

BRISBANE VALLEY FLYER

October - 2016



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



The Brisbane Valley Airshow at Watts Bridge – a roaring success.
(Photo courtesy of Jake Single)

Wayne Petty (President) 0418-602-560
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Rob Knight (Editor) 0400 89 3632

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From the President's Desk

The following is the transcript of a speech made by Wayne Petty, the BVSAC President, at the BVSAC General Meeting held on 03 October 2016. See back page for the minutes of this meeting.

Our Brisbane Valley Airshow is now a memory. The negative thoughts should all be cast aside and now we can move forward together. What a learning curve.

I personally, along with the committee, would like to congratulate Phillip Cooper. It was a huge undertaking to make it work, and on a hiding to nothing. These events don't just happen. It was a success with Phillip's professionalism and polish, and because everyone worked towards achieving a goal. To achieve these results, and the publicity for Watts Bridge in such a short time was nothing short of amazing.

Thank you to the weather Gods for the beautiful weather for about 4 weekends straight. The airfield looked in excellent condition, thanks to the tireless efforts of Peter Freeman and his team of helpers.

Thank you to Bruce Clarke for instilling in our club, and into my head, the opportunities that were available, if we wished to go down that path. I proposed, and with the club's consent, we now have the canteen and carport facilities completed and final approval from council on all the work done.

Logistically the club catering for this event was left to the committee. Yes, we all got some things wrong, and we will learn from our mistakes. We had twelve separate items available on the weekend. We had some stock left over in some areas, and have been trying to sell and dispose of some of these items afterwards.

It will be interesting to hear from our treasurer, whether we have a profit or loss. At this stage while writing my report, the final costings were not available, but Priscilla has, I believe, now finalised the financial reports.

To all our club helpers that worked so tirelessly all weekend I again say thank you. I was unable to leave my post, to even see who was manning the drinks on both days. So to our wonderful drinks boys, the Rats, Bernie and the team, congratulations from the cranky President. Special thanks to Sandy and Vern for your continued efforts in such trying times. Sandy: Could you please arrange a trolley for Peter Rattcliffe to sit on, as every time I looked he was on the floor on his knees.

Back in the canteen, I again thank you all for your wonderful efforts in putting up with the frazzled president. What a ride. Turbulence at 40,000 ft. Out of the thousands of our customers, we really only had one complaint, and money was gratefully refunded. That was exceptional in itself.

There were many people who volunteered to help on the weekend, including complete strangers. Their offers did not go unnoticed. A special thank you to Sheryl, Bill Oates' friend. Sheryl is not a club member but volunteered very early Saturday morning, only to be given the job of cleaning the toilet and sweeping the floors. You know, start at the bottom and work up. Sheryl mastered every position given, and was still there till the end, and we appreciate her help very much.

Another non-member I sincerely thank was Nikki Biddle, who graciously gave her time. Peter Biddle was also a great help on the till. Thanks Peter.

Other club members worked long hours both days.

A special thanks to Jim Boland and his wife, also Roger and Kay Connelly. To both Gail McKenzie and Chris Hendry, you gave so tirelessly, and your efforts were amazing.

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To Mike Smith: Mike you never left your post all weekend and how quickly you had to learn to heat 600 pies, pasties, and sausage rolls per day. Nobody will take that job from you. Thanks mate.

Again to Glenda Faint. Thank you so much, you never cease to amaze.

And to my partner Lyn, who was our supply of hot foods, as the ovens couldn't keep up. Lyn had her home oven heating pies, a friend's oven across the road also heating pies etc. Lyn was the gofa and had to try and negotiate getting to and from Watts. Traffic was backed up past our gate. Frantic phone calls back and forth. Lyn thank you so much for your efforts, though you looked like you had done 10 rounds in the washing machine.

To the back stage crew who were also such wonderful support. So much so that when the bottled water finally ran out the President could still see dollars so called for our paper cups to be filled with water and delivered to the front counter. 2 cups = one bottle of water so \$1.00 each cup. For every 10 sold only one complaint! Money for jam, heh?

To Priscilla and Richard, thank you so much for putting up with the cranky old president and your tireless support.

To all our members who volunteered time to Watts Bridge for marshalling etc, we appreciate your efforts.

