

BRISBANE VALLEY FLYER

DECEMBER-FEBRUARY - 2015

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Mooney NEWS - Launches Diesel-Powered M10 Two Seater

Reproduced from an article by Pia Bergqvist

After weeks of rumours surrounding a possible new aeroplane design from Mooney, the recently resurrected legacy aeroplane manufacturer announced at Airshow China 2014 in Zhuhai that it is developing a line of two-seat aeroplanes named the M10 series.

The new series will start out with the M10T and M10J models, both powered by Continental. Both will also feature the same sleek composite fuselage design with the trademark forward canted vertical stabilizer that is the Mooney hallmark.

The M10T is intended to target the global training market, both in the west and in China. It will have fixed gear and a 135 hp Continental CD-135 engine. The M10J will be the top of the line of the series with retractable gear, a 155 hp CD-155 engine, and greater creature comforts than its sibling. Both the M10T and the M10J are of composite construction. If this new type from Mooney can live up to the targeted 170 knot cruise speed and 1,000 nm range that it has set for the M10J, this aeroplane could be a game changer.



1969 Mooney M10 Cadet



2014 Mooney M10T



2014 Mooney M10j instrument panel



The M10 series will be marketed globally, with an emphasis on the Chinese training market. Mooney management has politely declined to provide pricing details, saying only that the models will be "competitive." The Kerrville, Texas, company, which was bought earlier this year by Chinese investors, did not announce where the M10T and M10J will be built.

The M10 name recalls the original M10 Cadet of the 1960s and 1970s, and is a direct follow on to the M20 series, which has spanned more than half the alphabet with various sizes and power plants. The M20TN Acclaim Type S is the fastest single-engine aeroplane currently in production.



2014 Mooney M10J

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Sporty's Formally Launches 172LITE Trainer

By Stephen Pope / Published: Jan 29, 2015

From the moment Sporty's revealed details of a barebones refurbished Cessna 172 trainer at Sporty's Academy in Batavia, Ohio, renting for \$99 an hour including fuel, owners of other flight schools around the country took notice. In calls and emails they all had the same questions: Do you plan to sell similar refurbished aeroplanes and, if so, what's the price?



Sporty's 172LITE

As a result of the strong market interest, Sporty's has formally launched the 172LITE trainer, which it is offering to flight schools and flying clubs for a fraction of the cost of a new Cessna Skyhawk. The first 172LITE trainer is in the paint shop now and will be available next month for \$132,900, the company says.

"After December's announcement of the 172LITE, my inbox and voicemail were flooded with inquiries from flight schools and flying clubs throughout the country," said

Sporty's Charlie Masters. "There is industry-wide demand for a basic, affordable aeroplane for the training and rental market for which the 172LITE hits the spot."

The 172LITE begins life as a used Cessna 172. The airframe is inspected by Sporty's mechanics and a refurbishment plan is developed including:

- * Engine overhaul by Signature Engines
- * Prop inspected and overhauled if needed
- * Windows inspected and replaced as needed
- * Rear seats removed
- * New upholstery for front seats and sidewalls
- * Plastic trim and headliner repaired or replaced
- * New vinyl floor covering
- * New metal instrument panel custom fit to the airframe
- * New electrical switches and circuit breakers
- * Wiring inspected and replaced as required
- * Each aircraft outfitted with an intercom, basic comm radio and Mode C transponder
- * Instruments tested and replaced as needed
- * Landing, taxi and position lights replaced with modern LEDs
- * Controls and cables inspected and replaced as needed
- * Lastly, the aircraft is painted and undergoes another thorough inspection

The result, says Sporty's, is an aeroplane with a like-new appearance and all the instruments needed for initial training. The basic panel can be customized to accommodate optional avionics that customers may want, with the work performed by Cincinnati Avionics, Sporty's avionics shop. Pricing for the 172LITE will vary depending on the condition of the donor aeroplane, which buyers can supply or not.

Happy Flying

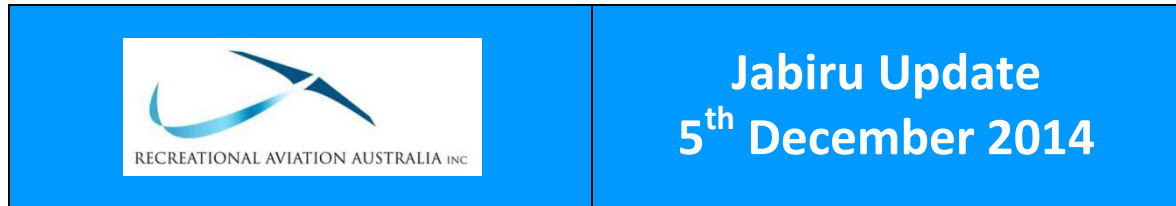


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FLY-INS Looming

Feb 14	Murgon, QLD	Angelfield Brekkie Fly-in, Murgon
Apr 25	Murgon, QLD	Angelfield Brekkie Fly-in, Murgon
Mar 17	Clifton, QLD	Annual Fly-in

The Continuing Saga of Jabiru Vs CASA/RA-AUS



Recreational Aviation Australia has been liaising with both Jabiru and CASA and maintains a close interest in the events as they unfold. Most recently we reinforced our view that Jabiru reliability could be improved while still maintaining the opinion that the proposed restrictions were heavy handed.

