

BRISBANE VALLEY FLYER

MAY - 2016



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



The extensions to the BVSAC Clubrooms underway (See pg 3).

Wayne Petty (President) 0418-602-560
Priscilla Smith (Treasurer) 07 3206 3548

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

- Brisbane Valley Flyer -

BACK TO HOLBROOK – FOR THE FIRST TIME

By Mike Smith

On Friday 25th March it was off to Holbrook, so named as this was the location for the first AUF national fly in back in 1996.

Priscilla and I loaded up the Jabiru and left Heck Field at 8 am, landing at Gunnedah and Temora for fuel and arriving at Holbrook 6.3 flying hours later. The weather Gods smiled on us and we had fine sunny weather all the way, the air was calm but at 8500 ft a 20 knot (+) headwind slowed our progress somewhat for much of the way.

Friday, Saturday and Sunday brought perfect weather for a fly in and around 50 planes (estimate) lined the flight line. Eighty people attended the dinner on Saturday night which was a great turn out. The guest speaker, an ex DC3 pilot, spoke with much humour about flying the Gooney Bird around western Queensland in the early years.

The weather and the number of planes and people (quite a few in caravans) who attended made the organisers very happy, and a very successful weekend. The function was a great credit to the members of the Holbrook club.

This club is working very hard to create a museum of the very early ultralights and already have more than twenty aircraft stacked in the hangar plus others spread around the place desperately waiting for a permanent home. The framework for that home is already up and the drive is on for funds to clad the outside.

Tom Moxey's 4 seat Jabiru with a Rotax 914 installed created considerable interest, as did the smaller Jabiru 160 with a Rotax 912 installed. Tom says the J400 performs much the same as one with a Jabiru engine but can keep on climbing and climbing, all on about 16 -18 litres per hour. As can be expected the smaller Jab with the 912 fairly rockets along with a fuel burn of around 12 litres an hour. Also of interest was Dave King's beautiful little Hummelbird. Highly polished and sleek, with its 2 stroke motor can give a Jabiru a run for its money.

Leaving Holbrook on Sunday morning we headed for Eden on the NSW coast, landing at Polo Flat (near Cooma) for fuel. Flying over the Snowy Mountains and over the spot where the Southern Cloud was lost in March 1931, is breathtakingly beautiful and also a little scary, with forced landing areas few and far between.

The following Thursday saw us heading for home, again via Gunnedah for fuel and an overnight stay, finally arriving back at Watts Bridge on Friday ready for the not to be missed monthly meeting and B-B-Q on Saturday morning.



J160 with Rotax 912 fitted.



The beautifully finished Hummelbird.

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The Holbrook hangar filled with historic ultralights.



J400 with Rotax 912 fitted.

(Note that while, "Back to Holbrook", was how the fly in was promoted, it's the first time that I have been there.)

Mike Smith.

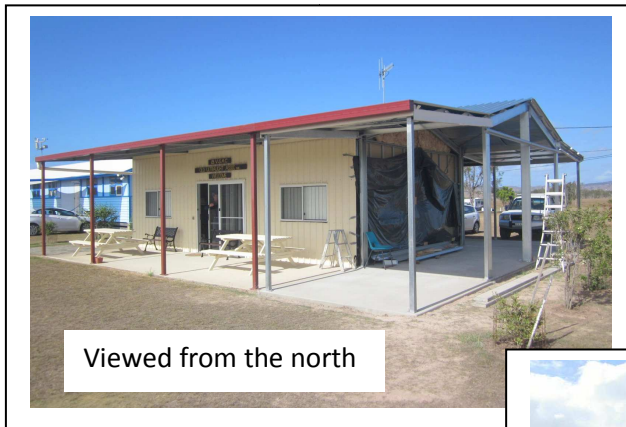
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BVSAC Clubrooms Extensions