If I have forgotten to mention your name please forgive me, your efforts were also much appreciated.

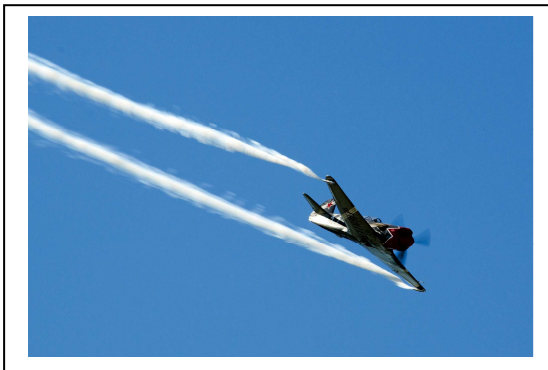
Wayne Petty, President BVSAC, 03 October 2016

The Brisbane Valley Airshow

Well – it's now been and gone. As an observer – I see the superb effort that went into organising and supporting the event, not just by the movers and shakers with the dreams but, as Wayne Petty has just said in his speech, the mountains of work and effort put in by good people just wanting to see the event a success. Any who worked for the days the Airshow was exhibiting, should take a step back and feel comfortably and deservedly proud. This function could not have been what it was without you.

But recognition must also be attributed to the far-sightedness of the organisers, they too, must also share in the limelight.

With reports of in excess of 14000 attendees at the Airshow, there were almost as many cameras and the images recorded over the show are multitudinous.



Yak 3U R2000 – Pic by Jake Single



T28 Trojan – Pic by Jake Single

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DH-104 Dove - Aussie Aircraft Spotters



P51D Mustang-VH-FST – Warbirds Online



DH60 Formation – Unknown provider



Cessna 195-VH-AVZ – Warbirds Online



RAAF Boeing C17 – Pic by Jake Single



P51D Mustang – Timeline Photos



Part of the crowd – Pic by M. M



The Sling 4 – Pic by M. M

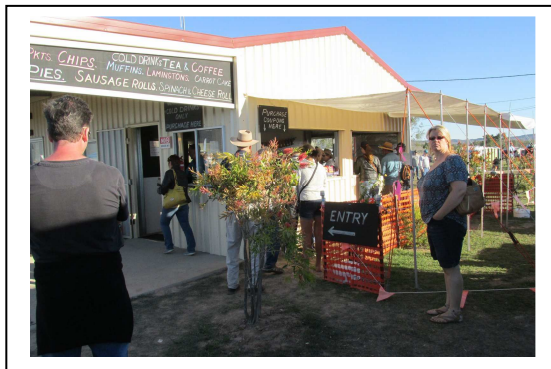
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Bob Hyam's Teenie two – Pic by M. M



Victa Airtourer 115 – Pic by M. M



The BVSAC Takeaway Shop – Pic by M. M



Skyranger Swift – Pic by M. M



P51D Mustang fires up – Pic by M. M



P51D Mustang airborne – Pic by M. M



Watts Bridge – On Show – Peter Freeman

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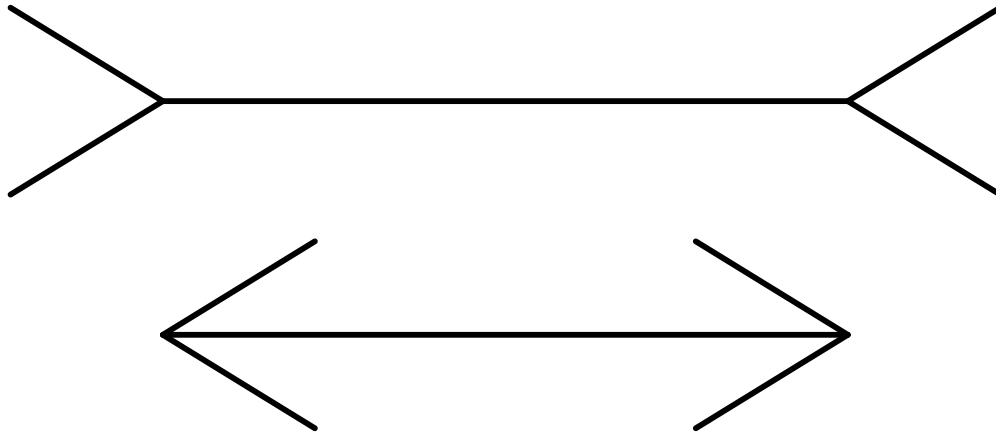
Chasing Those Elusive Illusions

