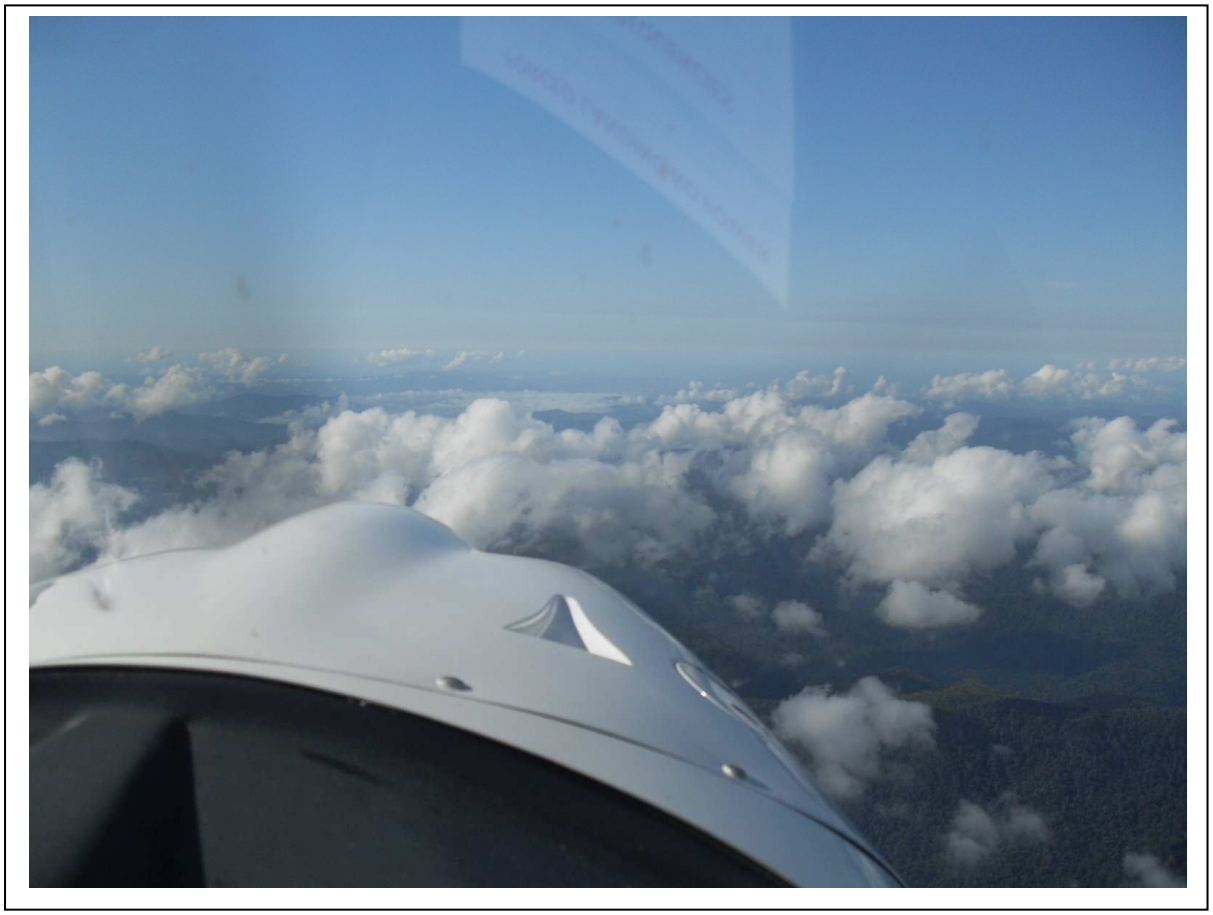
Brisbane Valley Flyer

September - 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.



FK9 - outbound and heading for Ballina over the top. Is this freedom or what?

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LOOKOUT

Adapted from ICAO circular 213-AN/130 (1989) ICAO by Rob Knight

The practice of "see-and-avoid" is the primary method pilots' use to minimize the risk of collision when flying in uncontrolled airspace in VMC. "See-and-avoid" is directly linked to a pilot's skill at looking about outside the cockpit and remaining aware of the surrounding visual environment. Its effectiveness is greatly enhanced if the pilot can acquire skills to compensate for the limitations of the human eye. These skills include the application of effective visual scanning, and the development of habit patterns that can be described as "good airmanship".

Surprisingly, nearly all mid-air collisions occur in daylight AND in excellent VMC. Because of the concentration of aircraft in the vicinity of aerodromes, most collisions occurred near aerodromes when one or both aircraft were in a climb or a descent.

