BRISBANE VALLEY FLYER

December - 2016

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

BRISBANE VALLEY SPORT AVIATION CLUB INC

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

Merry Christmas and a Happy New Year for 2017

.

Richard Faint (President)	0412 317 754	Peter Biddle (Secretary)	0402 403 469
Priscilla Smith (Treasurer)	07 3206 3548	Rob Knight (Editor)	0400 89 3632

Reading the Wind. Part 1 – Vertical wind currents

By Rob Knight

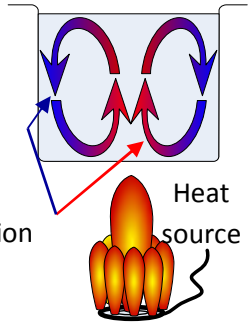
Oh how much we would all like to be able to read the wind: to know what the wind is doing everywhere we take our aeroplane. What an advantage this ability would be in every aspect of VFR aviating. When navigating in VMC, all drift and speed issues would be easily recognised and quickly and accurately resolved. On approach, wind sheer and gradients would no longer surprise and crosswind landings would be a breeze. And imagine being able to see turbulence and fly around it! In reality, some of these atmospheric attributes can be observed and, indeed, read, if you know where and how to look.

But we can, imperfectly perhaps, but read it nevertheless: it is written in the the enviroment around us. Not in a textual format, but, just like our forebears looking for spoor when they were hunter gatherers, the clues are in front of us if we know what to look for.

The atmosphere within which we fly is just an ocean, a fluid ocean of invisible gas with all the normal attributes of any other sinuous medium. It is free to have temperature differences within it, and pressure differences also. It is free to flow in any direction and around and over any obstacles it meets on its path as it flows from areas of higher pressure to areas of lower pressure within its envelope. It can heat up and cool down, and expand and contract, or all the above simultaneously. This is the environment in which we fly our aircraft, only leaving it when we come home to earth and land.

As both water and air are fluids, if we can visiualise one we can realise the other as it will behave more or less in a like manner. The density difference between atmosphere and water provides only a modifying factor to the magnitude and location of the results of disturbances within it as the air flows over and around obstacles. To understand air movements all we need to do is to visualise flowing water and realise air doing the same things. In other words, we can use our imagination to recognise curents in the air.

Now some specifics: movement of air that we call wind is generally taken as being horizontal (or parallel) to the earth's surface. Vertical currents we usually term updrafts if the flow is upward and away from the surface or downdrafts if the flow is descending towards the surface. These both have immense significance to a pilot.



For the powered pilot, the significance of air in vertical motion lies essentially in two areas, turbulence, and the formation of cloud and its associated precipitation. But first to its causes. Air rises for a number of reasons; one of them that most of us learned about in school is convection currents. Usually demonstrated in water during science experiments at school, we saw currents caused by heating water in a flask with a burner below. When heated, the water above the heat source rises because heating it lowers its density (it is lighter than an equivalent volume of colder water). Nearing the top it has cooled a little (relatively) and moves to the sides of the flask from where it descends back to the bottom again. It descends because it is now cooler than the rising heated water in the centre. On reaching the bottom it is drawn to the centre where it is

FACT: Air density is inversely proportional to air temperature.

again heated and the circulatory cycle begins all over again.

This convection cycle repeats itself in any fluid when heated and these currents will be duplicated in the free atmosphere where the heat source is the sun acting on the eath's surface. However, the earth's surface responds to the sun heat in an irregular fashion. Surface type, colour, and texture, strongly influence the heat energy absorbed by the surface from the sun's rays: dark colours and rough textured surfaces are the easiet to heat and attain the highest temperatures. So, when the surface is irregularly patterned/textured, its temperature rise will be irregular and thermal caused convection currents will consequently form. The darker, non foliage covered surfaces will heat more quickly and to a higher temperature than the lighter and/or foliage covered surfaces as Fig. 2 shows.

