BRISBANE VALLEY FLYER

June - 2017

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.

Gatton 2017 Breakfast Fly-in (see page 10).

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

The Antique Funk Aircraft Company

By Budd Davisson. (Published by Air Progress in 1990)

There is a fine line between ridiculing an aircraft and enjoying its more whimsical aspects, which is what makes it so difficult to talk about the Funk aircraft series. It's also necessary to recognize that the definition of "whimsical" changes over the years and what was serious or hardly worth discussing 50 years ago is now something that forms the centre of snide comments and quick-witted remarks and that's the position in which the Funk now finds itself. Over a half century after it was introduced as a sparkling new two-place airplane with some interesting innovations, the Funk is now on the wrong end of jokes.

I tend to seek the lighter side of life more often than not, which makes it not only easy for me to see the fun in something, but I am also able to gravitate toward people, events and airplanes that lean in that same direction. For that reason alone, I am probably more attracted to the Funk than many. And one of the Funk's primary attractions for me is the plane's out and out whimsical nature.

In my definition of "whimsical" the Funk is possessed of a combination of characteristics one normally associates with the happy sidekick of the western hero. The Funk is the Gabby Hayes of the classic light plane set. Other light planes are considered to be more practical and, by some definitions, more desirable than the Funk, but none are more fun or possess more out and out character. In point of fact, the rest are almost too ordinary while the Funk is a totally unique character.

All the foregoing was said with one primary goal: To let Funk owners know this is a smile of enjoyment on my face, not a smirk of ridicule. Like Jets fans, Funk owners probably take their fair share of grief ranging from the airplane's name to its low slung stance and I don't want to be credited as one who takes unnecessary cheap shots — although I have, and will, take my share.

In doing research on the airplane after flying the craft, an awful lot of what I thought and know about the Funk changed — including the fact that it's difficult to make fun of an airplane's name knowing the name still belongs to two distinguished and very much alive gentlemen in Coffeeville, Kansas. The Funk brothers (no comment), Howard and Joe, who also happen to be twins are the aircraft's designers and builders. They are still very much an active part of the aviation scene at 80 years of age.

For as long as I've been messing with airplanes I've been meaning to track down a Funk owner and beg for a ride just to see if they flew the way they looked or if they flew the way they didn't look. For one reason or another I never completed the mission until Oshkosh of this year. At that point I was wandering up and down the rows of classics in a semi-comatose state when I walked past this pretty red and white job and thought "it's now or never" and so out came the ever-present notebook and I wrote a quick note to the owner asking him if he would be willing to meet us at Fond du Lac a few miles south to take some pictures and do a little flying. It was quite literally an "occupant" type of letter since I didn't know the owner or his plans. So it was with a fair amount of glee that I ran down to Fond du Lac later in the day and found Dan Stoor and his red and white Funk parked on the ramp at Fond du Lac waiting for us.

Cheap shot number one: If I owned one of these things and kept it for a long time I would paint it blue so folks would be able to say, "he's always in a blue funk;' or "he left in a blue funk:' If that goes over your head, go hang out with some of your jazz musician friends.

Dan, now a DC-10 pilot, has owned NC1613N since 1978 during his college days at Purdue where he did the majority of the restoration on the airplane, including recovering. His airplane is serial number 413, which makes it one of the last ones made in 1947 before the line shut down less than a year later.

The Funk line is interesting because the two brothers were not professional aircraft designers and didn't have the background one would expect for getting into the airplane business. Their primary asset was a strong desire to design and build a good little two-place airplane. They originally started working on the idea about 1934 with a friend, Pratt Jones. They finished the airplane in time to take it to the national air races in 1937 where the design received a lot of attention. Much of the attention was directed at their power plant: They had bypassed the normal aircraft engines and mounted a four-cylinder Ford Model B engine which they had converted to airplane use.

