BRISBANE VALLEY FLYER

DECEMBER - 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.

Merry Christmas

Sandy Walker(President)	0424 958 173	Peter Biddle (Secretary)	0402 403 469
Priscilla Smith (Treasurer)	07 3206 3548	Rob Knight (Editor)	0400 89 3632

A Merry Christmas and a happy and prosperous New Year to all

The past year has been busy and productive for the club

First I would like to thank all the volunteers at all the events hosted at Watts Bridge without you any tasks would have been much harder

Airshows, Fly-ins and general gatherings have made its mark on the aviation fraternity

Our club has had great reviews from visiting pilots for its friendly and cheerful outlook

For those who took part in the volunteer work to collect stones from the runway a special thanks. It was great to see such a huge roll up of BVSAC members

Finally I would like to catch up with you at the Christmas Party on Saturday to personally thank you for supporting the club activities

Best regards,
--
Sandy Walker
President - Brisbane Valley Sport Aviation Club Inc.

e: president@bvsac.org.au
w: www.wattsbridge.com.au/homebase/bvsac.php
m: 0424-958-173
p: (07) 5496-0331

The Sneaky Stall – Part 3

By Rob Knight

The first two parts of this trilogy confronted what a stall is, how/why it occurs, and factors that may modify the aeroplane's IAS when the stall occurs. In this part, I want to talk about aeroplane reaction to the stall, and the returning of the aeroplane to a normal flight condition. In this piece, the term stick is synonymous with yoke.

You will have noticed that I used the phrase *returning the aeroplane to normal flight.* This is important because the word *recovery* has insidious undertones. We are not ill, we are not in imminent danger (if the stall is pilot intentional), the aeroplane is not going to become uncontrollable so there is nothing to recover from and there is absolutely no point or benefit from becoming stressed about it. Instead we are merely going to return to normal, effective flight in a cool, planned and receptive manner.

Whilst not intending to negate the seriousness of the stalling exercise, it does need to be treated with some degree of nonchalance. It is no more dangerous than carrying out a turn or a glide. Stalls in themselves don't hurt, or kill planes, or people; it's only some factor after the stall has occurred that will bring a rising crescendo of disaster such as an arrival at ground level. Stalls carried out at a safe height will always allow room for errors in the return to normal flight that take a bit more height loss to effect so doing stalls at the legally required heights will always allow for a safety factor and no-one should get stressed.

Inadvertent stalls at low level are DANGEROUS.

So – don't get into a stall at low level!

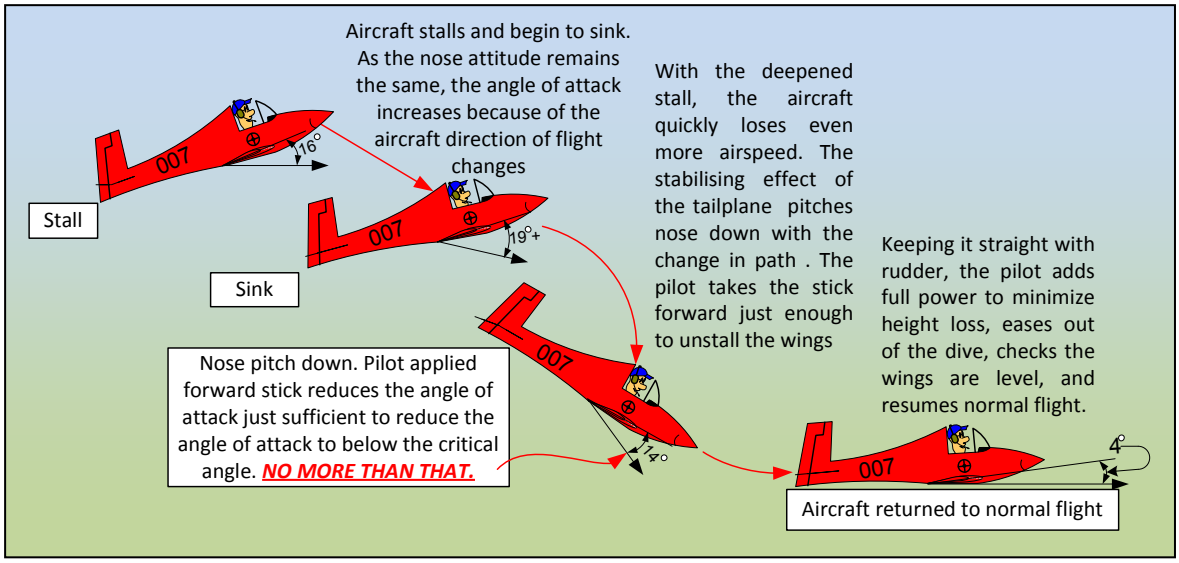
Learning how to carry them out at altitude will enable you to more easily avoid one at low level.