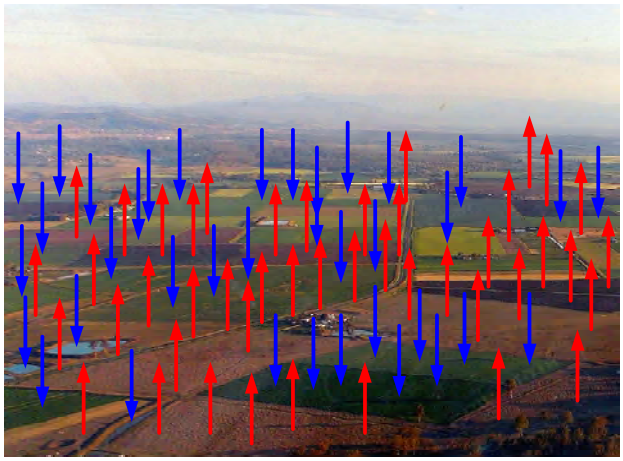


Fig. 2. Convection currents in the landscape – nil wind

Water surfaces such as dams, lakes and ponds, heat least of all as water requires more heat to raise its temperature than any other substance. This is why foliage seldom heats as much, even though it might be a dark green colour – the foliage contains sap and this is mostly water.

Fig 2 also shows the rising air along roads, especially bitumen roads.The orange arrows indicate air rising because it is warmer than the surrounding air and the blue lines depict descending air, sinking because it is cooler than its surrounding air.

Successful glider pilots are particularly adept at visualising this aspect of the air movement and the surface beneath to anticipate and get lift in the rising air currents and to avoid the down currents.

Fig. 2. depicts a calm, nil horizontal wind. However, if a wind is blowing, then the vertical blue and red lines will no longer be perpendicular and the lines of lift and sink are angled as depicted schematically in Fig. 3.

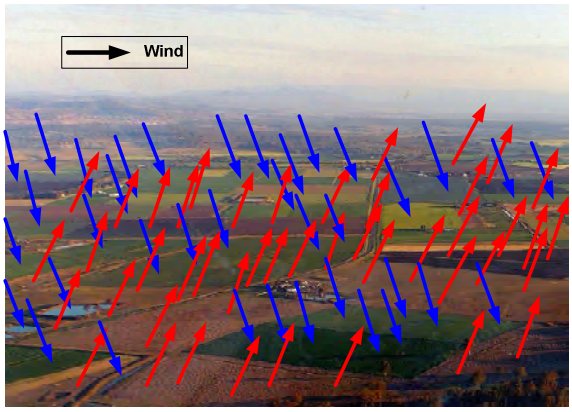
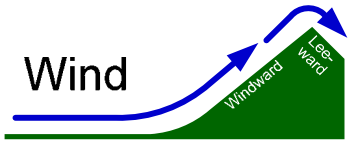


Fig. 3. Wind and convection currents

The red rising air arrows in Fig. 3, make the point that the updraft convection currents now ascend down wind of the heat source. This means, also, that the descending down drafts begin upwind of the cooler surface areas. Herein lies the skill in reading these vertical wind currents.

The magnitude and vertical extent of these air currents are determined by the factors already mentioned, modified, or exacerbated, by the winds aloft, the stability of the ambient atmosphere, and the amount of cloud cover. Cloud shadows reduce the heat received by the surface.

A similar process of convection activity along coastlines results in sea breezes by day and land breezes by night. As land requires far less energy to heat it than sea (water), for the same amount of sun the land heats more than the sea. This means that there is a disparity between the temperature of the air in contact with the land and the temperature of the air in contact with the sea. The land is warmer so the air in contact with it is warmer and thus less dense. This less dense air rises, forced upwards and replaced by the colder denser air moving in from over the sea and the classic convection circulatory pattern is therefore established. A more detailed depiction of sea and land breezes and their significances will follow in Part 2 in this series.



Fig, 4. Mechanical uplift

Another cause of ascending airflow results from a horizontal wind meeting an obstacle and rising up to flow over it, such as when a prevailing wind meets a mountain range. The air can't go through it or around it so it climbs up the side of the range and flows over it. This process is called mechanical uplift and it can be aggravated by the convection updrafts discussed previously.