The Model B Ford, for those of you who don't know, was the third in a series of four high-production four-cylinder engines designed by Ford, the first being the famous Model T and the second being the equally famous Model A. The Model B engine is not as well known because it came out in 1932 — the same time the wildly popular flathead V-8 was introduced by Ford. The four-cylinder B engine was an upgrade of the earlier A engine in that it had a pressurized oil system rather than relying on splash lubrication. The Funk brothers took the engine, turned it upside down — obviously modifying the sump to allow it to work in the inverted situation — and hung a prop on the front. This configuration supposedly turned out 63 hp at 2125 rpm and could pump out as much as 70 hp at 2450 rpm for takeoff. The drawbacks to the engine were obvious: It was heavy and required a

cooling system. By the same token, in 1934 there was no such thing as a commonly available low horsepower four-cylinder air-cooled engine of similar horsepower. The 37 horse Aeronca engine was around as was the 40 horse A-40 Continental. Howard and Joe did the same thing many designers are still trying to do today: Take advantage of the mass production capabilities of the automotive industry and, through minor modifications, adopt those cheaper mass produced engines to aircraft use. In actuality, this method worked better for the Funk brothers than for anyone since.

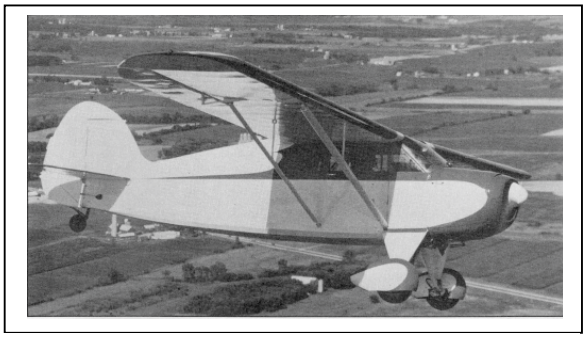
The airplane attracted so much attention that eventually a group of businessmen from Akron, Ohio, agreed to finance the formation of a company called the Akron Aircraft Company which built between 50 and 100 Model B Funks using the converted Ford engine. Incidentally, the factory designation for the converted engine was Funk "E" and I'm passing up some great lines here.

By 1940, the company was experiencing minor problems with the B engine and there were alternatives by then available in the form of various Lycoming and Continental engines. They opted to use the geared 75 horse Lycoming and introduced a new 1940 model called the Funk B75-L. They were producing both the original Model B and the B-75 until they ceased production because of the war in 1942. Approximately 60 B-75-Ls were produced before closing the door.

A little-known chapter in the Warbug category is that at least one Funk soldiered through all of World War Two as a UC-92 with the 6th Air Force in Panama.

In 1941, the brothers grew dissatisfied with the overall operating situation in Akron and moved back to Coffeyville, Kansas, where they were both born and raised and where they still reside today. When the war ground to a halt in 1945, the brothers resumed production of the Funk but replaced both models with the B-85-C using an 85 horse Continental C-85-12F with a greatly modified cowl. There are so few of the original Ford powered Model Bs surviving that one loses sight of the fact that the model had one of the finest cowlings ever installed on an airplane — reminiscent of the Rearwin Speedsters and other inline beauties whose noses had a distinct race car look. When the brothers hung the 85 horse Continental on the front, however, they went for maximum cooling and wound up with the guppy-like air opening we associate with Funks.

Approximately 200 Funks were built from 1946-1948, bringing the total figure to around 365. Of that number, around 150 are still on the registry and an estimated 50-100 are believed to be airworthy — Dan Stoor's airplane being one.



The parallel struts make it easier to get in, but the wing is quite low so you shuffle in, pivot around and sit on the seat and pivot back inside the airplane. It's all very civilized.

As I walked around Dan's airplane, it was hard to escape the feeling the airplane was extremely low slung. This is partly due to the fact the top and bottom lines of the fuselage are very nearly symmetrical which puts the thrust line almost in the middle of the fuselage. Most of the Funk's peer group has the thrust line lower in the fuselage so the pilot sits higher above the thrust line, thus improving visibility. This desire to put the pilot up high to see something is what has shaped almost all two-place fuselages with the exception of the Funk. The Funk was designed primarily around aerodynamics, the result of which is the pilot and the squat little windshield suffer. Also because of the squat fuselage line, the wing is much closer to the ground than we are used to — being barely six feet at its highest point.

Some of the Funk's peer group, notably the Aeronca Chief and the Taylorcraft BC series, sit equally close to the ground which sometimes causes entry problems because of strut placement. The Funk brothers were sensitive to this and arranged their struts parallel to one another, rather than converging to a single attach point. This makes getting into the airplane by far the easiest of any small two-placer.