by Rob Knight

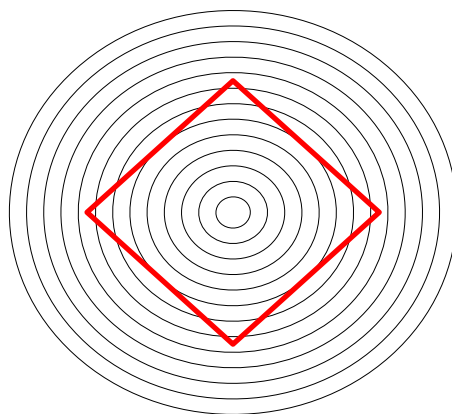
Last month's issue of the Flyer contained a piece on Lookout, a topic that has since added greatly to the quantity of incoming mail to my In-Box. It seems that many people took the piece very seriously and some have suggested that I might next include something on the visual illusions that can beset a pilot. In keeping with this request, the following touches on SOME of the visual illusions that can beleaguer pilots holding the stick.

Visual Illusions:

Everyone is familiar with visual illusions, with things that aren't as they appear. As young children, we learned that railway tracks don't come to a point at the horizon even though our eyes claim that they do. Below I list two more linear perspective illusions that again illustrate how one's eyes can orchestrate a very false impression to a viewer. In each case the brain modifies what the eyes actually see and comes up with very false/unreliable information.



The two horizontal lines above are actually the same length.



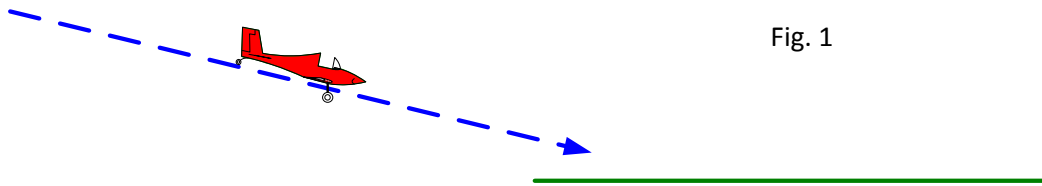
The sides of the red diamond are actually straight lines. It's the profusion of circles that leads the eye to see curved red sides

Linear perspective illusions can occur on final approach and may encourage a pilot to change the aircraft's approach slope path when it is already, in fact, quite correct. The conflict lies between what a pilot's brain identifies as the runway, its dimensions, its slope (in both axes), its alignment

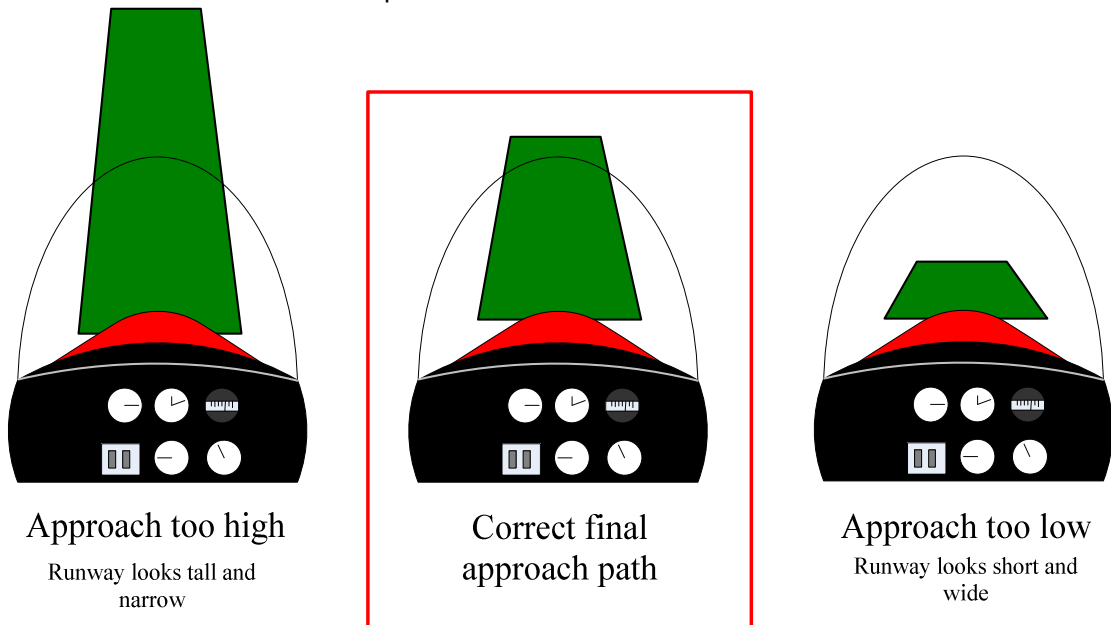
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with other runways, and its surrounding roadage. These factors all provide linear dimensions that can create discord with the pilot's recognised concept of the runway and how it lies in relation to the aircraft and its direction of movement. Then, if these aren't enough, another factor can be the pilot's memory and how other runways have appeared in the past.