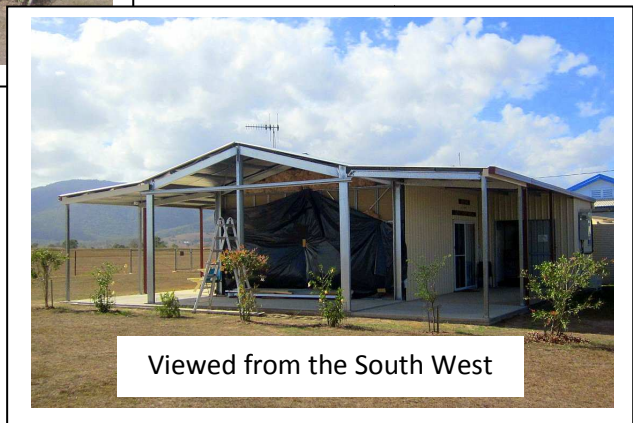
From Mal McKenzie

Hello Folks,

Here are some pics of the recent extensions to the BVSAC clubhouse. There's a lot more work to do to finish. Thanks must go to Wayne Petty for the work to date.



Viewed from the north



Viewed from the South West

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A Piece of flying history returns to the air

From Nick Maylor



The Fokker D.VIII (D8) is airborne again. It returned to the skies at Caboolture on the 7th of April 2016 having spent an extensive gestation period being re-birthing by TAVAS. Flying again today - its 98-year-old Gnome rotary engine chugged and popping contentedly as it produced white puffs from the exhausting and still burning castor oil, the engine's lubricant. It uses (or rather flings) about 5 litres of castor oil per hour, and 60 litres of fuel! You can smell the castor oil.

The propeller is enormous, and so is the torque. With the 160 hp engine that Anthony Fokker insisted on putting in it, it reaches Vne in level flight.

These aircraft, produced in 1918, were powered by the Oberursel II engine but these power plants are now extremely rare. There is one in South Australia reportedly to power another Fokker D.VIII perhaps operating in 2017. There is just one other, at Riddles Creek in Victoria, which the owner has, at great expense, refurbished and restored to fully operational order. There are two D.VIIIs in New Zealand, both powered by Oberursel II rotary engines.



B.V.S.A.C. FUN FLY POKER RUN 2016



THE EVENT

The Brisbane Valley Sport Aviation Club's Fun Fly Poker Run will be held on Saturday 2nd July 2016.

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 CLUBHOUSE — WATTS BRIDGE.

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, Drinks and Snacks 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 2016.

**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'		



Richard Faint

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If you have any questions :
please contact :

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Mooney Restarts Production in Kerrville, USA

Acclaim S first model off new line.

By Stephen Pope



Mooney Acclaim

After a five-year production hiatus, Mooney is again building airplanes in Kerrville, Texas — albeit at a slow pace for now.

Mooney International Corp. CEO Jerry Chen confirmed that the troubled manufacturer has begun production of the first new Mooney since the factory closed in 2009. The assembly line will officially start moving again on February 26 as workers begin building the first handful of new airplanes.

"This is an important date in the history of Mooney," said Chen, who acquired the company last year. "There has been an extraordinary effort on the part of everyone at Mooney and I couldn't be more proud of what has been accomplished in a short amount of time."

He said Mooney now employs 55 workers at the Kerrville factory, which is in the midst of "a major transformation" of improvements and upgrades. The revitalized company, Chen said, is investing in new manufacturing equipment that will eventually transform the factory into a modern facility capable of turning out large numbers of airplanes.

The first product to come off the production line in 2014 will be an M20TN Acclaim Type S with Continental TSIO-550-G turbo-normalized engine and Garmin G1000 avionics — it is the airplane that was the last on the line when the factory closed five years ago. Mooney is also resuming production of the Ovation series.

"We believe in the future of Mooney and we have a solid plan," Chen added. "Otherwise we wouldn't be making such significant investments in the company."

To celebrate the return of the 85-year-old manufacturer, the Mooney Airplane Pilots Association hosted its annual Homecoming Convention at the Kerrville Airport next to the Mooney factory on April 10th through to the 13th.