Dan pointed out one of the airplane's more unique features: The locking tail wheel, which has a yoke extending off the back of the wheel assembly to catch on the bottom of the rudder. When engaged, the tail wheel steering is 100 percent direct but the air-plane can be moved around on the ramp by just depressing the release which allows the tail wheel to full swivel. Everything else about the exterior of the airplane is pure 1930s from the steel tube fuselage to wooden spar, wood ribbed wings. However, Dan is quick to point out the original aluminium wheel pants his airplane is equipped with which are extremely rare because the majority were battered beyond recognition during the last half-century.

Since the seat of the airplane is only butt high off the ground, getting in was a simple matter of just walking between the struts and sitting down on the seat to swivel my legs under the instrument panel. It wasn't until then that I noticed the airplane has a T-shaped control column with the wheel-type yokes on each end. The entire assembly looks like it should be in a small transport or bomber rather than a (dare I use the word?) funky little two-place flivver. The T arrangement appears to be of welded steel, comes up out of the middle of the floor to the height of the bottom of the instrument panel and then runs out over both occupants' legs where it mounts the control yokes — the entire thing pivoting fore and aft for elevator movement. Now this was an absolute first for me in a small airplane and I'm willing to bet not too many little planes are arranged this way. Put another check in the "unique" column for the Funk.

Cheap shot number two: The overall impression is that if any airplane deserved to be named Funk, this is it.

Once seated in the airplane there is no doubt Joe and Howard designed this thing for aerodynamics and not human beings since, although the cockpit is quite wide, it's not very deep which means the

wings are exactly at eye level and the windshield is a sizable amount out in front. On the plus side, the airplane's squat attitude means you can see over the nose by barely stretching. To those who have been raised in any of the classics, this ability to see completely over the nose will take a little getting used to in setting up the landing attitude.

I turned on the master switch (which is a carb heat-looking cable operated affair) and we punched the C-85 one time to get it into life. Feeding the centre mounted throttle in and heading toward the taxiway I was very conscious of the quickness with which the tailwheel moved the tail. Direct steering is something that takes getting used to since there is absolutely none of the delay, which every other tailwheel airplane has because of the springs in the linkage. When we reached the end of the runway and finished the run-up, I noticed one unique use for the T-shaped yoke: Dan had one of the new generation handheld radios strapped to the vertical part of the T which not only made it very convenient but made it easy for him to remove and put the airplane back into original 1947 configuration. Dan called the tower and I pointed it toward the runway centreline.

With an empty weight in the neighbourhood of 850 pounds and the two of us putting it up well over 1200 pounds I didn't expect 85 hp to rip our hats off when I brought the throttle forward and it didn't. What I was a little bit unprepared for was the necessity to tippy-toe on the rudders. Trying hard, I still wandered off the centreline a fair amount, even after the tail wheel came up. Fortunately we floated off the ground somewhere in the low 40s so there wasn't much time to embarrass myself.

Dan wanted to hold about 60 miles an hour in climb, which also corrected for what he figured was a ten mile an hour error in the air speed, so we were actually doing in the neighbourhood of 70 mph. At that kind of a climb attitude we looked nearly level because the nose was so low. We were going uphill about like a Champ with a similar load on board.

When the tail came up off the ground I had expected the rudder sensitivity to disappear but, as soon as we came off the ground, I realized rudder sensitivity was a part of the control system. The plane has a huge amount of rudder authority with practically no breakout forces whatsoever — you can't tell when it is cantered and when it isn't. This is partially due to the aerodynamic balance on the rudder which I felt was not needed. The Funk has the lightest, quickest rudder of any factory-built airplane I have ever flown. If any machine is going to make you conscious of your feet, this is the one.

At 400 feet per minute, 2000 feet takes a little while to achieve but we did and long before that I realized the Funk is an airplane that demands coordination with more than its share of adverse yaw which is true of every airplane designed during that period of time, but the Funk has about three times as much rudder as is needed for correction. I became very conscious of poor coordination and

I've always thought I was a reasonably coordinated pilot — or at least that's what I keep telling my students. To keep the ball close to centre required conscious thought to what my hands and feet were doing, which I haven't had to do for many years. In doing Dutch rolls, it was necessary to punch the rudder when bringing the wing up and then back off almost immediately since the input would soon be too much. I think that may have been the secret in turns — put in more rudder when the turn is initiated, then back off a little early before neutralizing the ailerons. Otherwise the ball would slide to the outside more than half the time.