If the terrain drops away after the crest of the range, the wind will follow the ground contour and the updraft on the windward side will become a downdraft on the leeward. This can become a fohn wind. Please note that other local winds and effects resulting from horizontal wind flow will be covered in Part 2.

Vertical air movement can also be created by air temperature variations without invoking the convection activity explained earlier. Particular terrain and temperature conditions can induce air to flow down or up topography that is sloping.

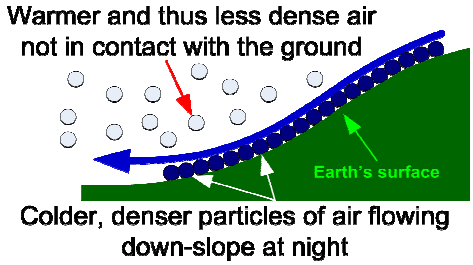


Fig. 5. Katabatic down-slope wind

While not particularly relevant to recreational aircraft operations because it occurs at night, the down-slope flow is called a *Katabatic* wind and it is, once again, the result of temperature induced density issues. Katabatic winds appear on calm nights when radiation cools the earth's surface which then cools the air in contact with it. However, the air, away from the surface and contact with it, is not subject to this cooling so becomes warmer in comparison. The colder and denser air in contact with the ground will flow downhill with gravity and displace (lift) the warmer air above. In warm countries, katabatic winds are usually light unless their energy is supplemented by some other factor.

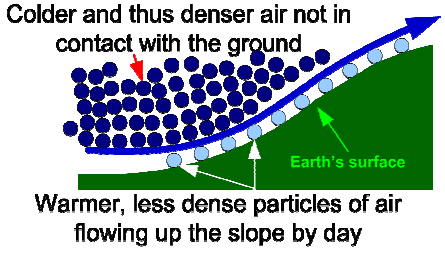


Fig. 6. Anabatic up-slope wind

The up-slope flow, called an *Anabatic* wind, is simply the opposite to the katabatic. Instead of cooling at night, when the sloping surface heated by the sun during the day, the air in contact with the surface heats up, loses density, and drifts up the slope. It is replaced by colder and thus denser air located away from, and not influencd by, the warming of the surface. Anabatic winds are usually strongest around mid afternoon and are light as they function against gravity.

However, if the slope generating the wind faces the sea, the anabatic wind can combine with and aggrevate a sea breeze.

Perhaps one of the most powerful local area movers of air in the lower atmosphere is atmospheric instability as this instigates the most severe vertical up and down drafts a pilot can experience. Specifically, this occurs in, about, and beneath, thunder storms (cumulonimbus (CB) clouds). CBs can develop such powerful up and down drafts in close proximity that light and medium weight aircraft can suffer catestrophic structural failure. Even heavy aircraft avoid such storms and, in fact, advanced warning of this by receiving radar returns from its inclusive precipitation is the specific reason airliners carry weather radar.

Although the hazards of up and down drafts (turbulence) is the topic at hand, it is noteworthy that these are not the only hazards associated with thunderstorms: other dangers include torrential rain, hail, and lightning.

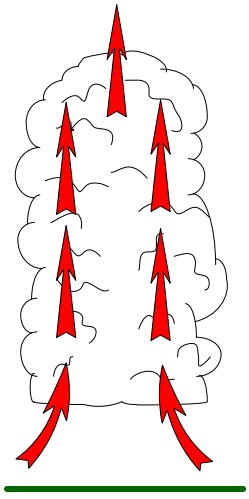


Fig. 7. Cumulus

Thunderstorm cells pass through three specific stages in their life cycle. Every thunderstorm starts as a common or garden cumulus (CU) but only those that develop vertically and morph into towering cumulus (TCU) develop further and reach full CB status. This first stage is known as the developing phase and whilst in this stage the atmospheric instability within the cloud causes the updrafts to grow very rapidly and lift the top of the cloud so the CU grows quickly upwards. These form towers, hence the name towering cumulus, and can easily reach in excess of 20,000 feet in tropical areas. Down drafts are non existent in the developing stage as they would limit the vertical development necessary for TCU to form. Updrafts are generally around 500 to 750 fpm and encountered inside the cloud or below it. Note that there are few if any up-currents entering the sides/walls of the growing cloud.