Pilot experience is irrelevant to mid-air collision statistics. While students, low time pilots, and pilots with little recent experience require more of their thought processes to fly and manage their aircraft and may neglect to maintain an adequate lookout, experienced pilots may grow complacent and forget also to maintain their environmental awareness through many hours of routine flight without experiencing any hazardous traffic or other obstacle. However, if a pilot learns to use their eyes and maintains vigilance through proper awareness, it is not difficult avoid mid-air collisions or even circuit conflict regardless of time in the air.

Studies of the airborne incident and mid-air collision problem demonstrate that there are definite warning patterns.

Undoubtedly, traffic congestion and aircraft speeds are contributing factors. In the head on situation, for instance, two light aeroplanes, each cruising at 90 knots, have a closing speed of 180 knots. That's three nautical miles per minute. Few pilots will easily see a small aircraft three miles away. It takes a minimum of 10 seconds for a pilot to spot traffic, identify it, realize it is a collision threat, react, and have the aircraft respond. Two aircraft converging at 180 kts will be less than 30 seconds apart when the pilots are first able to see each other, so it is obvious that they both need to pay attention.

Human eye complexity is a major factor in its processing of receiving images and transmitting them to the brain for recognition and storage. As about 80 per cent of our total information intake is through the eyes these organs are a pilot's prime means of identifying what is going on around them, their situational awareness.

In the air pilots also continue to depend on eyes for most of the basic input necessary for managing the aircraft, e.g. attitude, speed, direction, and proximity to conflicting air traffic. Thus a basic understanding of the eyes' limitations in target detection is probably the best insurance a pilot can have against collision.

The eye, and consequently vision, is vulnerable to many things including dust, fatigue, emotion, germs, fallen eyelashes, age, optical illusions, and the effect of alcohol and certain medications. In flight, vision is influenced by atmospheric conditions, glare, lighting, windshield distortion, aircraft design, cabin temperature, oxygen supply, acceleration forces and so on. Most importantly, the eye is vulnerable to the vagaries of the mind. We can "see" and identify only what the mind permits us to see. A daydreaming pilot staring out into space is probably the prime candidate for a mid-air collision.

One inherent problem with the eye is the time required for accommodation or refocusing. Our eyes automatically accommodate for near and far objects, but the change from something up close, like a dark instrument panel two feet away, to a well lighted landmark or aircraft target a mile or so away, takes one to two seconds. That is excessive when considering that 10 seconds to process the necessary information to avoid a mid-air collision is needed. Another focusing problem occurs when there is nothing to specifically focus on, which usually happens at very high altitudes, as well as at

lower levels on vague, colourless days above a haze or cloud layer when no distinct horizon is visible. Pilots experience something known as "empty-field myopia", i.e. staring but seeing nothing, not even opposing traffic entering their visual field.

The effects of what is called "binocular vision" have been studied during investigations of midair collisions, with the conclusion that this is also a causal factor. To actually accept what we see, we need to receive cues from both eyes. If an object is visible to only one eye, but hidden from the other by a windshield post or other obstruction, the total image is blurred and not always acceptable to the mind. Therefore, pilots must move their heads when scanning around obstructions.

Another inherent eye problem is the narrow field of vision. Although our eyes accept light rays from an arc of nearly 200 degrees, they are limited to a relatively narrow area in which they can actually focus on and classify an object. Although movement on the periphery can be perceived, we cannot identify what is happening there, and we tend not to believe what we see out of the corner of our eyes. This, aided by the brain, often leads to "tunnel vision".

Motion or contrast is needed to attract the eyes' attention, and tunnel vision limitation can be compounded by the fact that at a distance an aircraft on a collision course will appear to be motionless. The aircraft will remain in a seemingly stationary position, without appearing to move or to grow in size, for a relatively long time, and then suddenly bloom into a huge mass, almost filling up the canopy. This is known as the “blossom effect". It is frightening that a large insect smear or dirty spot on the canopy can hide a converging aircraft until it is too close to be avoided.

In addition to its inherent problems, the eye is also severely limited by environment. Optical properties of the atmosphere alter the appearance of aircraft, particularly on hazy days.

"Limited visibility" actually means "limited vision". You may be legally VFR when you have the specific visibility, but at that distance on a hazy day you may have difficulty in detecting opposing traffic; at that range, even though another aircraft may be visible, a collision may be unavoidable because of the high closing speeds involved.

Light also affects our visual efficiency. Glare, usually worse on a sunny day over a cloud layer, or during flight directly into the sun, makes objects hard to see and scanning uncomfortable. An aircraft that has a high degree of contrast against the background will be easy to see, while one with low contrast at the same distance may be impossible to see. In addition, when the sun is behind you, an opposing aircraft will stand out clearly, but if you are looking into the sun, the glare of the sun will usually prevent you from seeing the other aircraft. Another problem with contrast occurs when trying to sight an aircraft against a cluttered background. If the aircraft is between you and terrain that is vari-coloured or heavily dotted with buildings, it will blend into the background until the aircraft is quite close.