The book swears up and down a C-85 Funk is supposed to cruise at 105 miles an hour. We got up into the low 90s which, if the ten mile per hour fudge factor Dan talks about is real, then this may be one of the few handbooks that doesn't lie and 100 mph may be an achievable cross country number.

The Funk has come up to number one in a couple of categories as far as I'm concerned: It is positively the blindest of all of the two-place side-by-side airplanes when in cruise configuration. When the nose is well down, straight ahead visibility is fantastic, but the leading edge of the wings and the cabin structure are so far forward and so low that the impression is you are sitting in a piece of sewer pipe looking out through the open end. Only the Aeronca Chief approximates this kind of vision. The urge to periodically pick up a wing to look under — which requires at least 15-20 degree of bank — is overwhelming. In the mid 1930s when the airplane was designed, the possibility of running into someone else was minimal. But here we were 20 miles south of Oshkosh in "departure alley" and I was certain we were going to get run over any minute. I know this situation is something a pilot gets used to and compensates for, but in our environment it was something to think about.

I have to admit to doing something really stupid on this particular flight evaluation. I forgot to do any stalls. I was so intrigued with the way the airplane handled otherwise I just flat forgot to do them. Knowing what the Funk weighed and that it had a 4412 airfoil, I didn't expect anything other than a Champ or Taylor-like stall. When I came back to land the airplane, I felt sure there was nothing sinister to watch for.

The ailerons and roll rate are not such that they invite you to do eight point slow rolls but are again typical of the period: Not at all heavy with adequate response. If the airplane is put into a bank and the nose held straight ahead to check for roll stability, the wings take their own sweet time working back down to level. The wings really don't want to, indicating fairly loose stability in roll. If the nose is pulled off trim speed, it is likely to sit there for a long, long period before deciding to pitch down again — assuming it will at all. It's not fair to do this type of evaluation with an airplane design which goes back over 55 years, since every single machine built then and fitting into this category would exhibit similar dents in stability profile.

As we wandered back to the airport, the only thing on my mind was to remember not to over-control the rudder on touchdown.

Killing the power opposite the numbers, I figured I'd fly the airplane essentially like a Champ and see how close it came. To compensate for the airspeed error Dan had me hold 50 mph during the final

part of the approach, which the airplane is perfectly happy to hold with a little assistance from the overhead trim crank. As is always the case, I had to look up and actually read which was up and down to make sure. The airplane sat there and held its speed like it was nailed in place and I watched as the runway came up until I was flaring at what seemed like a natural altitude.

As the airplane settled and the runway came up to meet us it was obvious slow motion was the order of the day since the airplane tried to hover in a ten mph wind before plunking onto the runway. As expected, the second the Funk touched down I would have been better off to take my feet off the rudders since just the weight of touching them caused the airplane to do a little zigzag (very little) across the centreline. Fortunately, we were hardly moving at the time so there was very little chance of things getting out of hand. The airplane may be a little quick in the rudder department but it is still one of the easiest airplanes on the face of the earth to control during the landing and flair, and has a little hint of heavy airplane feel because it grooves so well.

As I climbed out of the airplane I had to admit I was now looking at the Funk through entirely different eyes. Yes, it is a little on the whimsical-appearing side but that's also one of the strong points. From a performance view, the Funk is a good, good flying airplane that will make its pilots into extremely good, well-coordinated, sensitive aviators. In that regard, the Funk makes a tremendously good training airplane and one I would highly recommend for anyone expecting to transition into something with higher demand handling characteristics. In that respect, it's only training drawback is you can actually see over the nose too well!