Each cumulus cloud is a separate cell, an individual entity, and the cloud form known as stratocumulus(SC) is really just a layer of many cumulus clouds in close proximity, No precipitation is produced by cumulus clouds.

Next is the mature stage, depicted in Fig. 8, the phase when thunderstorms are most dangerous. They have reached their maximum vertical development and have begun to develop their characteristic anvil shaped head. During this stage the up and down drafts can exceed 4000 fpm and, because these can be adjacent to one another, wind sheer can easily destroy aircraft as such forces well exceed the aircraft's structural load factor absolute limits. It is these vertical currents that are responsible for the development of hail, tossing small hail stones up and down through the freezing level, each trip increasing the ice coating until its

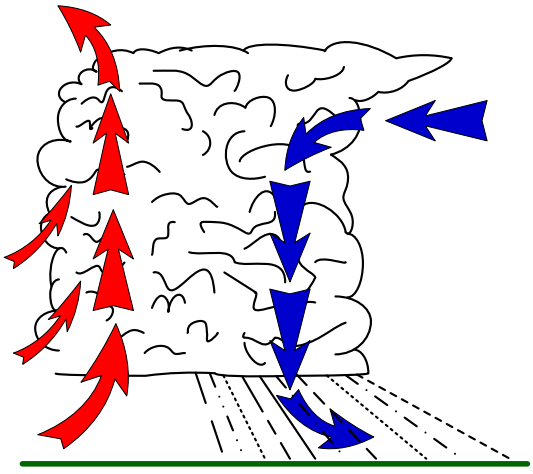


Fig. 8. Mature phase

mass is too great to be supported by the existing updraft. Imagine the force of air necessary to vertically support a cricket ball made of ice!

On the advancing side of the cell, there is a downdraft (blue arrows in Fig. 8), usually severe, which is responsible for throwing precipitation down and forward of the cloud. In some cases a roll of low-level cloud preceeds the cell and is the harbinger of severe clear air turbulenc in this region. The down draft ahead of the cell becomes horizontal on meeting the ground and its presence and severity is easily seen from aloft as, like waves, it can be observed advancing across the landscape, striking and shaking trees and long grass.

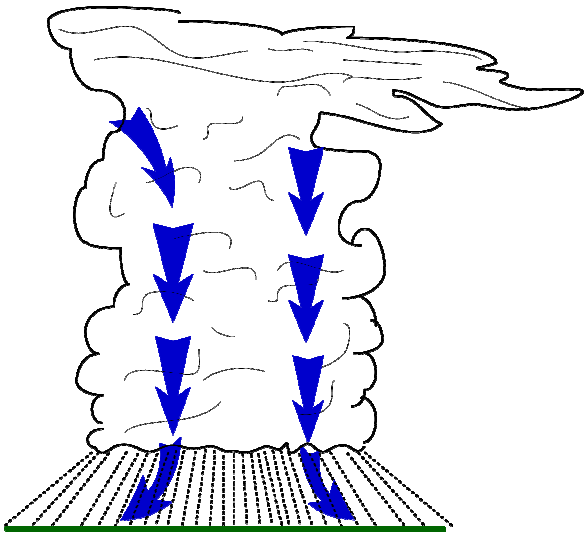


Fig. 9. Dissipating stage

The last phase is Stage 3, the dissipating stage. The downdraft grows both vertically and horizontally until it extends through the whole cloud. With no updrafts to lift moisture bearing air into the cloud for condensation the rain gradually eases. The top of the cloud takes on a more fibrous appearance as the updrafts have diminished and the anvil shape becomes feathered and whispy. The down drafts lose intensity and the precipitation ceases.