Different runways have different ratios of widths to lengths and, while most are level others have upslope or downslope. Pilots learn to recognize the appearance of a normal final approach by developing and recalling a mental image of the expected relationship between the length and the width of the runway they trained on, or runways they have experienced in the past. When faced with new runway dimensions and/or new or unexpected runway slope, the appearance of a correct final approach may be quite different from what they recollect.



The above image represents a profile of an approach onto a level, flat surfaced runway. However, whilst gaining their experience, pilots will have encountered being too high on approach and being too low as the three sketches below represent.



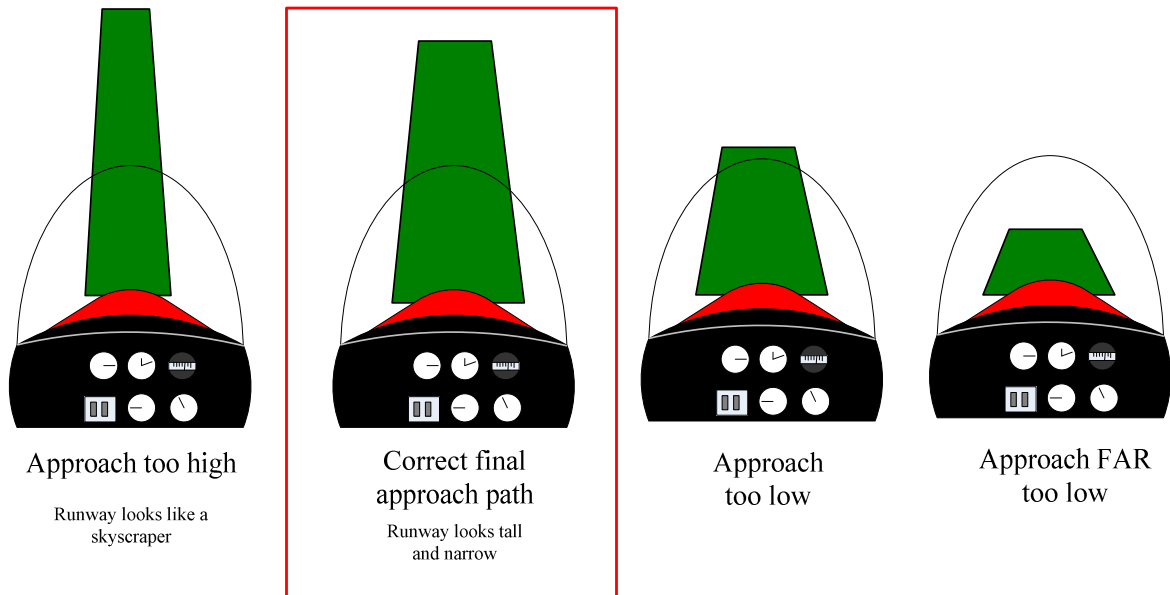
With this as a basis, let's see what can cause confusion when, say, the same pilot makes an approach onto a runway that slopes up-hill.