If a pilot is filled with trepidation at the thought of stalling, it will adversely affect their ability to make a considered and rational response to the aeroplane's needs. Instead, the pilot will be gripping the stick too tightly to feel any subtle signals from the controls and the mind frozen, just waiting for the first sign of the stall so they can jam that stick forward and get the hell out of here.

So what's really necessary to return a stalled aeroplane to normal flight post stall? Let's deal with a wings level stall. The aeroplane has begun to buffet as the airflow breaks away over the upper surface, or the aircraft has begun to sink (mush). The simple answer is to gently take the stick forward JUST sufficient to unstall. This is NOT a savage jab to the firewall in panic mode, just a gentle easing forward of the stick. If an aeroplane stalled at 16° angle of attack, reducing the angle of attack to just 13° or 14° will unstall it. This also stops the frightening negative G loading with a stick slammed forward to about zero° angle of attack.

Let's see what is happening to the aeroplane immediately post stall. Accepting that the lift diminishes dramatically, it is easy to understand that the aeroplane will begin to sink and this action can change everything as it will further increase the angle of attack. However, provided the Cente of Gravity is not aft of its aft limit, the angle of attack cannot naturally remain high as the centre of pressure moves rearwards along the chord line at the stall and this will cause the nose to pitch down automatically. If the pilot pushes the stick forward too aggressively at this point, the combination of

the elevator-caused pitch change and the Centre of Pressure movement will have shades and loose change floating around the cockpit like confetti.



As the aeroplane sinks, its flight path must change and so the angle of attack will naturally increase further if the nose attitude is maintained. However, this is at the time the pilot is easing forward on the stick to unstall so the nose is pitching down and no adverse reaction should be anticipated. Notice in the sketch above, the change in attitude in the two middle images. There is a substantial change in the aeroplane's attitude, but only a small change in the angle of attack.

It is vitally important that pilots are aware that this concentration on the stick, controlling pitch and thus angle of attack, is not the sole application of piloting skills necessary. We have not mentioned the maintenance of yaw control and the need to use minimum aileron. These are a given at all times. But it is these givens that can be the undoing of this oh-so-simple exercise. As depicted above, a simple stall and return to normal flight, when the wings are level and there is no uncorrected yaw is a walk in the park. Such a sweet stall occurs when both wings stall at the same time. There is no asymmetric lift to roll the aeroplane, and no disproportionate change to the drag experienced by each wing to yaw the nose sideways and down as happens when one wing stalls before the other. So, what can cause one wing to stall before the other? Ignoring damage and airframe ice, there are several things that can trigger this. Not in any specific order, a list of common triggers would contain:

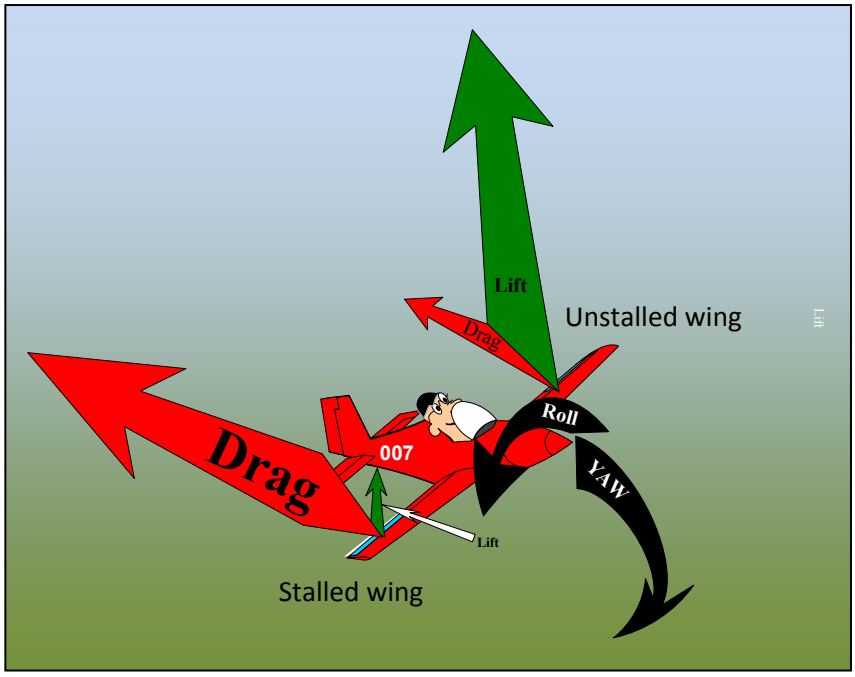
1. Weight distribution between the wings (one wing heavier than the other),
2. Different angles of attack on the each wing (using aileron at the point of stall),
3. Propeller torque (when power is applied at the point of stall),
4. Yaw at the point of stall.