And, of course, there is the mind, which can distract the pilot to the point of not seeing anything at all, or cause cockpit myopia - staring at one instrument without even "seeing" it.

As can be seen, visual perception is affected by many factors. Pilots, like others, tend to overestimate their visual abilities and to misunderstand their eyes' limitations. Since a major cause of mid-air collisions is the failure to adhere to the practice of see-and-avoid, it can be concluded that the best way to avoid collisions is to learn how to use your eyes for an efficient scan.

To help avoid collisions effective scanning must begin from the moment the aircraft moves until it comes to a stop at the end of the flight. Collision threats are present at all times including the taxiing.

Before take-off, scan the airspace and the runway visually, to ensure that there are no aircraft or other objects in the take-off area. We claim to do this anyway but do we really?

After take-off, the scan must continue to ensure that no aerodrome traffic becomes an obstacle to a safe departure.

Before and during any turn, look all around but focus particular attention in the direction of the turn. In a high-winged aeroplane, in a turn the wing prevents lookout into the turn and in a low winged one, the wing prevents a view out of the turn. In either case the wing blots out an important part of the sky. This is why a lookout before the turn begins is so important.

Whilst taxiing in many tailwheel aircraft the nose blots out forward visibility and “S” turns are necessary to give the pilot vision ahead. Whilst climbing in a constant direction, all aircraft having long noses or high instrument panels and low seating, or for any other reason have limiting forward vision, must also carry out “S” turns to maintain a lookout forward along their heading.

During the final approach stage, a lookout scan must continue. Pilots often fixate on the flare point to the complete exclusion of all other considerations. They may never arrive at the runway if another pilot is also aiming for the same runway threshold at the same time with the same affliction.

The best way to start good scanning is by eliminating bad habits. Obviously, not looking out at all is the poorest scan technique. Glancing out at intervals of five minutes or so is also poor when considering that it takes only seconds for a disaster to happen. Glancing out and "giving the old once-around" without stopping to focus on anything is practically useless; as is staring out into one spot for long periods of time.

No single technique is best for all pilots. Each pilot must develop a scan that is both comfortable and workable. Scanning properly by knowing where and how to concentrate the search is vital. It would be good, naturally, to be able to look everywhere at once but, that not being possible, concentrating on the areas most critical at any given time is the next best thing.

In normal flight, pilots can generally reduce the threat of collision by scanning at least 60 degrees left and right of the flight path. Be aware that constant angle collisions often occur when the other aircraft initially appears motionless at about the 10 o'clock or 2 00 clock positions but this does not mean the rest of the area can be forgotten. Pilots should also scan at least 10 degrees above and below the projected flight path of their aircraft. This will allow seeing aircraft that are at an altitude that might prove hazardous, whether it is level with them, climbing from beneath or descending from above. Proper scanning requires the constant sharing of attention with other piloting tasks, thus it is easily degraded by such conditions as fatigue, boredom, illness, anxiety or preoccupation.

Peripheral vision (from the side of the eye) is also necessary. Each time a scan is stopped and the eyes are refocused, peripheral vision takes on more importance because it is through this element that the presence of other aircraft is often detected. Remember the clue that if another aircraft appears to have no relative motion, it is likely to be on a collision course. If that aircraft shows no horizontal or vertical motion on the windshield, but is increasing in size, take immediate evasive action.

Over time, two scanning patterns as described here have proved very effective and involve the "block" system of scanning. This system is based on the premise that traffic detection can be made only through a series of eye fixations at different points in space. The viewing area is divided into segments, and the pilot methodically scans for traffic in each block of airspace in sequential order.

The side-to-side scanning method starts at the far left of the visual area and make a methodical sweep to the right, pausing very briefly in each block of the viewing area to focus the eyes. At the end of the scan, return to and scan the instrument panel and then repeat the external scan. However, the front to side scanning method starts in the centre block of the visual field (centre of windscreen), moves left, focusing very briefly in each block, then swings quickly back to the centre after reaching the last block on the left and repeat the performance to the right. Then, after scanning the instrument panel, the external scan is repeated.

But external scanning is just part of the pilot's total visual workload. To achieve maximum efficiency in flight, a pilot must also establish a good internal scan and learn to give each scan internal and external, its proper share of time. The amount of time spent scanning outside the cockpit in relation

to what is spent inside depends, to some extent, on the work-load inside the cockpit and the density of traffic outside. Generally, the external scan will take about ten times as long as the look at the instrument panel. An experimental scan training course involving military pilots with experience ranging from 350 hours to over 4000 hours, found that the average time needed to maintain a steady state of flight was three seconds for the instrument panel scan and 18 to 20 seconds for the outside scan.

