Brisbane Valley Flyer

August - 2016

Brisbane Valley Sport Aviation Club Inc

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

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

And the 2016 Poker Run Winner is - Bill Coman from Redcliffe, flying a Cessna 182G.

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The Monduran Report

By Rob Knight

From 2500 feet, the Isis Sugar Mill near Childers was clearly in sight beneath its tell-tale plume of rising white steam. It sat just to port of track as I sat beside Peter Davies in his GA Lightwing as we headed from Childers to Monduran Station (YMUA) under the most magnificent sky imaginable. In the cool morning air there was no haze and the view stretched forever.

When Peter briefed me on the Isis Flying Club fly-in to Monduran, he had mentioned that the destination lay due east of the southern end of Lake Monduran which I figured made our nav a simple exercise. We were both right, and to our surprise we were overhead as the Jabiru J-230 that had departed Childers immediately after us was joining downwind. Perhaps he had followed a dog-leg track.

YMAU Monduran

Our group included Brett Poole's Courier, our Lightwing, and two Jabiru J-230's, Leslie and Rhonda Whiting's, and Colin and Donna Johnston's. We found the airfield at Monduran attractively set out. Owned by the Mullet family who are steeped in aviation and own several aircraft, the field sports a manicured runway with edges marked by bright white marker cones. The clubrooms are modern, very airy, and well equipped to provide the tea and coffee we enjoyed. The atmosphere was great and the hospitality of the Club at Monduran was memorable.

The group at Monduran

After an hour or so, we departed separately to make our own ways back to Childers. Peter and I had already decided to take in the scenery and fly back via the coast so we proceed east. The landscape below was an interesting mix of cultivated and raw countryside with many dams and other water stores. There would have been ample spots to put down in the event we needed to but the colour and texture of many places indicated they were soft underfoot. Our final choice would need to be made with care.

Burnett Heads

About 16 minutes saw us intercepting the coast just north of Miara, at the mouth of the Kolan River – a seascape as picturesque as any in Queensland. A starboard turn aligned us with

the coast and we headed south past Moore Park Beach and down to Burnett Heads. The air was still clear and there was little movement: the aircraft continued to fly hands-off as we took many photographs of the spectacular coastline around us.

Bargara, nestled up to the Coral Sea

Continuing south we passed abeam Bargara where Peter lives and I saw from an airborne perspective places that Peter and Kelly, Peter's wife, had already taken us. In the clear air photography was easy, just point the lens, focus, and shoot - every shot was a winner.

South of Bargara we saw Money's Creek (I must move there) and Palmer's Park and Innes Creek – all looking sharp and clear in the still-morning sun.

A few minutes later we passed Coral Cove and ahead lay Elliott Heads, the blunt end of the Elliot River. Several tinnies sat on the mirror-still water, fishing rods visible. The sand colours reminded me a little of Rainbow Beach, a bit further south, with the tendency to lean towards lighter shades of purple.

The mouth of the Elliot River, heading for Childers

This turned out to be the longest leg of our trip by about 4 minutes. Heading south west for home, the river, too, had its share of fisher people in various boats, and I saw a small dinghy sail or two in the deeper water. The backdrop passing below was primarily marsh for the early part of the way, a future haven for crocs under climate change projections. However, there are none there yet that we saw and we crossed the power lines and Goodwood Road right on track.

We crossed the Bruce Highway carrying its heavy contingent of traffic. The airfield lay immediately ahead and we jointed for runway *one-zero*. The wind was just stirring and the sock was barely indicating as we passed overhead. Downwind was as smooth as glass - the day was still as good as it gets.

Short finals for *one-zero*, YCDS

The aircraft surprised us, making the best landing of the day. Peter thought that I was flying and I assumed that he was. This proves the point that aeroplanes are best left alone to land, and interfering pilots only serve to confuse.

Happy flying

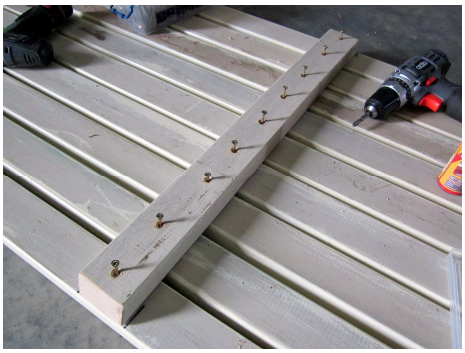
------ ooOOoo ------

Preparing for the Poker Run

It was decided that more BBQ style tables were required for the anticipated number of attendees at this year's Poker Run so a dedicated team of BVSAC members colluded to rectify the shortfall.

Over several weeks Mal Mckenzie and his team acquired the necessary materials which were then cut to size and shape, drilled, assembled with the necessary fixings, and painted, each activity meeting the appropriate airworthiness standards.