The image below represents a normal approach onto an up-hill slope i.e. what the pilot is attempting to produce. However, it looks TOO HIGH and he is unlikely to be comfortable with it and it may encourage an approach that is TOO LOW



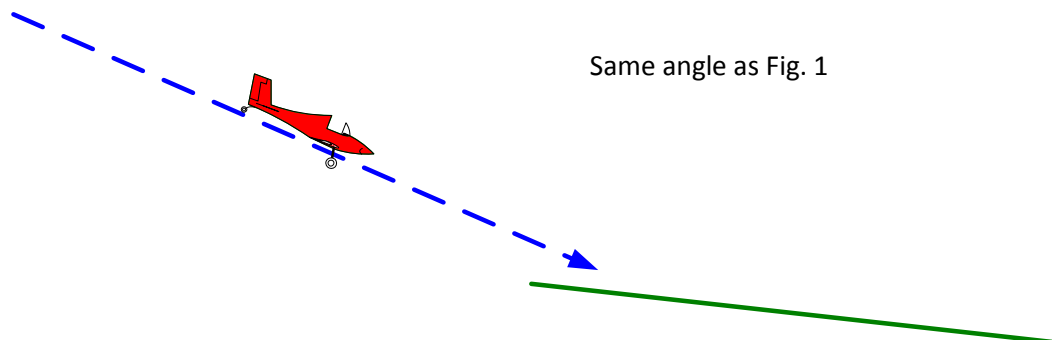
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In the images below I have attempted to create the options that exist. Check the labels to see the now more correct appearance of this runway on a normal approach into the slope.

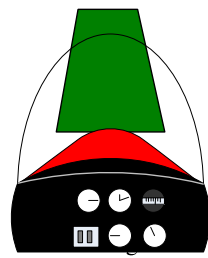


Professional pilots experienced in landings on sloping ground will often follow one of the two leftmost images, using power to drag the aircraft up to the flare point but, even in powerful aircraft this may increase aircraft susceptibility to down draughts, and severely limit go-around options. Note that the same illusion of being too high may occur on final approach for an unusually narrow runway or to a pilot trained on narrow grass runways experiencing their first wide bitumen surface. In summary, the final approach to an up-hill sloping runway or to an unusually narrow or long one, may produce the visual illusion of being too high on final approach. The pilot must ignore the illusion and not adjust the approach slope. The common pilot-error is to reduce power to steepen the approach and this may easily result in an undershoot with a ground impact short of the runway unless the angle of climb of the aircraft is steeper than the angle of climb of the terrain. A failure to accommodate this tends to ruin one's day somewhat!

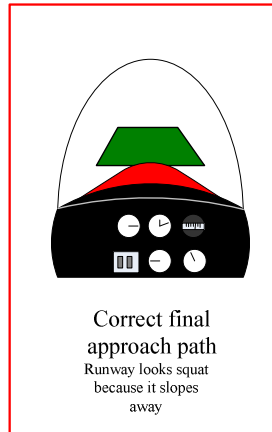
When landing on down-hill slopes, the reverse occurs. To a pilot mentally comparing it to past level runways it looks TOO LOW.



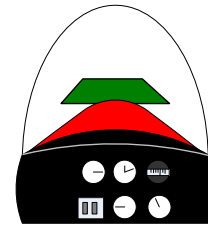
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Approach too high
for a downhill
sloping runway



Correct final
approach path
Runway looks squat
because it slopes
away



Approach too low

Landing on a downhill slope can create the same illusion that occurs on finals when on approach for an exceptionally wide runway.

As the sketches above illustrate, a final approach to a down-sloping runway may produce the visual illusion of being too low. The appearance of the landing area in these circumstances is likely to encourage an inexperienced pilot to add power to make the approach slope appear normal but this will result in the aircraft being too high. The only safe option is then to overshoot.

To continue is likely to lead to a late flare, a touchdown too far into the field with reduced braking ability because of the down-hill slope, and an over-run through the far fence at best. This outcome will not endear a pilot to their insurer.

Other visual illusions include a False Visual Reference illusion where a pilot is

flying over a cloudbank that slopes to the left or right. This can be surprisingly difficult to counter.