Whether because of the whimsical appearance or the fact that practically nobody knows what the Funk is, the plane has just not gained any kind of popularity outside of its own little interest group. For that reason, Funks are probably the best dollar value in classic-type aircraft. As recently as last month, two well-restored examples were listed at asking prices of under $9000. Both of these airplanes would have had the worry about the wooden wings and steel fuselage attended to, which is something of concern when buying a less than pristine example — as with all airplanes of that vintage. And of course the other big no-no is buying one with an engine that has to be majored. Since the cost of majoring a C-85 or the earlier 75 horse Lycoming can easily be higher than the price of a good airplane, the price of a rebuild project must be cheap, cheap, cheap since the engine will double the cost of the airplane. If the project prices are as we would anticipate, this is one airplane that should be able to be bought for the price of the engine alone, allowing someone on a serious budget to build up a basket case and put himself into the air with a unique and fun-loving airplane at something less than the cost of a good used car (assuming he doesn't put a very high dollar value on his own labour).

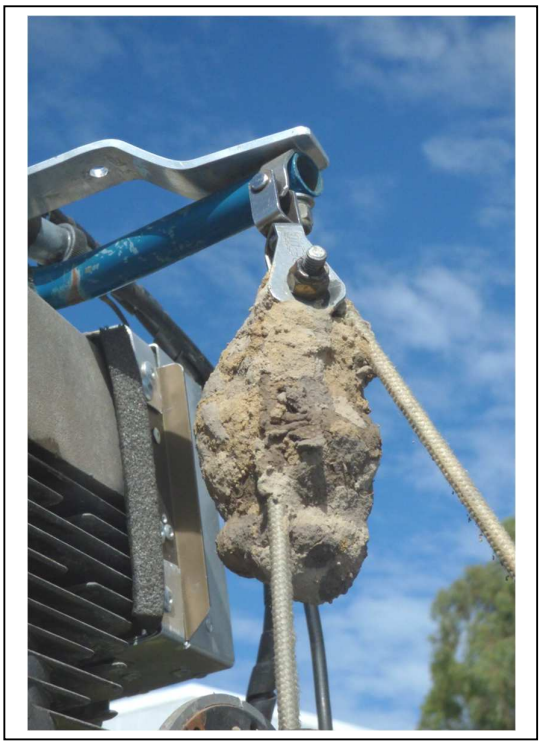
The Funk is actually a very small antique airplane, not a classic. Its design predates practically all the classics and many of its features are truly antique in their feel. With the price of antiques going

through the roof this is a hell of a good entry-level airplane. At the same time, if a pilot wants something a little different and if he's tired of the C-120/140 and short-wing Piper thing, this is a fantastic alternative. Go for it!

Happy Flying.

WARNING – MUD DAUBER WASPS

Mud Wasps are around again: 'tis not a season of cheer for your aeroplane. The seasonal and pervasive mud dauber wasp problem is still presenting issues for pilots and aircraft safety.



The aeroplane featuring in the image on the right is hangared at Forest Hill and was serviced on the 15th April 2017. The engine was started as part of this service.

On the 23rd of April, the owner, intending to fly, removed the multi layered covers from the aeroplane and found this effort by an industrious mud wasp, Notice the insect was still active as some of the mud had yet to dry. This is a week's work at most.

Although the engine on this aircraft is exposed for flight, when hangared it is wrapped in a cotton cloth with a further triple thickness cover draped over that to keep dust out. However, none of these kept the mud wasp out!

FLY-INS Looming

May 30th to June 4th	Watts Bridge, YWSG	Red Thunder. (See poster, page 14 this issue.)
June 04	Gympie YGYM	Gympie Aero Club Fly-In
Jun 10	Murgon (Angelfield), ALA	Burnett Flyers Breakfast Fly-In
Jun 11	Watts Bridge, YWSG	Watts for breakfast
Jun 17	Dunwich YDUN	Straddie Fly-In and Grande Breakfast

The 2017 Gatton Breckie Fly-In

By Rob Knight

It was one of those mornings when you couldn't see the mist for the fog. It had rained during the early hours of the 14th of May and the dawning day showed little promise of potential excitement. I thought it was a pity that the organisers of the Gatton 2017 Breakfast Fly-in hadn't booked some good weather at the same time they arranged the function.

Maggie and I drove across to YGAS and arrived at 0825 to find a lifting cloud base and some ragged blue patches in the sky. There were also about 10 aeroplanes already there so our two dogs handed us their leads and demanded a walk to check them out.