Table tops cut to length and assembled



Centre braces screwed in place

Table tops, legs and frames assembled and painted

A table being used by Poker Run participants on the Poker Run day

Mal took time off from his normal employment to carry out the project. The materials were donated by the Radcliffes, Wayne Petty, and Mal himself, with Peter Freeman provided the space and electrical services to do the manufacturing.

Wayne helped with some of the cutting and Wayne and Mark Norman helped freight them to the clubrooms.

Time taken – 1 week.

Cost to BVSAC - Nil.

Congratulations guys – this is an excellent contribution to the BVSAC facilities.

The Poker Run – 2016 Style

The weather men excelled on July 02nd when they set the weather stage for the best ever Brisbane Valley Sport Aviation Club's annual Fun Fly Poker Run. In this game of good fortune, the players find their way to several local airfields and select, at random an envelope containing a playing card at each location. Back at Watts the cards are collated into a poker hand with two added cards drawn by the house.

Competition was fierce with nearly 50 aviators (flying no less than 35 aircraft) battling it out to be the top Watts Bridge hustler for 2016. Alas, as always, there can only be one winner. And so it came to pass that Bill Coman from Redcliffe, flying a Cessna 182G, took the coveted trophy and became the undisputed BVSAC Fun Fly Poker Champion for 2016.

But Bill had an ace up his sleeve so to speak! He had his Cessna outfitted with several cameras so we can all ride along with him and Selena, his co-pilot, as they go round the course picking up their winning hand.

All in all – a tremendous result – especially in that the Club also showed close to $600 profit.

Check out the website:
http://www.wattsbridge.com.au/events/pokerrun2016.php

Some of the aircraft and their pilots

Savannah line-up

Jim Gollagher in his newly rebuilt Tyro

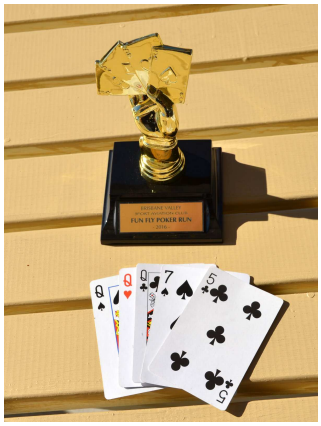
David's PA28R Cherokee Arrow

A J-230 Jabiru

Roger Conolly's Waiex starts a new row in the parking area

Pipistrel Virus

Refreshments afterwards



What the fight was all over -
the 2016 BVSAC Poker Run trophy and the winning hand

The Remarkable History of the Jerry can

By Nigel Mason (Sent in by Clive Ryan)

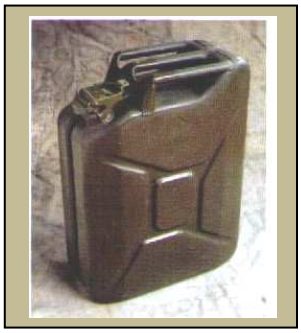
In the early nineteen thirties the German army reasoned that if they were going to fight a mechanised war they would need a far better fuel container than any of the current types. Most contemporary fuel cans were made of thin tin plate, frequently merely soldered together. This made them fragile and easily damaged by rough handling. They also often had screw-on caps that could get lost and needed a special spanner to loosen. The cans were often an odd shape that made them

hard to stack and awkward to carry, would not pour without sloshing and gurgling, which meant that you usually needed a large funnel or at least a separate spout, and, last but not least, if they were filled right up and left in the hot sun the petrol would expand and burst the can.

The Germans came up with a design that was made entirely of steel plate and was essentially pressed in two halves. The halves were welded together and the weld was inside a sunken gutter that protected the weld from damage. The flat sides of the can were stamped with a deep, large X shape to stop the sides from bulging. The bottom corners were well rounded to minimise damage, the can was narrow so that it did not bump the legs when being carried, was tall enough to not require excessive stooping to pick it up and was rectangular in plan view to make them stack side by side efficiently. The cans were designed to hold twenty litres of petrol and to weigh twenty kilograms when full. This made life easier for the load masters!

Originally, the insides of the cans were coated with a plastic compound developed for beer containers. The idea was that the cans could be rinsed out and used for water, but this did not prove a success and instead cans for water had a large, white cross painted on each side.

The can has a spout that is designed to allow pouring without the need for a funnel. The cap is fixed on a hinge so that it cannot get lost. The hinge is designed to allow the cap to stay open without being held, thus freeing up both hands to hold the can while pouring. The cap is opened and closed by a lever device that can be quickly operated with one hand. The lever enables the cap to be tightly closed.