So what happens when one wing stalls first? Why is the aeroplane no longer so inoffensive in its response to the stall, even if it is on one wing only?

It is a simple answer. It is because the forces to which the aeroplane is reacting are so substantial. Let's try and put some relevant figures on it and see what is happening. If an aeroplane has a 1000 kg weight and is in level flight, let's assume that it is generating 500 kg per wing. The pilot stalls it and the wings are level with no yaw. At the stall, the aeroplane loses around 80% of its lift so each wing loses 8/10ths of the lift it was providing when flying level and unstalled. Losing 80% of the

original lift means that each wing is just producing 100 kg which is obviously greatly insufficient to balance the aeroplane's weight. However – and it's vitally important to understand this – the lift loss is even across the wings so there is no roll tendency generated. Consequently the aeroplane will sink, wings level, because it no longer generates sufficient lift to maintain level flight.

But lift loss is not the only consequence of an aerodynamic stall: there is also a savage and extensive increase in aerodynamic drag, perhaps rising to 400% of the drag on the unstalled wing. In other words, if the drag on a wing at its critical angle is 160 kg, increasing the angle of attack further and stalling the wing will potentially increase the drag value to 640 kg. So, visualise this scenario; at the stall the streamline flow breaks away and is lost on just one wing. This loss in streamline flow causes the lift on that wing to drop by 400 kg and the drag on that same wing to increase to 640 kg. The aircraft will roll because we have a lift imbalance (500 kg on one wing and just 100 kg on the other), and yaw really savagely (160 kg on one wing and potentially 640 kg on the other).



The sketch on the left depicts an aeroplane experiencing a stalled starboard wing with an unstalled port wing. The roll force, generated by the imbalance in lift, is rolling the aeroplane to the right while the drag difference caused by one wing being post-stall and the other pre-stall is hauling the nose around – also to the right. This is the condition known as an incipient spin and, in old aeroplane designs, will become autorotation – i.e. a spin. In modern aeroplane designs, the development of spin from autorotation only occurs if the pilot holds pro-spin control – usually full rudder deflection in the direction that they wish to spin and simultaneous full back stick. Without these control inputs, the aeroplane normally falls out into a spiral dive which is not a stalled condition and all controls function in their normal sense. However, we have to admit that this would not be pleasant at low altitude. But it is still not an issue if the pilot simply stops the yaw with the rudder and takes the stick forward enough to reduce the angle of attack to below the critical angle. How hard is that?

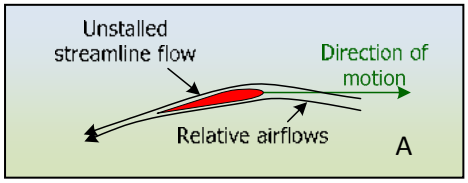
But why did one wing stall before the other? If that can be prevented then the aeroplane response is far less complex and much more easily controlled.

So how could each of these triggers lead to one wing stalling first? Primarily the answer lies in the aileron position. Triggers 1, 2, and 3 all require aileron input to keep the wings level. If one wing is heavy (trigger 1), then aileron will be required to hold that heavy wing up. To hold the wing up the aileron must be down to increase the camber and the angle of attack, both combining to provide the additional lift. It therefore stands to reason then that, if the down aileron increases the angle of attack, then the other wing, with the up aileron, will have a reduced angle of attack. Thus the disparity in aileron induced differences in the angles of attack is greater than exists on just one wing.