A 1942 Fairchild 24W-41A

Jodel D11

Brian Deveson's immaculate Auster J8L and it classic 1950s English style cockpit

The ubiquitous Lightwing – a 582 powered, beautifully painted, GR model

The line-up stretched as the day cleared

Allen McVinish's classic Cessna 170A

Kev Walters drifts through

After viewing and re-viewing the ever-changing line-up of aircraft, we sat down and enjoyed an excellent breakfast. It was a good size and tasted superb. This breakfast was just as good as last year's in spite of the initial poor showing of the weather.

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Mystery Aircraft (June Issue)

What's this?

Mystery Aircraft (Last Issue)

This mystery aircraft was a Funk B 75 2 seat light aircraft. It was correctly identified by David Ratcliffe

Congratulations David.

Notice:
Watts Bridge President - James Crockett will be a special guest speaker at the 3rd June 2017 club meeting.
James is a Commercial Captain, pilot of Steadfast (the Reno Racer YAK) and also a participant in Red Thunder. It is sure to be an interesting address where James will also outline his vision for the future of Watts Bridge.

B.V.S.A.C.

FUN FLY POKER RUN 2017

THE EVENT

The Brisbane Valley Sport Aviation Club's Fun Fly Poker Run will be held on Saturday 1st July 2017.

Starting time is 9:00am and finishing at 2:00pm.

It doesn't matter what you fly – Recreational, Homebuilt, General Aviation, Gyroplanes – we would love to have you join in the fun !!

THE GAME

Fly to any three of the participating airfields, Forest Hill, Kilcoy*, Gatton Airpark or Mc Carron's Field and collect an envelope which contains a playing card from underneath the primary windsock*.

DO NOT OPEN ANY ENVELOPES UNTIL REGISTERING AT THE BVSAC CLUBHOUSE – WATTS BRIDGE.

You can start anywhere you like and go to the airfields of your choice in any order that suits you. Then just fly on to Watts Bridge Memorial Airfield where you pay your entrance fee of $5.00 and register your hand.

BBQ, Drinks and Snacks will be available all day.

THE WINNER

The organizers will have drawn two cards at random prior to the start of the game. These cards will complete the five card hands for all players.

The best Poker Hand wins the Trophy for 2017.

THIS IS FUN FLYING AT ITS BEST, SO COME ON EVERYONE - GIVE IT A GO !!

CONTACT

Richard Faint
Phone: (07) 5427-0816
Mobile: 0412-317-754
Email: president@bvsac.org.au

AIRFIELD LOCATIONS

FOREST HILL	S 27° 36.3' E 152° 22.3'	KILCOY*	S 26° 58.2' E 152° 34.0'
GATTON AIRPARK	S 27° 35.4' E 152° 15.4'	MC CARRON'S FIELD	S 27° 05.9' E 152° 36.2'
WATTS BRIDGE	S 27° 06.9' E 152° 27.6'		

* Kilcoy cards can be found at the base of the corner post in the aircraft parking area.

CHRISTMAS IN JULY

AAC Clubhouse Watts Bridge

Saturday 1st July 2017

MENU

Pre Dinner Nibbles

Soup & Bread Roll

Roast
Pork, Beef or Lamb with Apple Sauce, Gravy or Mint Jelly
Roast Potatoes & Pumpkin
Fresh Vegetables

Desert—Home Made
Plum Pudding with Brandy Cream & Custard

Coffee, Tea with Chocolates

Drinks: Available or BYO

Cost: $35.00 per person

There will be Light Entertainment

Prizes for
Best Costume
Lucky Door

Bookings are essential as places are limited— contact Liz Cook 0419 369 963
To assist with catering please email secretary@wattsbridge.com.au
to advise attendance before Monday 26th June 2017
Please also deposit cost of tickets to Westpac BSB 034-115 Account No 16-4115
Using Surname as reference by Monday 26th June 2017

Bikers Club at the Rest Home

RED THUNDER

★ CCCP ★

The annual gathering of Watts Bridge Warbirds - Red Thunder 2017 is to be held over the period 30th May to the 4th June 2017. The event has been a great success over the past years, and offers an opportunity for Warbird Operators to socialise and refine piloting skills. Several 'Eastern Block' warbird aircraft take part in these events, and accordingly Red Thunder 2017 will continue its 'Russian Flavour' in both it's flying and social activities.