However, collision avoidance involves much more than proper scanning techniques. Even the most conscientious scanner in the world can still have an in-flight collision if other important factors are neglected. The following points will aid a pilot in this respect:

- During the pre-flight, ensure the canopy and windscreen are clean.
- Follow established operating procedures and regulations, such as proper circuit practices. Avoid skimming along the bottoms of clouds without observing proper cloud clearance. In most in-flight collisions at least one of the pilots involved was not where he/she was supposed to be.
- Avoid crowded airspace
- If you cannot avoid aerodromes en route, fly over them well above circuit height. Military aerodromes, in particular, should be avoided as they usually have a very high concentration of fast-moving jet traffic operating in the vicinity.
- Compensate for blind spots
- Compensate for your aircraft's design limitations. All aircraft have blind spots; know where they are in yours. For example, the high-wing aircraft with a wing down in a turn blocks the view of the area being turned into. A mid wing blocks the area beneath.

But ALWAYS remember that the most important part of your lookout is, of course, to keep looking out at where you are going and watching everywhere for all other traffic.

Happy flying

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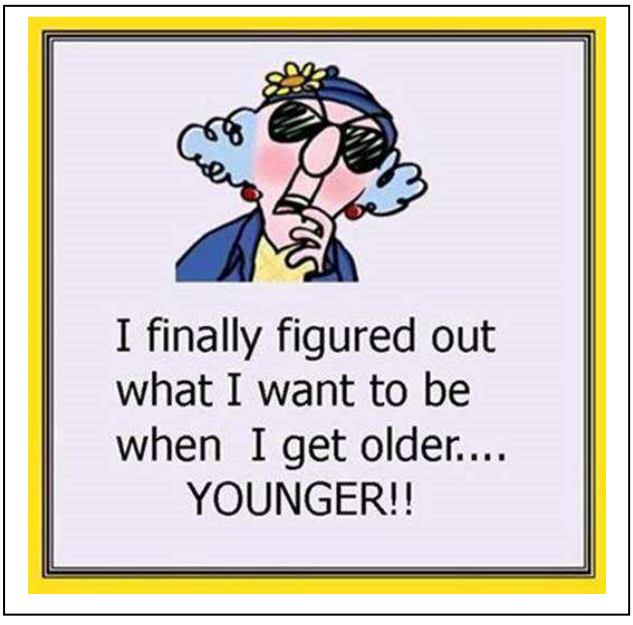
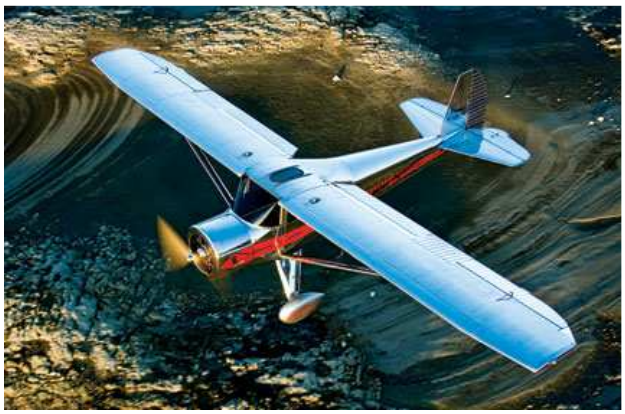


Luscombe Phantom II: A Modern Time Machine

With its radial engine and timeless design, Luscombe introduces an LSA with attitude

By Marc C. Lee, Air-To-Air Photos By Jessica Ambats

I was glad my editor couldn't see the little jig I danced after reading her e-mail asking if I was interested in flying a new taildragger from Luscombe called the Phantom II. Any pilot in love with tailwheel aircraft need only see the words "fly" and "Luscombe" before his or her salivary glands start working overtime. I typed "yes!" so fast that it looked like "yeti" and I was sure she'd think I had lost my mind.



The Luscombe Phantom II

For the uninitiated, Luscombe is an airplane manufacturer that has a storied past. Don Luscombe founded the company in 1933, following his success designing the Monocoupe series of general aviation aircraft. He didn't like the idea of constructing airplanes using tube and fabric, so he made the prescient decision to build his airplanes using an all-metal, stressed-skin design.

The first Luscombe airplane was the Model 1, more commonly known as the Phantom. The airplane wasn't a big financial success, so, in 1936, Don and his team followed it up with the Model 4, essentially an improved Phantom that kept the 90 hp Warner radial engine and all-metal construction (except for fabric wings). By 1938, Luscombe had created the now-famous Model 8, which sported a horizontally opposed engine—a new idea in the late '30s. It became the most popular Luscombe ever built. In 1950, Luscombe Aircraft folded due to financial problems. The tooling and licensing rights changed hands several times, and the Model 8 continues to be built today. Sadly, the Model 4—with its rounded cowling and classy art-deco styling—faded into obscurity.