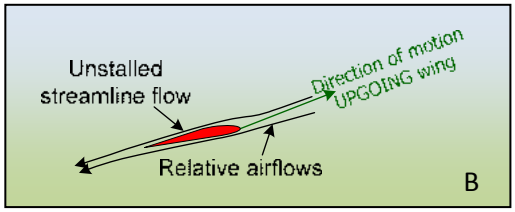
Trigger 2, caused by using aileron at high angles of attack, is something that specific dual training covers when doing advanced stalling exercises. Having spent his/her entire training to date being told to keep the wings level with aileron, a habit is now well formed and can be hard to break. It really doesn't matter if the wings aren't level at the point of unstalling to return to level flight. Priority numero uno is to unstall FIRST, and then we can return to wings level once unstalled almost at our convenience.

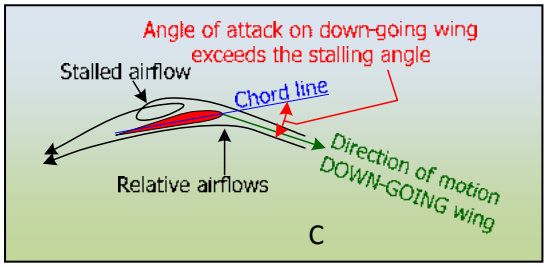
Trigger 3, the effect of propeller torque is the general reason that many aeroplanes drop a wing at the stall when power is maintained during the stalling exercise. Often this is exacerbated by having the flaps lowered as well. The cause is that in turning the propeller against the drag of the air against its blades, we get a reaction, a rotating force, acting in the opposing direction. In other words, turning the propeller clockwise when viewed from the cockpit causes the aeroplane to want to rotate anti-clockwise. To counter this, the pilot holds right aileron (stick a little to the right) which increases the angle of attack on the left (or port) wing. This wing will always have a higher angle of attack whilst this is being done so it will stall first.

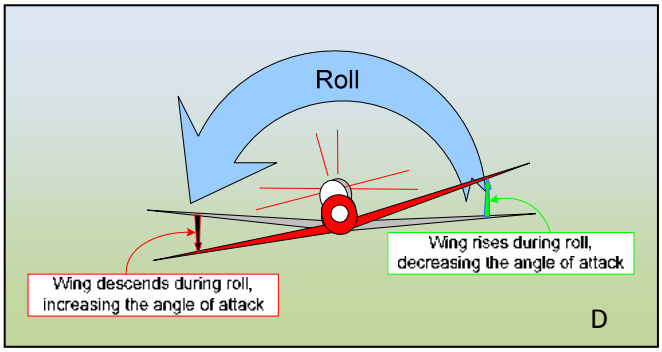
Trigger 4, yaw occurring at high angles of attack can precipitate a stall. In yawing, the airspeed of each wing differs; the outer wing accelerates and the inner decelerates. Such an airspeed differential will cause roll and from this point the pilot is stuffed. The action of rolling has the angle of attack increased on the down-going wing which deepens the stall whilst the up-going wing has a reduced angle of attack and is further from the stall.



If the pilot does nothing, the act of rolling may cause the angle of attack on the down-going wing to exceed the stalling angle. This is a result of the roll changing the direction of motion of each wing and thus it's relative airflow. See sketches A, B, C, & D.







If the pilot applies aileron to stop the roll they will only aggravate the situation. The down going wing motion will have caused the stall anyway and adding aileron will only make it much worse. The further increase in angle of attack on the already stalled aerofoil will further reduce lift on the stalled wing and greatly increase the drag. This is likely to accelerate the autorotation rate.

So what should the pilot do in such a circumstance? That has a really simple answer – leave the ailerons alone and follow the procedure to return to normal flight – using enough rudder to STOP any further yaw, ease the stick forward JUST enough to unstall the wings, whilst adding full power to minimise the height loss. How much more simple can it be?

As one can see when they read the last paragraph, a pilot must be able to make those three independent motions close together and this doesn't happen so easily if the pilot has a fear of the exercise. The pilot's mind must be able to see the yaw to correct it, his hand on the stick feel the stick pressures change just the right amount of angle of attack reduction is made (adequate but not excessive), and still remember to apply power. Once a pilot can do this they have mastered the technique of returning to normal flight after a stall. It's NOT hard. It just takes some thought, some practice, and some careful attention to what is happening.

