beam and the vertical stabilizer which have been combined into one single unit and the main landing gear as a simple flexible fibreglass beam.

From the outset the Solo 120 has been designed to be sold as a kit. That's why the wings, struts, pod, undercarriage, engine, and tail assemblies have been specifically tailored to be easily handled by customers and can be simply assembled in a regular workshop. In fact, the customer receives all the important parts ready for final assembly. These important special features are to ensure the kit will be easy to set up and quickly assembled.

The design power plant is the Göbler-Hirthmotoren's F-33. The Hirth F-33 is rated at 28 hp, is a single cylinder, two stroke, carburetted aircraft engine designed for use on ultralight aircraft. It is noted for its extremely light base weight of 35 lb (16 kg).

See the website for details PLUS the introduction of a 2 seat version <<http://aeroplanesdar.com/>>

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Mystery Aircraft (September Issue)

What's this?



Mystery Aircraft (August Issue)

The mystery aircraft in the August 2014 Issue was a Funk F2B-85C built by the Funk Aircraft Company of Coffeyville, Kansas in 1947.

CONGRATULATIONS

Connal Martin

Your good research that has given you the identity of the August mystery aircraft

Jokes for the Month

Basic Flying Rules:

1. Planes fly best when the pointiest bit keeps pointing forward.
2. Stalling an aeroplane isn't dangerous – crashing is what is dangerous.
3. Pilot's are NEVER lost – merely temporarily unsure of their position.
4. Your aeroplane might fly a little over gross weight but it sure won't fly successfully underfuelled.

An emergency landing

According to "The Australian," an airliner recently encountered severe vibration in flight. The captain decided to make an emergency landing, and switched on the seat belt sign. The vibration stopped immediately.

A passenger emerged from a lavatory and explained that he had been jogging in place inside.

BirdsiPhotography

Want an air-to-air or ground-to-air 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. When an aircraft is in equilibrium there will be:
 - A. No longer any forces acting on it.
 - B. No need to adjust trim.
 - C. No acceleration or deceleration acting on the aeroplane.
 - D. A situation where thrust must equal drag and lift must equal weight.
2. A pilot sets a heading of 008°M. AT 24 nm run he pinpoints his position as 3 nm to starboard of track. If 70 nm are left to run to his destination, what is the new heading to apply to regain track at the destination?
 - A. 008°.
 - B. 015°.
 - C. 001°.
 - D. 358°.
3. An aeroplane is flown at an IAS of 80 knots at 500 feet AMSL. The same aircraft is then flown at an IAS of 80 knots at 8500 feet. The angle of attack required to maintain level flight would be:
 - A. The same.
 - B. Less because drag at 8500 feet will have reduced with the reducing air density.
 - C. Greater because of the reduced air density at 8500 feet
 - D. It could be greater or less depending on the ambient pressure lapse rate.
4. The effect of a headwind on an aeroplane in flight will cause:
 - A. The decreased ground speed to reduce the lift/drag ratio.
 - B. The maximum range to decrease and the maximum endurance to increase.
 - C. A decreased groundspeed requiring a corresponding increase in angle of attack to maintain height.
 - D. A decrease in maximum range but cause no change to maximum endurance.
5. Fuses and circuit breakers protect electrical circuits from which of the following?
 - A. Too many volts.
 - B. Too many amps.
 - C. Too many ohms.
 - D. Too many watts.
6. Which of the following batteries has the greatest capacity?
 - A. 12 volt.
 - B. 24 volt.
 - C. 40 amp hours.
 - D. 12 cell, lead acid.

ANSWERS: 1. C, 2. D, 3. A, 4. D, 5. B, 6. C.