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A fly-in at the Neighbours.

Gatton Airpark Breakfast Fly-in

Remember this Sunday, May 8th.

Join us for a hot breakfast and cappuccino with friends and a stroll around Australia's most popular residential airpark. See classic and modern aeroplanes, and classic cars. Bring your family, or maybe your mum!

Start is at 0730 and runs until whenever. Airfield details are in the ERSA or phone Martin 0419 368 696



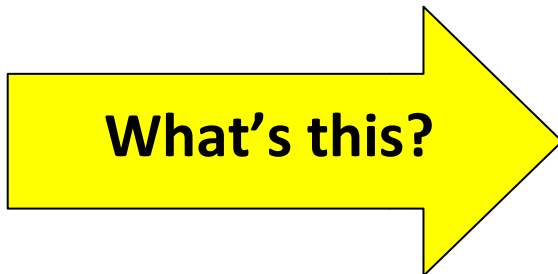
Come and have a great day

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FLY-INS Looming

May 7 th	Temora, NSW	Aircraft Showcase - Fighters & Trainers
May 7 th	Cardwell, QLD	UFO Festival
May 8 th	Gatton, QLD	Gatton Airpark Breakfast Fly-in
May 22 nd	Armidale, NSW	Monthly Fly-in, Morning tea, BBQ Lunch
May 22 nd	Nth Stradbroke Is., QLD	Straddie Breakfast Fly-in (Date changed)

Mystery Aircraft (May Issue)



Mystery Aircraft (Last Issue)



Congratulations to Mal McKenzie for correctly identifying the Martin Baker MB 5. This British fighter had, in my opinion, the most beautiful lines of any aircraft produced by any combatant in WW2.

The MB 5 first flew in May 1944 so was too late to see production as resources were shifted across to aircraft using jet propulsion.

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Aircraft for sale.

Skydart - \$5000



Done 233 hours and running smooth. A 447 Rotax engine swinging a 3 bladed prop. Instruments: ASI, VSI, ALT, COMP, HR METRE, RPM, EGT, CHT. Fuel lines recently replaced and continuing to give it some well deserved TLC. ROC on a good day around 800 fpm. 654 total landings. An unprecedented panoramic view that even beats a Drifter but without ruffling your hair and sitting in a very comfortable semi reclined seat which gives it a very enjoyable flying experience. The Skins are

serviceable. The fuel burn is 12 L/hr. at 5200 rpm and it cruises at around 65 knots.

Currently based at Lynfield, contact Bob Hyam. Tel: [\(07\) 5426 8983](tel:0754268983)

Hangar space available for small ultralight at Forest Hill Airfield

There is a vacant spot for a SMALL ultralight aircraft in the southern hangar at YFRH. Contact Rob Knight 0400 89 3632 for details.



Turning finals for 21 at YFRH

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

1. From the following select the correct statement/s.
 - A. Speed is the rate of a body's change of position.
 - B. Velocity is the rate of change of a body's position in a given direction.
 - C. Acceleration of a body is its rate of change of speed.
 - D. The inertia of body is its reluctance to change its state of motion.
 - E. A, B, and D are all correct
 - F. All options are correct.

2. About which axis is an aeroplane longitudinally stable?
 - A. The normal axis.
 - B. The lateral axis.
 - C. The pitch axis.
 - D. The longitudinal axis.

3. Does an aeroplane's stall speed increase in a turn and if so why?
 - A. No, the stall speed remains the same in a turn as in straight and level flight
 - B. Yes, because the aircraft is accelerating.
 - C. Yes, because the aircraft is in a banked attitude.
 - D. Yes, because the loading increase in a turn.
 - E. B and D are both correct.