To summarise the technique of returning to normal flight, I would mention the following points that have assisted my students over the years:

- Hold the stick so you can feel pressure in the stick.
- Select a reference point on the horizon BEFORE reducing power to instigate the stall.
- Be prepared to apply rudder to hold the nose on that point as the power is reduced.
- Continue to hold the nose on the point as the airspeed decays.
- Be prepared to ***ease*** the stick forward to unstall *(a mighty shove just won't cut it).*
- Be prepared to ***STOP*** any further yaw at and after the stall has occurred. *(Don't bring the nose back to the point if it has yawed away as this can precipitate a stall by itself as depicted above*).
- Be fully prepared to ***ignore*** a wing sag or more substantial wing drop at the stall *(your wings being level is NOT a priority – restoring normal flight is. You can level your wings AFTER you have satisfactorily returned to normal flight. Having a wing down is not dangerous, spinning is at low level is).*
- Always complete the return-to-level-flight process with the aeroplane established in a clim*b. (Then you will return to level flight from an inadvertent stall at a lower level will be completed with the aeroplane in a terrain clearing configuration as a habit.*
- Practice more stalls where you instigate a return to normal flight at the first sign of a stall buffet or onset than you do AFTER THE STALL HAS OCCURRED. *(You really do need an almost automatic reaction to check forward on the stick whilst looking for yaw to stop with ruder at any time you feel a stall might be appearing. It's funny, but most old pilots have that habit.)*

Happy flying

Committee Contacts

Sandy Walker	President	0424-958-173
Peter Ratcliffe	Vice President	0418-159-429
Peter Biddle	Secretary	0402-403-469
Priscilla Smith	Treasurer	3206-3548
Peter Ratcliffe	WBMA Delegate	0418-159-429
Rob Knight	Editor Brisbane Valley Flyer	0400-893-632

Where the Hell is Biddaddaba?

By Rob Knight

A couple of months ago I received an evening phone call inviting me to the annual Biddaddaba Fly In. It takes place annually, around late August most years, and attendance is by invitation only. Participants enjoy the gracious hospitality of Doug and Monica McIlwraith, stalwarts of the local aviation scene in the SEQ Beaudesert /Canungra area. This year the Fly-In dates were set as 27/28/29 October so how could I refuse. The invite was to fly or drive in and, in this case, I decided to drive as I have limited ability to carry camping gear: my Colby has just the one seat and hadn't fitted a roof rack.

On Saturday 28th October I drove through the airfield gate just after 10 am and crested the grassy knoll inside the gate. The wheel tracks were a great direction finder and lead me along the runway to the group of tents and caravans linking arms along the shady bank of the dry creek. Several aircraft were semi-circled where the runway ended and the fenced rising ground began. Biddaddaba is a one way strip – landing on a heading of about 150, and taking off on the reciprocal. About 50 metres wide and 800 metres in length available, only in the strongest winds would I become concerned. This, one-way operation is necessary as the ground and trees south of the airfield are inhospitable to aircraft operations. Also, and perhaps the greatest issue, are the noise abatement concerns which are paramount at this end of the field.

Looking along 15 from the road (in dryer times).

The caravan camp and early aircraft line-up at the Friday Fliers Club hangar. It clearly is a one-way strip.

The runway lies in a valley. At this time it was a soft lush green, all fenced and nicely manicured: it looked very trim. Just ahead was a hangar with a couple of aircraft outside it, the private property of Doug, and at the far end of the runway was the collection of tents and caravans that I had been led to expect. Also at the far end I could see a line-up of aircraft – the reason I was there.

After spending about 20 minutes setting up my camp, also on the bank at the edge of the creek, I began wandering around the place and meeting new friends and more old friends than I realized I had. The line-up wasn't great but I was early and more aircraft were flying in.

The camp was also filling fast and by 11.00 hours there must have been a dozen caravans and Camper trailers and as many tents, all compressed into the shade under the tall soft trees on the southern boundary. The atmosphere was carnival with kids and adults alike riding around on trail-bikes – the ridges around the strip were adorned with bike trails, all populated with streaking two stroke bikers dragging dense dust trails.