Usually, a short time after the rain stops, the cloud breaks up into separate layers and fragments. All that is left is the precipitation on the ground.

The typical life cycle of a thunderstorm varies according to the latitude in which it is occurring; generally, the higher the latitude, the less severe the storm. In Australia they last for between 45 minutes and 6 hours, depending on the moisture content of the air mass in which they are occurring and the atmospheric stability. Their severity varies from just a rumble of thunder to catastrophic flooding, damage and loss of life.

So, what's the message regarding thunderstorms from the pilot's perspective? It's a message of look around – look for them. They are big and even look nasty. It's simple – avoid, avoid, avoid – avoid flying close to it, avoid flying under it, and if one is coming, avoid flying until it has passed.

In regard flying close to a thunderstorm, on the back side, where the updrafts are entering the cloud, I personally have had a Victa 100 in a 70 knot glide with the VSI pegged out at 2000 fpm UP. We were in clear air, as smooth as glass, but in one stop-watched minute we climbed through 2175 feet. As the Victa descended at around 800 fpm in a normal glide, the updraft was approaching 3000 fpm upwards yet we never felt even a bump in the air.

Pilots get sucked up into CBs if their ascent rate exceeds their descent rate. Also, down drafts easily exceed the climb rate of any common light aircraft so disaster is just around the corner for the unwary or the fool-hardy. Use your eyes and assess the geography for potentials to create invisible hazards around you and along your intended flight path. Remember, the air is an ocean and, just like

the watery ocean, it is unforgiving to fools and idiots. Look and then look again - the world is an open encyclopaedia.

Happy flying

BVSAC Christmas Party

The BVSAC Christmas Party was held on Saturday 26th November and was a great success with 25 members and guests enjoying a convivial festive lunch.

Images courtesy of Santa Clause (that's why he can't be seen in any of them).

FLY-INS Looming

December 10	Murgon	Angelfield Breakfast Fly-In
December 10	Clifton	Christmas Dinner Function

Mystery Aircraft (December Issue)

What's this?

Mystery Aircraft (Last Issue)

The mystery aircraft was an Airspeed Ferry. The Ferry first flew in April 1932 and was an unusual configuration biplane with a third engine mounted in the upper wing (it was usual to mount a third engine in the nose). The engine arrangement was designed to give the pilot a better view. Not all three engines were the same, the lower engines were Gypsy IIs and the upper a Gypsy III.

10 seats
1 crew
Wingspan: 17 m
Length: 12 m
Retired: 1941
Vne: 94 kts
Cruise: 73 kts

Empty weight: 1560 kg
MTOW: 2700 kg

Manufacturer: Airspeed Ltd.
Designer: Nevil Shute

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

1. A pilot rolls into a left turn. Considering the up-going aileron, does the centre of pressure (CofP) ahead of the aileron move along the cord line?
   A. Yes, the CofP moves forward.
   B. Yes, the CofP moves aft.
   C. No, the CofP does not change position unless the aerofoil angle of attack changes.
   D. No, the CofP is fixed by the aerofoil shape.

2. At the passage of a cold front in the southern hemisphere, which of the following typically depicts the wind change?
   A. The wind speed drops.
   B. The wind direction veers.
   C. The wind direction backs.
   D. The wind speed increases.

3. During a climb the elevator trim tab electric motor suffers a runaway condition and jams the trim tab so it is fully down below the elevator trailing edge. This is likely to:
   A. Cause the nose to pitch down.
   B. Cause the nose to pitch up.
   C. Not cause a pitch change.
   D. Affect the trim in level flight at cruise power and on approach at reduced speed.