In discussions with CASA we have received a commitment that the regulator will seek the opinions of Recreational Aviation Australia on any future restrictions and we look forward to working with them to protect our members interests.

We will communicate any developments to members as they come to hand.

Government response to ASRR

The Government has recently responded to the recommendations made by the Australian Aviation Safety Regulation Review. These recommendations were published in mid 2014 in the report colloquially known as the Forsyth Report. The response can be viewed here:

<http://www.infrastructure.gov.au/aviation/asrr/files/ASRR-Government-Response.pdf>

Recreational Aviation Australia welcomes the Government's response and is supportive of the views expressed. We congratulate the Minister, The Hon Warren Truss, and welcome the commitment to acting on the findings of the report.

Recreational Aviation Australia does, however, have reservations with respect to some of the comments made in the response. We note in particular the reference to a "rationalised registration program".

Over the years the Government system has created friction in the industry and industry has responded through innovation. It is this innovation that has resulted in self-administering organisations being formed to address the deficiencies in the publicly administered system. These systems have resulted in Recreational Aviation Australia growing to almost 10,000 members and around 3,500 aircraft. Furthermore, this is done on a budget of approximately \$2.5m in comparison to the CASA budget which is in excess of \$180m.

We are concerned that this rationalisation of registrations may impact on the financial investments made by self-administering bodies and harm the advancements they have made with respect to safety in the sector. We welcome consultation from CASA in this area and look forward to further positive innovation in the sector.

If you wish to contact RA Australia, use the contact details as supplied on the RA- Australia website.

(END)

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This missive from Jabiru (dated 06/01/2015)

Hello Jabiru Fleet,

Firstly, Happy New Year!! Jabiru has started 2015, its 27th year with a positive and constructive approach. We are focussing our efforts on improvements, education and training programs and communicating with our fleet. The focus at this point in time is, of course the outcomes of CASA's recent actions.

CASA has issued Instrument Number CASA 292/14 which can be viewed on their website at the following links:- http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_102353 and <http://www.comlaw.gov.au/Details/F2014L01806>

This Instrument expires at the end of June 2015 or earlier. The purpose of this short update is to summarise the Instrument for you all in simple terms:-

1. A Jabiru powered aircraft can operate by day and under VFR.
2. A Jabiru powered aircraft can operate over a populous area at a height from which the aircraft can glide clear of the populous area to a suitable forced landing area and that is at least 1,000 feet above ground level, except to the minimum necessary for take-off and landing. Note: Various places such as Archerfield, Bankstown and Moorabbin are defined as populous areas and as such landing and take-off is not permitted.
3. A passenger can be carried in a Jabiru powered aircraft if a statement has been signed and understood by the passenger or parent/guardian of passenger if under 18. The statement is not kept on board the aircraft and it can be used for future flights by the same passenger for up to 28 days. The statement can be disposed of after flight if no longer required. In the event of loss of power during flight the signed statement is sent to CASA.
4. A student at a flying school can undertake a first solo flight in a Jabiru powered aircraft if the student pilot has completed engine failure exercises in the preceding 2 hours of training and noted and countersigned this competence in their log book. The student pilot or parent/guardian of a student pilot if under 18, sign and understand a statement which is not kept on board the aircraft. For subsequent solo flights the student pilot has performed engine failure exercises in either the preceding 2 hours of flight time or 7 days whichever is more recent and this competence has been noted and countersigned in the student pilot's logbook.

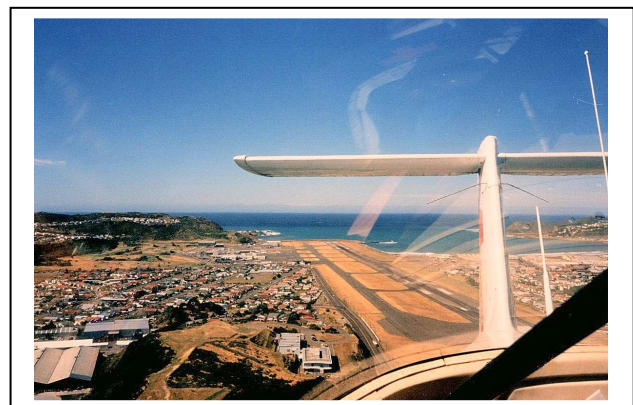
An example of a statement is shown in the Instrument for reference. As you are aware we live in a very litigious society these days and the majority of activities that are deemed to have some risk involved require a waiver to be signed before you perform the activity.