That is, until the flashing little e-mail icon beckoned me to a place where the ghosts of airframes past have led a path to the present. I was to meet John Dearden, president of the "new" Luscombe-Silvaire Aircraft Company (www.luscombe-silvaire.com), at historic Flabob Airport in Riverside, Calif.

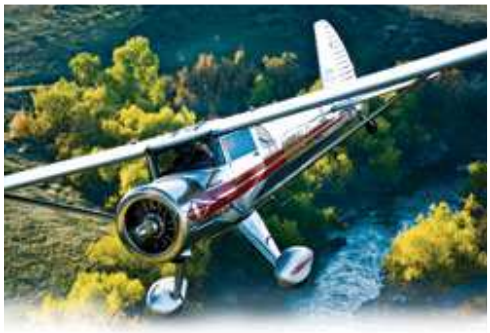
The majestic radial engine adorning the Phantom II's nose is easily its most prominent feature. The smooth aluminium cowling and unmistakable seven cylinders demonstrate that this isn't your everyday LSA

Dearden and his small team of dedicated artisans are building new Luscombe aircraft using the original designs. Though the type certificate has been plagued by legal issues, Dearden and his group are currently offering handcrafted originals from their small facility.

Flabob is one of America's oldest airfields (1925) and it's an appropriate place to be re-creating the classy and timeless Luscombes. The airport—whose name comes from a contraction of the two first names of Flavio Madariaga and Bob Bogen, who purchased the airfield in 1945—is itself like stepping back in time.

Inside round-roofed wooden hangars, you can catch glimpses of Globe Swifts, Stinsons, Zlins and biplanes of every feather. Desert palms poke up into the always-blue sky as dry winds help preserve

airframes that reach back seven decades. In the northeast corner of the field stands a hangar where I catch the glint of something very special.



Fronted with a sweet-running Rotec Radial from down under in Australia.

Dearden's team has rolled out the Phantom II onto the ramp. The airplane's highly polished aluminum skin refracts the late-afternoon sun exactly like a solar mirror. I put my hand up to my forehead just so I can look at it. Though I don't see pillars of light or hear angels singing the "Hallelujah Chorus," the effect is the same: I'm staring at a heavenly ghost. Like a hazy mirage, the Phantom II comes into full view, and I have to catch my breath.

Dearden assures me that this is no ghost. In fact, the Phantom II is brand-new. I can smell the fresh leather through the open cockpit door as I shake my head. By now, several members of his team have come out to offer information about the craft. I suspect they're also keeping me from getting fingerprints on the fuselage. I know this because the airplane's handlers wear white cotton gloves. I can only imagine the time spent polishing this bird.

"This is a totally new airframe," says Dearden. "It's the standard Model 8 wings, fuselage and tail, but with a custom-built fuselage." I did notice this Phantom II isn't an exact replica of the Model 4, and not exactly like the original poor-selling Phantom from 1933 either. It seems, instead, like a combination of the best of each. I wondered about the genesis of such a project.

"We originally built it to order for an individual customer," related Dearden. "Then we decided to market it." The Phantom II retains the all-metal, monocoque design of the original Luscombes. It's a construction technique that supports structural loads by using the airplane's external skin instead of an internal frame covered with a non-load-bearing skin such as fabric.

Easily the most prominent feature of the Phantom II is the glorious radial engine adorning the nose. The smooth aluminum cowling and the unmistakable seven cylinders under it announce that this isn't just any LSA. The Australian-built Rotec R2800 radial makes the airplane look imposing and stout, but retains the '30s-era lines. At 830 pounds empty and with a 1,320-pound takeoff weight, the Phantom II is certified as an LSA. It's also one of the only LSA featuring a radial engine. Since the LSA market seems to be flourishing even in these tough economic times, the Phantom II, with its high cool factor, is a welcome newcomer.

I was ready to fly the Phantom II so I could find out whether or not this airplane's beauty was only skin-deep. Luscombes have a reputation for being a pilot's airplane and fun to fly. I wanted to see if the Luscombe mystique had survived the 70 years between then and now. It was like going back in a time machine; only I didn't need 1.21 gigawatts of electricity to get there.

The Phantom II's panel – a function in wood grain.