4. A pilot is carrying out a cross country flight that will cover 261 nms. His heading is 251 Magnetic and he is making good a track of 241 Magnetic. The altimeter subscale is set for the QNH at his departure airfield. If the subscale is not adjusted for the local QNH at his destination prior to arrival there, what would his altimeter be expected to read.
   A. Higher than it should.
   B. Lower than it should
   C. Correctly
   D. It depends on the QFE

5. What is the prime purpose for fitting frise ailerons?
   A. Improving the aerofoil stall characteristics.
   B. Improving roll rate.
   C. Eliminating aileron drag.
   D. Reducing adverse yaw

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

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

--ooOOoo—

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

Fan cooled Rotax 503 DCDI
6 hours endurance

With brakes
Registered

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

¼ Share for sale - $4500
A share in a WB Drifter 582 is being offered. The aircraft is based at Lynfield west of Brisbane.
!/4share price of $4500 (includes hangarage
Contact Kev Walters Tel 0488 488 104

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 5 November 2016 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE:	5 November 2016
MEETING OPENED:	1045 hrs
MEMBERS PRESENT:	10
APOLOGIES:	Ian, Peter & David Radcliff
VISITORS:	Nil
NEW MEMBERS:	Nil
MINUTES:	September 2016 meeting of the BVSAC Inc. (Note: there was no meeting in October Proposed: Mike Smith. Seconded: Peter Freeman. Acceptance motion carried.
PRESIDENT'S REPORT:	Richard spoke about the importance of the WBMA AGM and encouraging all to be involved in the democratic process of electing a new WBMA BoM.
SECRETARY'S REPORT:	Nil
TREASURER'S REPORT:	Proposed by P.Smith, Seconded by R.Faint BVSAC ING account - $562.72 BVSAC NAB account - $4728.54
WBMA REPORT:	From Liz Cook

- AGM on 19 November
  - Several nominations received for some positions
  - A number of motions have been tabled for discussion at the AGM
- There have been some recent issues in the BoM with the resignation of the President and Vice president. Need to continue to work together for the benefit of WBMA
- Priority work is on the Lease documentation and the Membership proposal from the Airfield Council
- Pumps replaced on the public toilets
- Grass maintenance
- Recent safety issue with the fuel depot
  - Extra fire extinguisher to be installed

BUSINESS ARISING:	Nil
GENERAL BUSINESS:	WBMA AGM – R.Faint encouraged all members to attend Christmas party – G.Faint proposed a meal in the hotel in Toogoolawah. Not accepted. Agreed to hold Christmas party in clubhouse **on Saturday 26 November** with format similar to previous years. R.Faint to send invitations.
NEXT MEETING:	The next meeting will be 4 February 2017 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 1110 hrs A BBQ lunch was held after the meeting.

Open letter from the BVSAC New President, Richard Faint.

Hello Everyone,

As you would no doubt be aware BVSAC held our AGM on the 5th November.

Your new BVSAC committee is,

President:	Richard Faint	0412-317-754
Secretary:	Peter Biddle	0402-403-469
Treasurer:	Priscilla Smith	(07) 3206-3548
Airfield Council Representative :	Mike Smith	0418-735-785

We have also taken this opportunity to revamp and upgrade our email systems now that email is the primary way of doing business (as opposed to a paper document system). Each member of the committee now has a separate BVSAC Mailbox, as opposed to using their personal email addresses.

So the email addresses are....

president@bvsac.org.au (Richard Faint)

secretary@bvsac.org.au (Peter Biddle)

treasurer@bvsac.org.au (Priscilla Smith)

council@bvsac.org.au (Mike Smith)

If you have any questions, please do not hesitate to contact me.

Best regards,

Richard Faint

BRISBANE VALLEY SPORT AVIATION CLUB Inc.

Minutes of the BVSAC Annual General Meeting held on the 5th November 2016.

Location: Watts Bridge Memorial Airfield – BVSAC Clubrooms.

Meeting Opened: 10:23AM

Members Present: 11

Apologies: Peter Ratcliffe, Ian Ratcliffe, David Ratcliffe, Mal McKenzie, Ken Hulse.

Visitors: 0

Minutes: Minutes of the 2015 AGM were voted as a true and correct record.
Moved: Richard Faint, Seconded: Mike Smith. Carried.

Business Arising: Nil.