There are three handles on the top, which at first glance, looks to be two too many. The can is normally carried with the centre handle while the outer handles allow a can to be carried between two people. If two empty cans are placed side by side they can be picked up with one hand by grasping the two adjacent handles. One man can easily carry four empty cans, two in each hand. If he's a burly type, he could carry four full cans! But the main use of the outer handles is that they make it very easy to pass the cans from hand to hand. So a line of men can set up a 'bucket brigade' and quickly move hundreds of litres of fuel. The handles also make convenient tie-down points.

The handles are made from the same steel as the main body of the can and they are rolled to form a comfortable diameter. Anyone who has carried one of the old four-gallon kerosene tins with the handle seemingly made from coat-hanger wire will appreciate that particular design detail!

Behind the handle the top of the can rises to a distinct hump. This creates an air pocket that ensures that the can cannot be filled completely up. Inside the spout is a breather tube that leads into the air space and prevents gurgling when pouring. The air pocket makes a chamber to allow the petrol to expand if left in the hot sun and stops the can from bursting in the heat. The air space also means that when the can is full of petrol and falls in to water it will float. The Germans mass produced the can in secrecy by the thousands and stored them in a guarded hangar at Templehof airport.

In WW2 the British first came across the can in the Norway campaign, quickly seeing that it was much superior to their own and collected up all they could find for their own use. British soldiers usually called the Germans 'the jerrys', so the German can quickly became known as the "jerry can". The British quickly began to mass produce the jerry can, essentially identical to the original German design. After a couple of false starts the Americans also started to make it, again to the original design. In preparation for the invasion of Normandy the British made literally millions of jerry cans.

Just after D-Day President Roosevelt went before Congress and said, "They were among the first supplies landed on the beaches of France. When the US 1st & 3rd Armies broke out of Normandy it was in these jerry cans that the petrol our tanks and lorries needed to keep going was sent forward. Without these cans it would have been impossible for our armies to cut their way across France at a

lightning pace which exceeded the German blitz of 1940. Cargo planes and even combat planes were loaded with them & carried them forward to airfields. Lorries of every size, jeeps, armoured cars – everything that rolled on wheels – loaded up with jerry cans & rushed them to the front lines. They were tough enough to be dropped off lorries in motion without bursting open. They could even be dropped from the air into rivers & streams, or they could be dumped overside from ships, because they have air pockets at the top which make then float even when filled."

At the end of WW2 it was estimated that about twenty-one million jerry cans were scattered around Europe.

Today the jerry can is made world-wide (my own was made in Croatia!) and is the standard issue for NATO countries, the Israeli military, many African countries and many of the former Warsaw Pact countries. It is still made essentially to the original design, eighty years later.

So next time you are down at Super-Cheap and you see jerry cans on display and you don't already own one, buy one, even if you don't need it, you can put it in your garage and tell yourself that you own an iconic piece of history - a classic piece of twentieth-century industrial design.

A Douglas C47 (DC3) being loaded with jerry cans.

←

Whole fields of jerry cans were produced during wartime.

→

Warning!

Moving forward to today, it is now being reported that some of the cheap and nasty metal cans currently retailed through major low cost hardware and automotive outlets, are primarily manufactured to a price point in China, and are supplied with an interior red paint-like compound that has been found to come away and clog fuel lines, fuel filters, and carburettor needles and jets etc with ease.

If jerry cans are necessary for your aeroplane operation, it might be wise to use only approved plastic jerry can shaped containers to obviate this potential problem. Keep the cheap metal ones as ornaments.

AAC-QC Christmas in July

And as the sun set over the airfield the Australian Aerobatics Club - Queensland Chapter opened their clubroom doors for Christmas in July. Great atmosphere, great wining and dining, some live entertainment and just the odd tall story to be told.
Could a day at an airfield get any better than this ??

Brisbane Valley Airshow
27th - 28th August, 2016

Watts Bridge Memorial Airfield proudly invites all aviation enthusiasts, pilots and public alike, to the Brisbane Valley Airshow to be held on the 27th - 28th August 2016.

A massive weekend is planned with a full airshow featuring a wide variety of aircraft from South East Queensland. Expect to see aircraft types including military aircraft, warbirds representative of WW1 and WW2, vintage, aerobatic and homebuilt aeroplanes as well as a wide cross section of general aviation aircraft including helicopters and models.

There will be many stalls, static displays, car clubs, ex-military vehicle displays and other exhibits in keeping with a major fly-in. A jumping castle and face painting will keep the kids entertained for hours.

A wide range of food and drinks will be available throughout both days. Saturday night will feature live entertainment and a crowd pleasing roast dinner so that everyone can sit back, relax and enjoy. Onsite camping is encouraged in the dedicated caravan camping area.

In addition to the poster published overleaf, check out the dedicated Website and Facebook Pages

Also check the website for any specific fly-in airfield instructions.