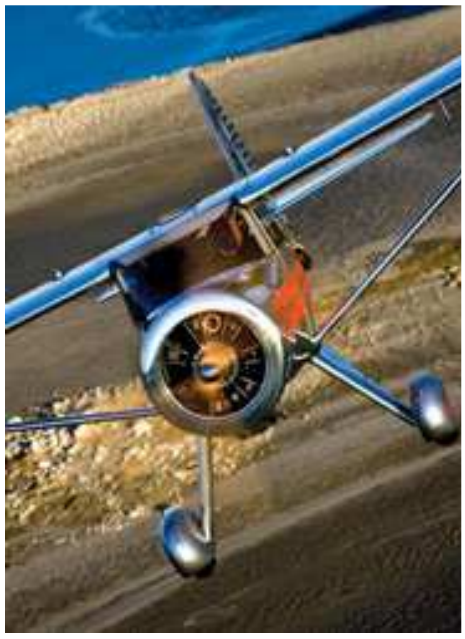
As I walked toward the cockpit, the curved fuselage surface gave me a carnival fun-house look as I slid into the left seat. There's no yoke on the Phantom II, and both sticks have beautiful wood grips. The matching polished wood panel was an immediate

throwback to another era, and it was as if I was inside a Staggerwing Beech or something with equal panache. But as I looked around the cabin, I knew I was in a modern airplane. The Garmin 396 GPSMAP, along with Garmin radios and transponder, completed a basic but efficient panel. The nonadjustable, gray leather seats are ergonomically designed and offer great support. Above me, a single oval skylight lit the cockpit from above.

As in most tailwheel airplanes, visibility over the nose while taxiing is pretty nonexistent. The big rudder gives control authority without much speed, so ground handling is easy. A touch of throttle and some forward stick will whip the Phantom around pretty easily. The Cleveland hydraulic disc brakes were firm and responsive.

Part of the fun of flying a taildragger is the moment in the takeoff roll where you can raise the tail, and that seemed to happen quickly as we headed skyward. The cabin is a snug but comfortable 40 inches in width—half an inch wider than a Cessna 172's cabin. The wooden Performance propeller gave the Phantom II a climb of about 850 fpm at 85 knots.

One thing I immediately noticed is that the Phantom didn't feel at all like an LSA. In fact, it felt like a much larger airplane. Perhaps part of that is the muscle—and sound—imparted by the radial engine. The Phantom felt something like an 18-wheel truck roaring along an interstate.



Another trait I noticed is that the airframe felt strong. "This is basically a 10-G LSA," says Dearden. "You could do aerobatics, it's so strong." Indeed while the control response is light, it's also sure and positive. The airplane rides the bumps nicely and has benign stall characteristics. Dearden says cruise is 110 knots, and that seemed correct as we sashayed above Lake Mathews, 20 miles from Flabob.

I loved looking down over the curved wheel pants and at the wood panel; it was like visiting another era.

Seeing that big radial up front just added to the illusion. An interesting thing about the Rotec radial engine is that it turns faster than traditional engines. At cruise, I looked down and was surprised to see the rpm in the 3,000 range. The Rotec has a TBO of 1,000 hours.

Heading back to the runway held no surprises. Luscombes have an undeserved reputation for being tough to land. The large tail surfaces give them a lot of control authority. The airplane's characteristics mean you just have to be on your toes. Inputs must be light and quick, and you have to stay ahead of the airplane. It's simply not meant for lazy pilots.

Back at the hangar, after everybody had gone, I decided to stay around a little. Night was coming on, and the sky was a deep violet punctuated by orange streaks from the setting sun. Walking toward

the Luscombe's hangar, I thought I heard an old tube radio warming up, filling the hangar with static and a warm amber glow. Wasn't that President Franklin D. Roosevelt's voice followed by strains of Bob Hope singing "Thanks for the Memories" from 1938? Couldn't be. Something pulled my eyes upward, and I could swear I saw a pristine Luscombe Model 4, circling the Phantom and waggling its wings as if to say, "Now, it's your turn."

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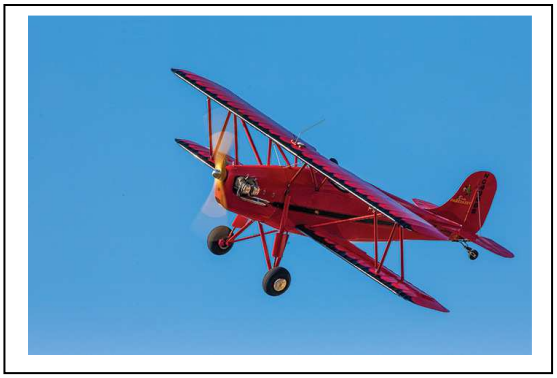
FLY-INS Looming

Sept 17	Dunwich QLD	Straddie Breakfast Fly-in

Mystery Aircraft (September Issue)

What's this?

Mystery Aircraft (Last Issue)



This mystery aircraft is the Rose Parrakeet, designed 1929 (note the spelling of the name). The design was purchased by Hannaford Aircraft in 1948 and subsequently marketed as the Hannaford Bee.

See www.roseparrakeet.org

Alas, No-one appears to have identified the mystery aircraft for this month.

Joke:

The flight attendant watched a passenger try to stuff his hopelessly overloaded bags into the overhead bin.
Finally she informed him that he would have to check the oversized luggage.
"When I fly other airlines," he said irritably, "I never have this problem!"
She smiled and said, "Sir, when you fly other airlines, I don't have this problem either."