President's Report: Wayne Petty thanked his fellow committee members Richard Faint and Priscilla Smith for their support throughout the year and the editor of the club's newsletter, Rob Knight for a great effort with the newsletter.

Wayne also thanked the Watts Bridge Memorial Airfield Board of Management for professional management of the airfield. Special thanks was given to the sub-committee that organised the Brisbane Valley Airshow, which provided a great opportunity for the club to derive additional income.

Wayne announced that he would not be standing for re-election and thanked all club members for the support shown to him as President over the last two years.

Secretary's Report: Richard Faint thanked Wayne for his exceptional efforts as President over the last two years, showing excellent leadership, initiative and drive which resulted in the clubroom extensions. The members present thanked Wayne by acclimation.

Richard also thanked the Watts Bridge Memorial Airfield Board of Management and the Brisbane Valley Airshow sub-committee, noting that in his opinion the airshow was the most successful event ever held at Watts Bridge. Richard also mentioned the purchase of the land upon which Watts Bridge is situated was a pivotal moment in the history of the airfield, ensuring tenure in the years to come.

Richard announced that he would not be standing for re-election as Secretary or as the BVSAC Airfield Council Representative, noting that he had held the Secretary position for the last 5 years and the Airfield Council Representative position for many years. He was of the opinion that it was now time for new blood on the BVSAC Committee and also within the Airfield Council.

The members present thanked Richard by acclimation.

Treasurer's Report: Priscilla Smith tabled the audited financial statements and reported:

The club has had a great year financially, with us an end of year Surplus of $10,479. This is a 174% increase on last year's result, however if you ignore the $6000 in donations which were passed on to Watts Bridge Memorial Airfield the real increase is 17.4%.

Our surplus was put to good use, extending our club house patio and starting the canteen/ storeroom extension. A big thanks to Wayne for his huge contribution in building the patio and canteen. Members will benefit from his tireless efforts for many years to come.

As a home based group we were all very excited that Watts Bridge Memorial Airfield Inc. was given the opportunity to purchase the airfield from SEQ Water and proud to be able to assist them financially. As well as passing on loans and donations from our members to Watts Bridge Memorial Airfield, to contribute to the purchase of the airfield, BVSAC also lent Watts Bridge Memorial Airfield $2,500 from club funds, bringing the total loan to $30,000. The airfield's future is looking bright and it is great that we are part of the progress.

Hangar income was up 11% from last year, and memberships were up 11.5%. No solar credits are shown in the report as I didn't request a payment last year, however we did have a credit of $676 with Origin as at 26th August 2016, which is an improvement on the previous year.

Donations for the use of our bathroom facilities were more than double the previous year, at $250.

Net income from food and drink was down 22.6%, which in part was due a substantial increase in our stocks held of soft drinks, which is not reflected in these reports. I am confident the true result would be similar to the previous year, as we have had great success selling drinks at airfield events during the year. Thanks to all who helped with drink sales.

General expenses for the year were down 5%.

As shown in the Auditor's report (which has been distributed around the room); starting from the top, you will see net income from:

- Memberships $2,900.00
- Hangar $3,087.71
- Food & Drinks $1,380.96
- Other fundraising $ 175.00
- Donations $6,250.00
- Interest $ 12.83

Giving us a gross surplus of $13,806.50

Operating expenses were made up of:

- Clubhouse expenses $2,985.55
- Bank fees $ 4.00
- Memberships paid $ 222.00
- Postage $ 23.80
- Fees & charges $ 91.55

Giving us a net surplus of $10,479.6

As at 30th June, Cash on hand was $2,407.28 and the total of the association's assets had increased by $31,979.60 to $144,489.19 and new loans payable to members totalled $21,500.

I congratulate everyone for contributing to the continued progress of our club and its facilities.

In conclusion, I would like to thank Melissa Ratcliffe for auditing our financials promptly and free of charge.

Melissa Ratcliffe was appointed as auditor for Financial Year 2016 – 2017.

Election of Office Bearers

All executive positions were declared vacant.