The last visual illusion I will cover for now is a Vection illusion. This often occurs in cars, in lines of traffic. With few other visual clues, the brain 'sees' motion out of the side of the eye and reads it as applying to itself. This illusion appears as the car in the lane beside rolls slowly forward. The brain becomes confused and instantly believes that the vehicle it is in is moving backwards, particularly if the wheels of the other cars are not visible. A similar illusion can happen while taxiing an aircraft.



Happy flying

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Remember: you don't HAVE to take-off, but, if you do THEN YOU WILL HAVE TO LAND. So think carefully before you execute the former.

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Pilots With Diabetes In U.K. Fly Safely

Only 0.2% of in-flight readings fell in hypo- or hyperglycemic range

From an article by Ed Susman dated September 14, 2016.

According to a U.K. study, the decision to allow commercial airline pilots to fly with insulin-controlled diabetes has had no incidents of medical incapacitation and few cases of in-flight hypo- or hyperglycaemia during more than 18 months of operations.

Of the 26 insulin-treated pilots flying planes under the U.K. flag, a total of 8,897 blood glucose monitoring values had been recorded during 4,900 flight hours with more than 96% of the cockpit glucose monitoring readings indicating pilots with diabetes were in the "green zone" for safety, reported Julia Hine, MD, of the Royal Surrey County Hospital in Guildford, England.

In a presentation at the European Association for the Study of Diabetes, Hine said that for short and medium haul flights -- those of less than 6 hours duration -- 96% of 7,829 blood glucose monitoring readings were within the safe range. For long haul flights, 97% of 1,068 readings were within that "green" range.

She reported that 19 readings -- 0.2% -- across short and long haul flights combined were in the "red" range and to date, no pilot medical incapacitation due to low or high blood sugar has been reported. The study was conducted by the medical staff at Royal Surrey County Hospital and the U.K. Civil Aviation Authority (CAA), based at London's Gatwick Airport.

That aviation agency defines the "green zone" as glucose levels between 5-15 mmol/l (90 to 270 mg/dL); "amber" as glucose levels from 4-5 mmol/l (72-90 mg/dL) through 15-20 mmol/l (270-360 mg/dL), and "red" as glucose levels of less than 4 mmol/l (less than 72 mg/dL) or greater than 20 mmol/l (360 mg/mL).

U.S. pilots, in keeping with most Commercial, and Airline pilots throughout the western world, a diagnosis of diabetes removes their ability to legally pilot commercial airliners.

In 2012, the U.K. became the second nation, after Canada, to issue insulin-treated individuals with Class 1 Medical Certificates for Commercial Pilot Licences. Ireland has since joined the list that allows insulin-treated diabetics to pilot airliners. The U.K. now has the largest cohort of insulin-treated pilots, and, Hine said, is leading the way in Europe and beyond to create and maintain employment and leisure opportunities for people with insulin-treated diabetes.

"A growing number of insulin-treated pilots have successfully applied for Commercial Pilots' Licences in the U.K. and most recently Ireland," she reported. "To date, the CAA protocol has [been] shown to work well in the cockpit, with no reported safety concerns, and without deterioration of diabetes control."

She noted that a comprehensive protocol, developed by a panel of medical and aviation experts, governs the medical certification of insulin-treated pilots. Certificated pilots are subject to strict requirements, directly overseen by the U.K. CAA and Irish Aviation Authority medical departments, including pre- and in-flight blood glucose monitoring.

"Regular blood glucose testing in the cockpit ensures that any variability in blood sugar is detected and can be corrected early," Hine noted. "If pilots are unable to test their blood sugar due to operational demands, the protocol dictates that they should consume ...carbohydrate as a precautionary measure and then test within 30 minutes."

"Normal glucose levels are 70 to 140 mg/dL, and diabetics are well-controlled if their glucose levels range between 80 and 180 mg/dL," commented Spyros Mezitis, MD, PhD, an endocrinology consultant and clinical investigator at Lenox Hill Hospital in New York City. "Most studies have shown few diabetic complications with the 3-month HbA1c average being below 7%."

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"Acute diabetic symptoms are usually seen with glucose values above 300 mg/dL and neuro-glycopenic symptoms implicating cognitive changes appear below 50 mg/dL," he told MedPage Today. "Considering the aforementioned blood sugar values, the United Kingdom pilot study results are reasonable with insulin-requiring pilots not having any problems with flying when their blood sugar values are in the green range of 90-279 mg/dL."