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

1. The uncontrolled firing of the fuel/air charge in advance of normal spark ignition is known as which of the following?
   A. Combustion.
   B. Detonation.
   C. Pre-Ignition.
   D. Spontaneous combustion.

2. Two aeroplanes are approaching each other head on. Which of the following actions does the law say that each pilot must do on seeing the other?
   A. Each must immediately enter a DESCENT.
   B. Each must immediately enter a CLIMB.
   C. Both turn to their respective LEFT.
   D. Both turn to their respective RIGHT.

3. Large accumulations of carbon monoxide in the human body result in.
   A. A loss of muscle power.
   B. Tightness across the forehead.
   C. A state of enhanced well-being.
   D. Sleepiness with muscular aches and pains.

4. What is the one common factor which affects most preventable accidents?
   A. Inadequate flight planning.
   B. Mechanical failure.
   C. Structural failure.
   D. Human error.

5. An abnormally high engine oil temperature indication may be caused by? (Only one answer is correct.
   A. Operating with an over-rich mixture.
   B. Operating with an incorrect octane fuel.
   C. Operating with a low oil level.
   D. Operating with a grade of oil too heavy.

ANSWERS: 1. C, 2. D, 3. A, 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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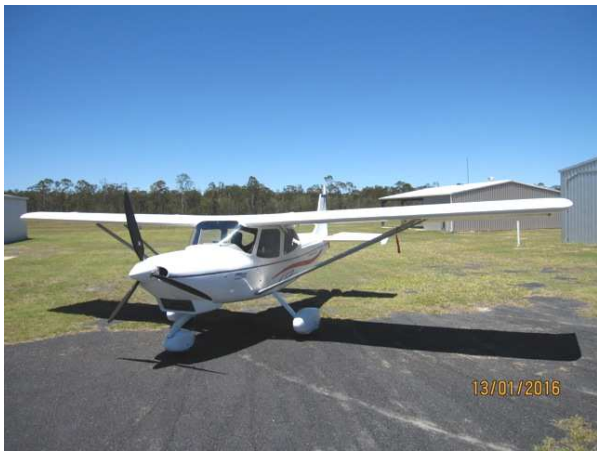
For sale

Aircraft for Sale

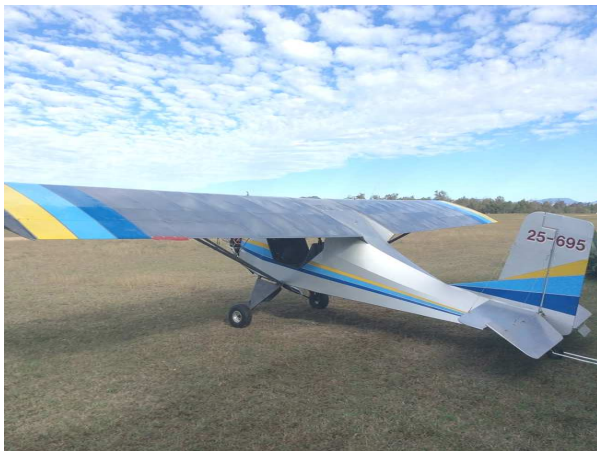


Foxcon Terrier 200 - 239Hrs TTIS - RAAust registered 19-5236 to 11/Nov/2016. Subaru EA81 100HP - Bolly 3 blade prop - Garmin Aera 500 GPS. MicroAir M760 VHF Radio & Di-Pol aerial- Regraphed distributor - Anderson Jump Start lug

Hangared Childers (YCDS)

$44,500 - Contact Leslie 0420326434

Aircraft for Sale



Low time (362 hrs TT) Hughes 582 Rotax powered Lightwing. Reluctant sale (due to health reasons).