FLYING ACTIVITIES

Red Thunder flying activities facilitate a safe environment for continuation training for both ab-initio and proficiency pilots in the areas of;

- Flour Bombing,
- Streamer Cutting,
- Close Formation,
- Tactical Formation,
- Max Performance Handling and
- Combat Manoeuvring (Flying the Combat Position)

Once again Red Thunder 2017 will centre training towards the final days competition 'POEHALI' !

SOCIAL EVENTS

Several of our female Komrades (Natasha's) attend Red Thunder, accordingly several 'Natasha' activities are being organised including;

- Natasha's 'Glass House Mountain' Aerial Tour and Seafood Luncheon on the Sunshine Coast,
- Natasha's Gallery and Antiques Crawl - Brisbane Valley Natasha's Kilcoy / Woodford Winery Tour, and
- Natasha's Spa Day.

Of great interest will be Saturday Night's Red Air Squadron Dinning Inn. A great time is always enjoyed, with participants finding the time to 'dress' for the occasion !!

CONTACT

Red Thunder 2017 promises to be a great event, and we would encourage interested players to contact organiser,

Gill Vardi

m: 0412 963 106
e: info@redthunder.com.au
w: www.redthunder.com.au
f: www.facebook.com/redthunder01

Proudly sponsored by the Queensland Warbird & Vintage Aircraft Association

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

1. Extracted from a forecast, consider the statement:*FM221300 26010KT 9999 SHRA FEW012 BKN025*. What is the base of the lowest cloud forecast?
   A. 1200 feet
   B. 2600 feet.
   C. 9999 feet.
   D. 1300 feet

2. Compass deviation is caused by which of the following?
   A. The difference between magnetic north and true north.
   B. Anomalies within the compass's magnets.
   C. Functioning aircraft electrical circuitry and ferrous materials.
   D. Magnetic dip.

3. Low pressure systems and troughs are generally associated with which of the following weather patterns?
   A. Calm to light winds, higher temperatures, clear skies, and no precipitation likely.
   B. Increased high cloud cover, light winds, warmer days and little precipitation likely.
   C. Stronger, gusty winds, little cloud cover, hot, humid, and precipitation more likely.
   D. Lower temperatures, .more cloud cover, lower ceilings, and precipitation more likely

4. Of the following cloud types, which are the most likely to indicate severe turbulence?
   A. CS and AC.
   B. NS and AS.
   C. CC and FS.
   D. TCU and CB.

5. An aeroplane will stall, when which of the following occurs?
   A. Weight exceeds lift.
   B. When the critical angle is exceeded.
   C. When the airspeed falls below the minimum airspeed for flight.
   D. When the load factor exceeds its critical limit.

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

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

Aircraft Share

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

Aircraft for Sale

Quicksilver GT500 Tandem 2 Seater 582 Pusher in Good Condition. Tri Gear. Enclosed Skin Removable Doors. Analogue Gauges, Icom-A200 VHF Radio. Manual Flaps, Full Elevator Trim. Climbs 1000 fpm at 55kts. 70ltrs carry 3+ hours endurance. Removable Auxiliary 50ltr Tank Customised to fit rear seat. Trimmed up at 5300rpm can cruise 70kts. To steal a quote - "Like a Drifter on Steroids" Engine - 582 Silver Top. TTIS - 382hrs (rebuilt at 292hrs). Also see advertisement on Recreational Flying website.

$16,000.00

Call Mike Cosgrove on 0414 517 856 or visit www.cypresslodge.com.au

Safety Helmet

The COMTRONICS ULTRA-PRO HP FLIGHT HELMET has a plush fully upholstered liner and beaded foam inner shell. High quality speaker muffs are attached to the chin strap so they can be pulled down tightly against the ears. Compatible with all Comtronics intercoms and radio interface cables (it requires an interface cable particular to your radio type). High quality adjustable boom microphone (from left hand speaker muff). Compatible with push-to-talk control column switches. Black peak visor with adjustable wind flow head cooling vent (not shown in photos). This helmet was imported from the States in 2010 (total cost then about $1000), and has been stored in a lamb's-wool lined carry bag. It is in good condition. Very comfortable to wear. Real protection if ever (hopefully never) required. Keeps head warm in open cockpits and visors are available from Comtronics (does not have one at the moment, though). Head size extra large (61-63cm).