Richard Faint was elected unopposed to the position of President.
Nominated: Wayne Petty Seconded: Mike Smith

Peter Biddle was elected unopposed to the position of Secretary.
Nominated: Peter Freeman Seconded: Mike Smith

Priscilla Smith was re-elected unopposed to the position of Treasurer.
Nominated: Liz Cooke Seconded: Bill Oates

Mike Smith was elected unopposed to the position of WBMA Delegate.
Nominated: Sandy Walker Seconded: Scott Meredith

Meeting Closed: There being no further business, the BVSAC AGM for 2015 was declared closed at 10:43AM.

Brisbane Valley Sport Aviation Club Inc

The Treasurer
88 Summit St
Sheldon 4157

Balance Sheet

As of June 2016

Assets			
Current Assets			
Cash On Hand			
Cheque Account	$1,847.93		
ING Direct Savings Maximiser	$559.35		
Total Cash On Hand		$2,407.28	
Accounts Receivable		$1,815.00	
Origin - Solar credits		$346.80	
Investments			
WBMA Airfield loan	$30,000.00		
Total Investments		$30,000.00	
Total Current Assets			$34,569.08
Property & Equipment			
Buildings			
Buildings at Cost	$120,303.75		
Buildings Accum Dep	-$17,369.00		
Total Buildings		$102,934.75	
Furniture & Fixtures			
Furniture & Fixtures at Cost	$11,708.36		
Furniture & Fixtures Accum Dep	-$4,723.00		
Total Furniture & Fixtures		$6,985.36	
Total Property & Equipment			$109,920.11
Total Assets			$144,489.19
Liabilities			
Long-Term Liabilities			
WBMA-Member Loans			
WBMA member Loan #1	$500.00		
WBMA member Loan #2	$500.00		
WBMA member Loan #3	$1,000.00		
WBMA member Loan #4	$1,000.00		
WBMA member Loan #5	$500.00		
WBMA member Loan #6	$500.00		
WBMA member Loan #7	$15,000.00		
WBMA member Loan #8	$1,500.00		
WBMA member Loan #9	$1,000.00		
Total WBMA-Member Loans		$21,500.00	
Total Long-Term Liabilities			$21,500.00
Total Liabilities			$21,500.00
Net Assets			$122,989.19
Equity			
Prior Year's Surplus/Deficit			-$170.00
Retained Earnings			$112,679.59
Current Year Surplus/Deficit			$10,479.60
Total Equity			$122,989.19

Brisbane Valley Sport Aviation Club Inc
The
Treasurer
88 Summit
St
Sheldon
4157

Profit & Loss Statement

July 2015 through June 2016

Income						
Membership Fees					$2,900.00	
Hangar Income (Net)						
Hanger Rent						
$7,515.00	(Less)	Lease Hangar	-			
-$2,150.66	(Less)	Insurance Hangar	-			
-$496.63	(Less)	Depreciation Hangar	-			
-$1,780.00						
Total Hangar Income (Net)					$3,087.71	
Food & Drink Income (Net)						
Food & Drink Fundraising						
$3,433.70						
Less cost of Food & Drinks				-		
$2,052.74						
Total Food & Drink Income (Net)					$1,380.96	
Other fundraising					$175.00	
Donations					$6,250.00	
Interest					$12.83	
Total Income						$13,806.50
Cost of Sales						
Gross Profit						$13,806.50
Expenses						
Club House Expenses						
Cleaning & Rubbish Collection				$144.39		
General Club House Expenses				$253.60		
Maintenance/ Repairs Clubhouse				$39.90		
Lease - Club House				$255.64		
Insurance - Club House				$287.02		
Depreciation - Club House				$1,189.00		
Depreciation - Contents				$816.00		
Total Club House Expenses					$2,985.55	
Bank Fees					$4.00	
Memberships paid					$222.00	
Postage					$23.80	
Fees & Charges					$91.55	
Total Expenses						$3,326.90
Operating Profit						$10,479.60
Other Expenses						
Net Surplus / (Deficit)						$10,479.60