"It is important to continue monitoring insulin-requiring pilots who are actively flying around the world," Mezitis said.

For the study, with the pilots' consent, files for all insulin-treated, Class 1-certificated pilots were reviewed and data were collected, Hine reported. The researchers found that, at the analysis date, 26 insulin-treated pilots had been issued with Class 1 medical certificates. All were men, with an average age of 41. The majority (85%) had type 1 diabetes, with an average diabetes duration of 8 years. U.K. commercial pilots who develop diabetes after getting their licence can also apply for a Class 1 Medical certificate under the protocol described for insulin-treated pilots.

Average follow-up duration after license issue in the study was 19.5 months. The average pre-license issue HbA1c was 53.1 mmol/mol (about 7%); the average of the most recent HbA1c was 54.8 mmol/mol, thus showing no significant change (P=0.25), Hine and colleagues reported.

She said the study is continuing. "There are a number of European states that have expressed interest in the program," Hine reported. "The American Diabetes Association's position is that individual assessment of people with diabetes is the appropriate approach to determining whether a person is qualified to perform certain activities."

That association is developing recommendations to share with the U.S. Federal Aviation Administration that would enable the FAA to identify pilots who are at no greater risk for incapacitation than any other pilot, she added.

Hine disclosed no relevant relationships with industry.

**Are CASA and the NZ CAA even aware of this 21st century thinking?
Why are diabetically afflicted pilots precluded from private as well as
commercial operation here in Australia and in New Zealand?**

Speaking as a once-CPL with 3 decades and 10,000 plus hours experience including a Flight Examiner qualification, I have found that my flying performance and my health in regard to safety has never been limited by my type 2 diabetes. However, dinosaurian thinking and Cambrian ideology in these two government agencies make them so conservative in their legislation that such a forward leap as to accommodate pilots with the diabetic affliction is incomprehensible. There are a number of past pilot people with extensive experience so very necessary to be passed on in the aviation industry that it is almost a crime to relegate their knowledge to the wilderness. I am fortunate, indeed, that I am able to write and to pass in my personal knowledge but too much is being ignored and lost due to the casting out from the industry of these experienced personnel.

Rob Knight.

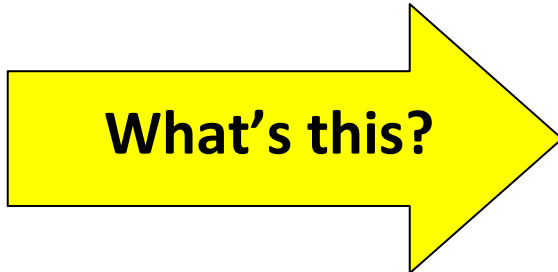
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FLY-INS Looming

Sept 17	Dunwich QLD	Straddie Breakfast Fly-in
Sept 25	Watts Bridge	Watts Bridge Flyin-Breakfast
Sept 30-Oct 04	Shute Harbour	Whitsunday's Fly-In & Runway Dinner
Oct 1 – Oct 3	Thangool	Thangool Fly-In & Races
Oct 1	Millmerran	Fly-In & Aust Camp Oven Festival
Oct 8	Murgon	Angelfield Breakfast Fly-In

Mystery Aircraft (October Issue)



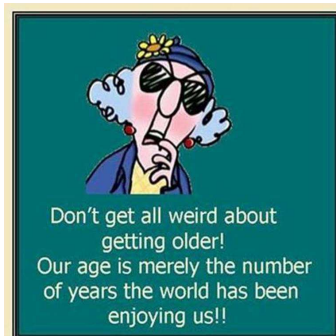
Mystery Aircraft (Last Issue)



This mystery aircraft from last month is the Dream Classic as correctly depicted by Mal McKenzie. The dream classic is Airdrome airplanes answer to the cry for an FAA legal, safe, three axis control system, back to basics ultralight aircraft. Well done Mal!

See

<http://www.airdromeaeroplanes.com/thedreamclassic.html>.