$300.00 neg

Interested? – Call Arthur Marcel. Tel.: 3376 5331 L/L home, or 0407 590 513 Mobile.

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 06.05.2017 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE:	6th May 2017
MEETING OPENED:	10:06AM
MEMBERS PRESENT:	8
APOLOGIES:	Peter Biddle, Priscilla Smith, Mike Smith, Sandy Walker, Scott Meredith, Liz Cooke, Ian Ratcliffe.
VISITORS:	Andrew Bowers, Phil Kirk
NEW MEMBERS:	Andrew Bowers joined BVSAC following the meeting.
MINUTES:	April 2017 meeting of the BVSAC Inc. Proposed: Bill Oates Seconded: David Ratcliffe Acceptance motion carried.
PRESIDENT'S REPORT:	Richard Faint presented a wide ranging report covering the following topics: ***** BVSAC and QWVAA will be holding a joint BBQ lunch this month prior to the QWVAA Red Thunder briefing. It was felt that home-base group interaction could only be positive for the airfield and that there should be more of it. * The Fun Fly Poker Run is to be held on the 1st July. Bradfield is unavailable for 2017, so Forest Hill is under consideration to become one of the participating airfields. The club will offer the normal BBQ treats, soup, hot and cold drinks. Volunteers required. BVSAC will be pairing with the AAC-QC who are once again bringing Christmas in July to the airfield on the same day as the Poker Run. * Planning for the Gathering of Eagles is well underway. For 2017, instead of the catered evening meal, the home-base groups have the opportunity to open their clubrooms and provide an evening meal for visitors to the airfield. BVSAC will be providing a BBQ Meal, similar to the club's post-meeting lunch. Ken Hulse suggested that BVSAC provide an after-dark bar facility offering a limited range of beers and wine. This was discussed in more detail following the meeting with Ken to come back to the committee with a firm proposal. * The SEQAS were on the field in April for their star gazing weekend. Unfortunately the club's hot water system has failed and we were unable to provide them with the hot shower facilities. Brendan Scillini has been approached to rectify the problem prior to the next meeting. * Members were encouraged to carefully consider the documentation and forum discussions regarding a change of governance structure for WBMA prior to the General Meeting to be held in mid to late May. BVSAC members who are also WBMA members are encouraged to attend that meeting.

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

TREASURER'S REPORT: Priscilla Smith was absent from the meeting.
A financial statement summary, prepared by Priscilla was presented to the meeting by Richard, which advised that the BVSAC ING account balance is $567.20 and that the BVSAC NAB account balance is $8,999.82

WBMA REPORT: There was no WBMA report.

Richard advised that the Leaseholders Group delegate to the Airfield Council - Jim Peters had resigned and that Peter Biddle had been elected unopposed to that position.

BUSINESS ARISING: Nil.

GENERAL BUSINESS: Glenda Faint suggested that the club make a major push to complete the clubroom extensions which were "almost there" thanks to the magnificent effort of Immediate Past President Wayne Petty. The meeting agreed it would be good to have this work completed prior to the Gathering of Eagles which is to be held in late August.

It was determined that there really is not a lot of work left to be completed.
Work still to be done was identified as being:

* Installation and finishing of the internal wall cladding, being primarily gyprock.
Richard believes that Wayne has already purchased some or all of the materials.
* Electrical installation and fit off.
* Painting.
* General cleanup and rubbish removal.

Richard Faint is to contact members with building experience to help complete the clubrooms. There were no other items of General Business.

NEXT MEETING: The next meeting will be 03.06.2017 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 10:35AM

A joint QWVAA / BVSAC BBQ lunch was held after the meeting, prior to the Red Thunder briefing, in the newly refurbished QWVAA Clubrooms.

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"Who says nothing is impossible? Some people do it every day!"

"Nowadays, a balanced diet is when every McNugget weighs the same!"

"The U.N. is a place where governments opposed to free speech demand to be heard!"

"Most people are so lazy, they don't even exercise good judgement!"

"In retrospect it becomes clear that hindsight is definitely overrated!"

"Medical insurance is what allows people to be ill at ease!"