Comes with Maintenance Release. Asking $27k or offer

$27,000 (neg). - Contact Mal Joyner at Gatton Airpark 0417 077 055

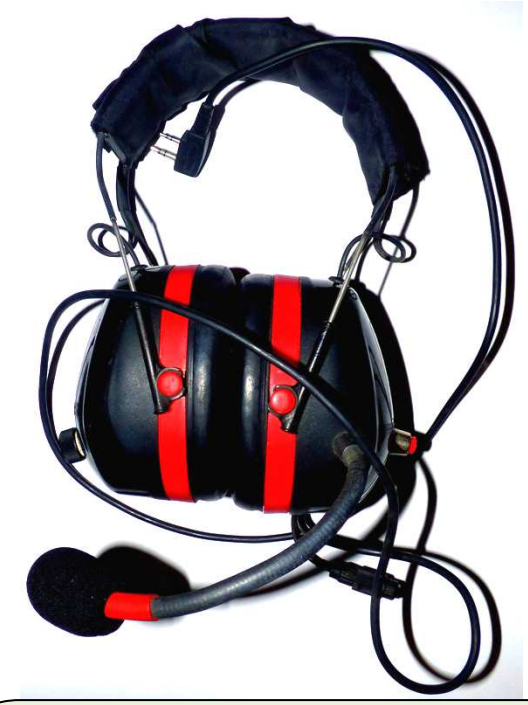
For Sale

Trailer for Sale

- Galvanised, 8 X 5, fully enclosed.
- Sports double doors at the back.
- Complete with spare wheel.
- Rego till April 2017
- Ideal for tradesman, markets, camping, etc
- It tows as good as it looks.
- Ready to ~~fly~~ tow away.

NOW only $1800 (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

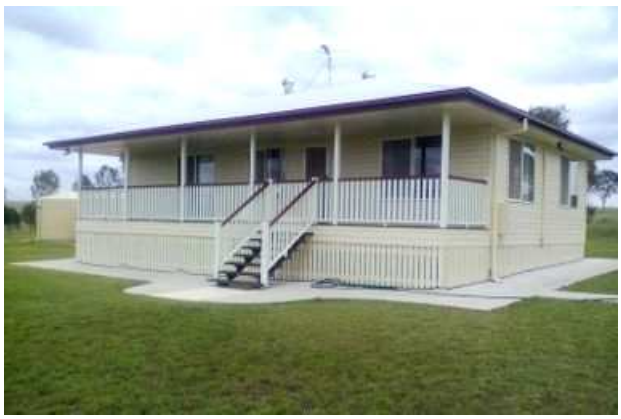
All in good working order.

Any reasonable offer considered

Contact Rob Knight 0400 89 3632

House for Sale

Just 3 Minutes from Watts Bridge - 5 acres of land plus timber home with 3 bedrooms, 2 bathrooms, open plan kitchen, lounge and dining. 20,000 gals rainwater. Built 2009 and used as holiday home. As new. High aspect and good views. Contact: 0732897310 or email: thomasvall@dodo.com.au



BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 06.08.2016 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE:	6th August 2016
MEETING OPENED:	10:20AM
MEMBERS PRESENT:	15
APOLOGIES:	Glenda Faint, Rob Knight, Peter Ratcliffe, David Ratcliffe, Ian Ratcliffe, Mary Clarke, Scott Meredith
VISITORS:	Nil
NEW MEMBERS:	Nil
MINUTES:	June 2016 meeting of the BVSAC Inc. Proposed: Richard Faint Seconded: Mike Smith Acceptance motion carried.
PRESIDENT'S REPORT:	Wayne Petty updated the membership on the progress of the clubroom extensions advising that the kit for the carport was due to arrive any day now and that it was his goal to have it erected and council approved prior to the Brisbane Valley Airshow which was under a month away. Wayne also advised that the catering plans for the club participation in the Brisbane Valley Airshow were well advanced.
SECRETARY'S REPORT:	Richard Faint detailed the inward and outward correspondence for the month of June and July. This included emails to members regarding flying events in the district, and the distribution of the newsletter. Richard reported that the Fun Fly Poker Run for 2016 was the most successful yet with close on 50 participants enjoying a wonderful days flying. Bill Coman, flying a Cessna 182 out of Redcliffe was the winner and he has a posted an entertaining video of his day on YouTube.
TREASURER'S REPORT:	Priscilla Smith presented the financial statement summary and advised that the BVSAC ING account balance is $560.30 and that the BVSAC NAB account balance is $3445.73
WBMA REPORT:	Bruce Clarke advised that final preparations for the Brisbane Valley Airshow were well in hand with all indications being that the event was shaping up to be very successful. Bruce reiterated the importance of volunteers for the event and encouraged everyone to participate.
BUSINESS ARISING:	Richard Faint advised that a letter of appreciation had been sent to Les Wilson.

GENERAL BUSINESS:

Sandy Walker, on behalf of Ian Ratcliffe, asked Wayne about the servery counter top and shelving installed into the clubroom extensions. Wayne advised that the extensions had been approved by council and that there was no concern regarding the extension's fit out.
Mike Smith, on behalf of all club members, thanked Wayne for his fantastic efforts.

The remainder of general business was devoted to fine tuning the club's involvement with the Brisbane Valley Airshow. The meeting was advised that the committee had finalized the menu of items for sale, concentrating on food items that required minimal preparation such as pies, pasties, sausage rolls, muffins, cakes, savory chips plus hot and cold drinks.

Members present at the meeting were asked to indicate their availability to offer volunteer assistance to their club during the Brisbane Valley Airshow.

NEXT MEETING:

The next meeting will be 03.09.2016 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 11:10AM
A BBQ lunch was held after the meeting.

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