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

1. Two aeroplanes are on final approach for the same runway at the same time. Which one has the right of way?
 - A. The highest one.
 - B. The fastest one.
 - C. The heaviest one.
 - D. The lowest one.
2. According to the Australian aviation law, except when carrying out a legitimate formation flight, where an aeroplane lands with another close behind, the second aeroplane must not cross the same runway threshold until the first one...?
 - A. is sufficiently far down the runway that the second has room to land safely
 - B. has advised on the radio that they are clear of the runway.
 - C. has landed, vacated the runway, and is taxiing away from it.
 - D. has landed and it is a formation flight under CASA legislation.
3. Which of the following would be described as “preventative maintenance”?
 - A. Repair of portions of skin sheets by making additional seams.
 - B. Topping up the brake master cylinder reservoir
 - C. Repairing undercarriage brace struts.
 - D. Stop-drilling a small crack in the wind screen.
4. For an aircraft with a fixed pitch propeller and a float-type carburettor, what is most likely to be the first symptom of carburettor icing?
 - A. A drop in EGT and cylinder temp readings.
 - B. A drop in RPM.
 - C. A reduction in fuel flow..
 - D. Rough running.
5. In calm conditions a pilot flies in S.E Qld with due north on his compass. Select the track along which that pilot will be flying?
 - A. 011°T.
 - B. 360°T.
 - C. 349°T.
 - D. Due North.

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

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

--ooOoo--

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For sale

Aircraft for Sale – Sky Dart - \$5000.00 – Call Bob Hyam [\(07\) 5426 8983](tel:0754268983)



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. 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.

Aircraft for Sale

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

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



For Sale

Flown only by a
sweet little lady
on weekends

Phone Richard/Glenda on 0412 317 754



\$9,999.00 (negotiable)

Hours engine & Airframe -0 320
Cruise 70-75 knots @ 15 l/hr

Fan cooled Rotax 503 DCDI
6 hours endurance

With brakes
Registered

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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



¼ Share for sale - \$4500

A share in a WB Drifter 582 is being offered. The aircraft is based at Lynfield west of Brisbane.

¼ Share price of \$4500 (includes hangarage)

Contact Kev Walters Tel 0488 488 104



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



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BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 03.09.2016 GENERAL MEETING

MEETING LOCATION: Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE: 3rd September 2016
MEETING OPENED: 10:00AM
MEMBERS PRESENT: 12
APOLOGIES: Richard Faint, Bruce Clarke, Mary Clarke, Mal McKenzie, Danny Fowler.
VISITORS: Nil
NEW MEMBERS: Nil
MINUTES: August 2016 meeting of the BVSAC Inc.
Proposed: Mike Smith Seconded: Sandy Walker Acceptance motion carried.

PRESIDENT'S REPORT: Wayne Petty spoke on the overwhelming success of the Brisbane Valley Airshow.
In particular Wayne thanked WBMA President Phillip Cooper and Vice-President Bruce Clarke for their vision and drive.
The full transcript of Wayne's report can be found in the October 2016 Edition of the Brisbane Valley Flyer. (See pages 2/3).

SECRETARY'S REPORT: There was no secretary's report due to Richard's absence from the meeting.

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 \$744.70
Priscilla also presented a summary of BVSAC Takeaway Shop at the Brisbane Valley Airshow

Income	\$14,074.70
Expenses	\$7,832.72

Surplus	\$6,241.98

WBMA REPORT: There was no WBMA report.

BUSINESS ARISING: Nil.

GENERAL BUSINESS: President Wayne was thanked by acclamation for the vision and planning he put into creating the "BVSAC Takeaway Shop".

The rest of the meeting was devoted to discussing the Brisbane Valley Airshow and if there are to be future airshows, how the club could participate. Suggestions included:

- A big drinks machine,
- EFTPOS facilities,
- A ride-on tractor with a trolley selling drinks and nibbles moving through the crowd,
- A flying parade of Sports Aviation during the airshow segment.

NEXT MEETING: There will be no October Meeting due to prior commitments for all members of the committee. There will be a social gathering and BBQ at the clubrooms.

The next meeting will be 05.11.2016 in the BVSAC Clubrooms Watts Bridge at 10:00AM

The 2016 AGM will also be held on the 05.11.2016

A BBQ lunch will follow the meeting.

MEETING CLOSED: There being no further business, the meeting was declared closed at 10:50AM

A BBQ lunch was held after the meeting.