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 02.08.2014 GENERAL MEETING

- MEETING LOCATION:** Bridge Memorial Airfield – BVSAC Clubrooms
- MEETING DATE:** 2nd August 2014
- MEETING OPENED:** 10:21AM
- MEMBERS PRESENT:** 16
- APOLOGIES:** Mal McKenzie, Liz Cook
- VISITORS:** Nil
- NEW MEMBERS:** Nil
- MINUTES:** 2014 meeting of the BVSAC Inc.
Proposed: Ken Hulse Seconded: Mike Smith Acceptance motion carried.
- PRESIDENT'S REPORT:** Neil thanked all members who helped make the Fun Fly Poker Run a great success. He also moved a vote of thanks to Scott Hendry for donating a television to the clubrooms and a vote of thanks to Wayne Petty for all the help he has given the club in recent times. Neil spoke about the upcoming AGM to be held in October and encouraged members to consider taking a role in the leadership of the club.
- SECRETARY'S REPORT:** Richard commented on the incoming and outgoing BVSAC correspondence including: Promotion of the Fun Fly Poker Run and the Kilcoy Fly In,
- Assisting members with enquires regarding the use of the email distribution system,
 - Advising members regarding the membership requirements for Watts Bridge,
 - Distribution of the club newsletter,
 - Working with WBMA regarding mowing assistance and the mowing guidelines.
- TREASURER'S REPORT:** Priscilla provided a financial statement summary and advised that the BVSAC INC account balance is \$531.98 and that the BVSAC NAB account balance is \$3789.74. Priscilla tabled financial documents for those members requiring additional details.
- WBMA REPORT:** WBMA President Bruce Clarke commented on the favourable feedback he has received about the condition of the airfield and thanked all the volunteers who contribute. Bruce spoke about the upcoming "Gathering of Eagles" fly in stating that this was to be a public event and fund raising opportunity by way of a donation at the entrance gate. BVSAC WBMA Councillor Richard Faint called for volunteers to assist with the running of the Gathering of Eagles. He also brought to the membership's attention the WBMA request that the homebase groups assist with the maintenance of the homebase and camping areas. Both items were marked for discussion in general business.
- BUSINESS ARISING:** Nil
- GENERAL BUSINESS:**
- A call for volunteers to assist with marshalling at the Gathering of Eagles was made. Peter Ratcliffe, Ian Ratcliffe, Ken Hulse, Neil Bowden and Richard Faint offered to help. The WBMA Safety Officer Ron Dunn to co-ordinate.
 - A call for volunteers to assist with the mowing of the homebase & camping areas was made. For those wishing to use the WBMA Kubota Tractor an induction course will be required. Ken Hulse, Wayne Petty, Max Bain, Peter Ratcliffe and Mike Smith offered to help.
 - Bill Oates reported that the Murgon Flying Club monthly breakfasts are well worth attending and commented favourably on the impressive setup at Murgon.
 - Wayne Petty commented favourably on the Kilcoy Fly In Brunch.

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(GEN BUS CONT)

- Rob Knight's newsletter quiz topics were worked through with the correct answer for most topics being found. Mike Smith to chat with Rob for guidance on one particularly tricky question.
- Wayne Petty offered to purchase Coke, Diet Coke and bottled water to sell at the GoE.

NEXT MEETING

The next meeting will be 06.09.2014 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 11:05AM. Before and after the meeting the new concrete hangar floor was given 2 coats of sealant.

A BBQ lunch was held after the meeting.

--ooOOoo--

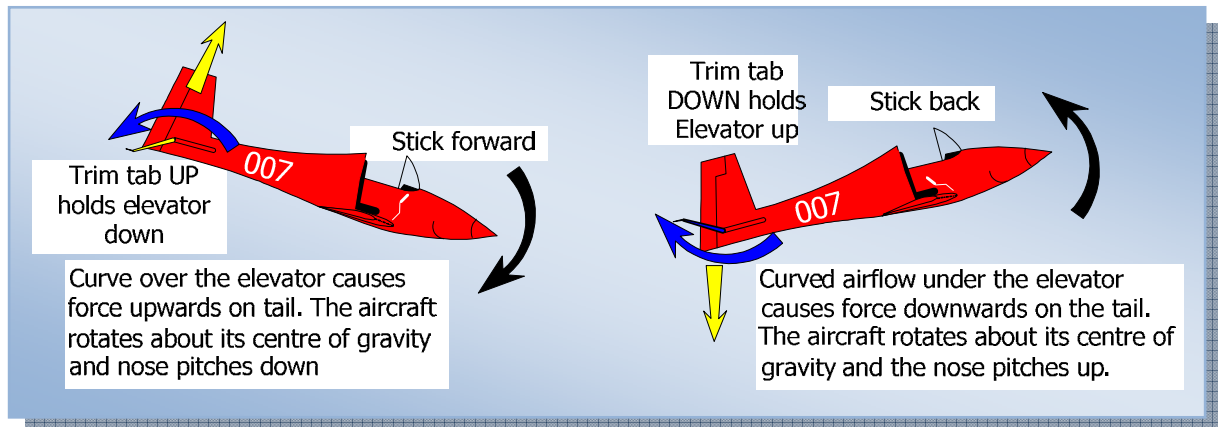
ERRATA

The sample answer for question 2 in the August newsletter quiz was incorrect.

The correct multi-choice option to answer this question was option B – Cause a nose pitch DOWN.

See the sketch below for details.

My apologies for any confusion caused.



For Sale

- Icom IC-A5 with 240V charger.
- Icom HM-119 Microphone / Speaker
- Lowrance AirMap 2000 (bought with great expectations) never used in anger, all of the extras, including yoke attachments, external GPS antenna.
- Flying Knee pad **(SOLD)**
- Jepperson CR-3 Navigation Slide Rule (prayer wheel) (with instructions)
- Other bits like fuel tester etc.

A fair price is negotiable. Email me for details or offers.

Roger Kelly at <mail@activeaudio.com.au>

- 1 X Aircom pilot's headset. \$150.00
- 1 X digital Rev Counter (Tachometer) \$35.00

Contact Rob Knight 0400 89 3632 or email me at kni.rob@bigpond.com



I see the Captain's wife has been rostering the Stewardesses again!

--ooOoo--