4. By definition, drag acts:
 - A. Parallel to the chord line.
 - B. Perpendicular to the normal axis.
 - C. Opposite to the direction of motion.
 - D. Along the line of total reaction

5. An aeroplane develops the greatest lift in which of the following?
 - A. Steady straight and level flight.
 - B. A steady climb in a straight line.
 - C. A steady glide in a straight line.
 - D. B and C are correct.

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

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

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BRISBANE VALLEY SPORT AVIATION CLUB Inc.

MINUTES OF THE 5.03.2016 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE:	2 nd April 2016
MEETING OPENED:	10:15AM
MEMBERS PRESENT:	16
APOLOGIES:	Ian Ratcliffe, Mary Clarke, Wayne Petty, John Innes.
VISITORS:	2
NEW MEMBERS:	<p>Though not a new member Michael Cosgrove was attending his first BVSAC meeting and was introduced to the membership.</p> <p>John Clendening, a powered parachute pilot, joined the club after the meeting.</p>
MINUTES:	<p>March 2016 meeting of the BVSAC Inc.</p> <p>Proposed: Peter Ratcliffe Seconded: Sandy Walker. Acceptance motion carried.</p>
PRESIDENT'S REPORT:	<p>Wayne Petty was not present but provided a written report, presented by Mike Smith.</p> <p>Wayne thanked Scott Meredith for his assistance with the foundations of the clubroom extensions, Sandy for lunches on the day, and also Bill Oates and Brian Fitch for assistance.</p> <p>The framing and sheeting for the next stage has been ordered.</p> <p>Wayne thanked Bruce and Mary Clarke for compiling a list of foods which could be sold at the Gathering of Eagles 2016, an item for discussion in general business.</p>
SECRETARY'S REPORT:	<p>Richard Faint detailed the inward and outward correspondence for March.</p> <p>This included emails to members regarding flying events in the district, the Amberley Airspace report, and the distribution of the newsletter.</p>
TREASURER'S REPORT:	<p>Priscilla Smith presented the financial statement summary and advised that the BVSAC ING account balance is \$556.43 and that the BVSAC NAB account balance is \$4458.28.</p>
WBMA REPORT:	<p>Bruce Clarke advised that there have been quite a few people volunteer to assist during the Gathering of Eagles.</p> <p>He also commented briefly on the outcome of the local government elections noting that Mayor Graeme Lehmann had been reelected and candidate Kirsten Moriarty was now out of politics.</p> <p>Peter Freeman reminded that the vetiver grass was being harvested on the 15th April and removed on the 16th April with a start time of 7AM. Several volunteers would be helpful.</p>
GENERAL BUSINESS:	<p>Mal McKenzie advised that Greg Robinson was leaving Watts Bridge in the near future.</p> <p>Also that Verner was holding his 88th birthday party on Friday night at Murgon.</p> <p>Also that Bradfield is now owned by Ian Aviation – contact phone number of 3875-1292</p> <p>Richard to contact them re: using Bradfield for the poker run.</p>

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Wayne requested that the relocation of the window in the NW wall of the clubrooms be discussed. It was agreed by those present that the window would be reused and incorporated in the clubroom extensions. The provision of a doorway or opening between the clubrooms and extension was regarded as desirable at some future date.

Wayne suggested that BVSAC should consider providing a variety of food stuffs at the coming Gathering of Eagles, noting that if the club were to only sell drinks takings could well be significantly reduced. With the assistance of Bruce and Mary Clarke, a listing of possible bulk buy pre-prepared food items such as sandwiches, slices and sweets was presented. It was agreed by those present that this was a good idea worthy of further follow up.

Richard Faint is to prepare a preliminary proposal to put to the GoE 2016 Committee for further discussion and approval.

It was agreed that BVSAC would lay a wreath at the ANZAC Day Remembrance.

NEXT MEETING:

The next meeting will be 07.05.2016 in the BVSAC Clubrooms Watts Bridge at 10:00 am. A BBQ lunch will follow the meeting.

MEETING CLOSED:

There being no further business, the meeting was declared closed at 10:47 am.

A BBQ lunch was held after the meeting.

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