Website: http://brisbanevalleyairshow.com.au/

Facebook: https://www.facebook.com/events/1637159836602994/


brisbane
valley airshow
27-28 AUGUST 2016
WATTS BRIDGE MEMORIAL AIRFIELD
Watts Bridge Memorial Airfield proudly presents this inaugural air show event. Visitors should look forward to a massive weekend showcasing a huge collection of civilian and military aircraft. There will be fun for all the family including great food and activities for the children.
FEATURING
Skydivers
Jet and Piston Warbirds
RAAF C-17 Globemaster
Vintage Aircraft
Model Aircraft
Fire Fighting Helicopter
Great variety of food, including ice cream for the kids
Jumping Castle and Face Painting
Reenactor groups
Vintage cars
A large number of stalls and displays
Public Address system keeping guests informed throughout the day
Evening event, featuring Jazz Australis Trio
Camping
... and more, for details and booking visit:
http://brisbanevalleyairshow.com.au

FLY-INS Looming

6 & 7 August	Gympie	Gympie Airfield Fly-In., See advertisement this edition
27-28 August	Watts Bridge	Brisbane Valley Airshow – Fun 4 All

Mystery Aircraft (August Issue)

What's this?

Mystery Aircraft (Last Issue)

This mystery aircraft is the new Sonex B - Model Waiex. Intended to be an improvement on previous models, this aircraft is now available in kit form and can be powered with engines from 65 hp Aerovee's to 120 hp Jabiru engines.

Identified this month by Rodger Connolly. Congratulation Roger.

FLY-IN!

AUGUST 6&7TH, 2016

GYMPIE AIRFIELD - YGYM

PRESENTED BY THE GYMPIE AERO CLUB

FLY IN & PIG OUT - SPIT ROAST & BBQ SAT 6TH

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

1. Wash-out improves the stalling characteristics of an aeroplane. Which of the following best depicts its means of doing so?
   A. It reduces the stall speed.
   B. It eliminates the possibility of a tip stall.
   C. It reduces the aerofoil angle of attack at the wing tip.
   D. It reduces the angle of incidence at the wing tip.

2. A pilot is crossing the Great Dividing Range (in Class G Airspace) with 4500 feet QNH reading on the altimeter. If the terrain beneath the aeroplane is 3300 feet, what VFR minimums apply?
   A. Clear of cloud and 1500 metres flight visibility.
   B. 1500 metres flight visibility and clear of cloud.
   C. 1000 ft vertically and 1500 metres horizontally from cloud, whilst retaining at least 5000 metres flight visibility.
   D. 1500 ft vertically and 1000 metres horizontally from cloud, whilst retaining at least 9999 metres flight visibility.

3. From the following options select the most correct statement.
   A. "P" factor reduces with increasing arm between propeller and Centre of gravity.
   B. A wing tip stall can be induced by applying aileron.
   C. Lowering flaps in flight increases both form drag and induced drag.
   D. With correctly coordinated rudder use, aileron drag does not occur.

4. Considering an aeroplane in a steady glide in equilibrium……
   A. Aeroplane weight is greater than lift.
   B. Drag is unopposed (because there is no thrust).
   C. Aerodynamic drag is equal to the forward component of weight.
   D. Options A and C are correct.

5. The shortest landing an aeroplane can make will depend, for the greatest part, on which of the following? (Only one answer is correct).
   A. Its lowest stall speed.
   B. Its lowest approach speed.
   C. Its lowest ground speed.
   D. Its lowest weight.

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

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

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For sale

Aircraft Parts

Sweetapple pusher prop made for a Sapphire; in excellent condition.

Price: No reasonable offer refused.

Also for sale

Rotax 503 exhaust system (complete except for the very first section of the manifold), pusher installation, newly ceramic coated (black).

Price: Also, no reasonable offer refused.

Call Arthur on Mobile 0407 590 513

or email a.marcel@optusnet.com.au

Hours Engine & Airframe – 320.
Cruise 70-75 knots @ 15 l/hr.

Fan cooled Rotax 503 DCDI.
6 hr endurance.

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Trailer for Sale

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- It tows as good as it looks.
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$2000 (negotiable)

Call Anne on 0427594094
Or Bert on 0428 735 294

MicroAvionics PELTOR Pro100 headet for sale.

Designed to plug direct into either an ICOM IC-A6E or an IC-A24E ICOM hand held aircraft VHF radio. This means no expensive adapter to use a headset with either of these radios. Each side headphone has its own dedicated volume control

All in good working order.

Any reasonable offer considered

Contact Rob Knight 0400 89 3632

Wanted to buy:

Selling your Savannah? I could be interested in purchasing it.
Anything considered.
Contact Bert on **0428 735 294** anytime.