The coming year will see Jabiru very focussed on obtaining a strong outcome for the Jabiru Fleet.

(END)

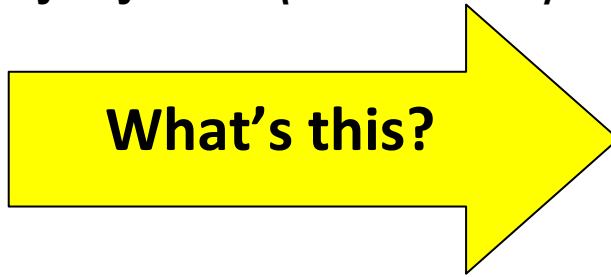
BirdsiPhotography

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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Mystery Aircraft (December Issue)



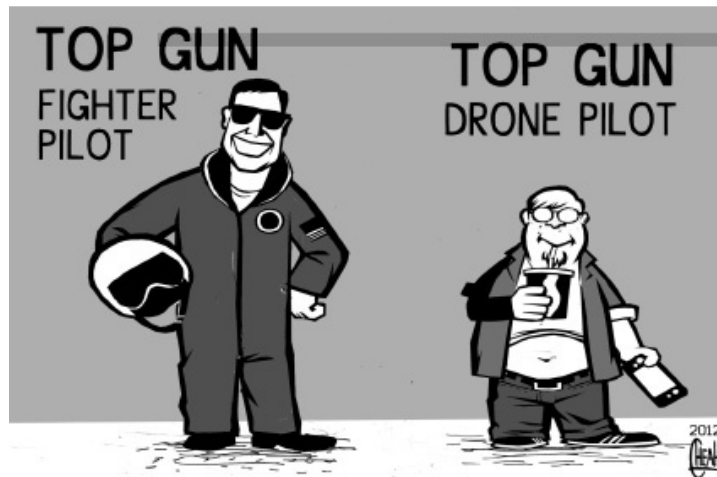
Mystery Aircraft (November Issue)



DH 94 Moth Minor. Designed for Geoffrey de Havilland, the Moth Minor first flew in 1937. There were 140 built and some, including this example, came to Australia.

Congratulations to Mal McKenzie for being the first to correctly identify this aircraft.

Joke for the Month



Reproduced with the kind permission of Gary Clarke, the author of "Swamp" Cartoons at <https://www.swamp.com.au/>

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

- Aspect ratio has a major influence on the induced drag developed by a wing during flight. Aspect ratio is defined as:
 - The wing span² divided by wing area.
 - The wing's span divided by its average chord.
 - The mean span of a wing divided by its mean camber.
 - Options A and B but not C.
- Select the correct definition(s) of LIFT from the following options:
 - The force that opposes weight.
 - The force produced by the aerofoil acting perpendicular to the relative airflow.
 - The force produced by the aerofoil acting perpendicular to the aerofoil's chord line.
 - The force that increases on an unstalled wing when the control column is pulled back.
- A pilot flying at 3000 feet AGL puts his aircraft into a glide and flies along a straight road. He notes the geographic point where he has lost 1000 feet. He returns to his start point and repeats the exercise at the same glide speed, but this time with 15° of flap lowered. He will:
 - Fly a greater distance along the road because of the changed L/D ratio.
 - Fly a shorter distance along the road because of the changed L/D ratio.
 - Fly a longer distance along the road because he used the same airspeed.
 - Fly a shorter distance along the road because he used the same airspeed.
- Why does an aircraft steepen its angle of descent in a sideslip?
 - Because drag is increased.
 - Because lift is reduced.
 - Because it has a lower nose attitude.
 - Because the controls are crossed..
- An aircraft has a V_s of 44 knots at 430 kg. If its weight is increased to 470 kg, which of the values listed below corresponds closest to its new V_s at the higher weight?
 - 45 knots.
 - 46 knots.
 - 47 knots.
 - 48 knots.

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

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

--ooOoo--

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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 and user guide/manual.
 - Jepperson CR-3 Navigation Slide Rule (prayer wheel) (with instructions)
- A fair price is negotiable. Email me for details or offers.

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

- 1 X 20 litre plastic fuel container (used once) \$20.00.
- 1 X digital Rev Counter (Tachometer) \$35.00.

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

For Sale: Golden Retriever, had for 9 months, has yet to retrieve gold.
Should have just bought metal detector.

For Sale: Dog, Eats anything, particularly fond of children.

For Sale: Aeroplane. High performance - can fly faster than its V_{NE}.

--ooOoo--