Doug McIlwraith's beautiful Brumby 600. It has performance to match its looks

The strip was active with Doug McIlwraith airborne in his beautiful Brumby 600 and Kev Walters flying his Drifter. Then a second Drifter joined the fray and I watched and enjoyed co-operation between the pilots so no conflict over the one-way strip was evident. The weather God was kind and what wind there was just stirred the windsock in the paddock beside the runway. Although the sky was clear, the sun was not extreme and conditions were very comfortable. It was very relaxing to sit under my awning and simply watch. A cold beer from my ice box helped a bit, too.

Kev Walters, Driftering on 33.

Around mid-morning, activity in the camp quickened as the pig on a spit was prepared for cooking.

The pig, cooking slowly to perfection on the spit.

The spit was set up over an open fire and a team ensured the fire didn't want for fuel for the next 8 hours. A delicious odour of cooking pork drifted about the camp for the rest of the day. Lunchtime saw yet more vehicle arrivals and the sightseeing population increased. The tent line had begun to stretch along the creek bank beside the runway. Then, with the quiet whirr of a well tuned Rotax 503, Nigel Brown arrived in his Quicksilver, all the way from the Lockyer Valley at 40 knots.

I took the time to walk along the semicircle of aircraft on the line. There were a couple of types in addition to Nigel's Quicksilver that I was unfamiliar with so I ran the gauntlet of kids on trail-bikes to Gary Hawkins Raven.

Gary Hawkins lovely Kitfox Raven.

Doug McIlwraith's beautifully presented Brumby 600. This is a beautiful aeroplane, both in the air and on the ground.

Shaun Winson's Mark 2 Superpup. With a Rotax 582 under the radial style cowl, this little aeroplane has a reputedly sparkling performance.

Kev Walters bright and shiny Drifter, flown in from Lynfield

Nigel Brown's Quicksilver. It has an ASI!

The evening was excellent. The sun sank into the western sky leaving a warm afterglow softly lighting the valley as the aeroplanes were all pushed into the hangars. The camp lights slowly came to life, one by one, as the word went around that the pig was about to be carved. Like magic, a queue began, and lengthened at the speed of sound. There was plenty of food and my plate was filled with meat and veges, I was told there was more for seconds but I had had an ample sufficiency and left any 'overs' for others. With just time for a welcome hot cup of tea before the music started I returned to my camp.

The evening was great: the music flowed with people informally entertaining themselves and not listening to hired entertainment. The atmosphere stayed warm and friendly until about 10 pm when the tempo began to lessen as people wandered away to their various campsites. Slowly silence descended until, around midnight, the only sound was someone snoring loudly in one of the larger caravans.

I was woken at 0403 hours by light rain falling onto my tent. All was now quiet and nothing was moving except a shadowy figure ducking behind the hangar for a comfort stop. I hoped that the rain remained light. The sky was completely overcast and I wondered how aircraft departures might be affected come the morning.

By 0600, the sun was shining through light fog as the smell of bacon and eggs drifted through the now-stirring camp. I ate, and then packed up my camp as Nigel Brown pulled his aircraft out of the hangar and started his pre-flight – a pretty basic exercise on his machine. After warm-up and a short taxi onto the runway he departed at the end of a 25 metre take-off roll.

Nigel Brown, the first away at 0618 in his Quicksilver. At 40 knots it would take him 90 minutes to get home

I drove out the gate at about 1000 hours. I had thoroughly enjoyed my over-night stay and only part of it was the tremendous spit-roast pork meal. The weather had been excellent and I couldn't think of anything that might have improved it – except that next year I would, weather permitting, be flying in.


BRISBANE VALLEY SPORT AVIATION CLUB
Christmas Party
2nd December 2017
All club members, their families and friends are invited to the Brisbane Valley Sport Aviation Club's end of year holiday celebration - the BVSAC CHRISTMAS PARTY which is being held in the Clubrooms at Watts Bridge Memorial Airfield.
The cost is $10 per person paid on the day. RSVP is essential.
BOOKINGS ARE ESSENTIAL FOR CATERING PURPOSES !!
RSVP by email by 27th November 2017
Sandy Walker president@bvsac.org.au
MENU
Platters of Mixed Cheese, Nuts and Savoury Nibbles.
BBQ Chicken.
Ham and Baked Ham.
Dinner Rolls.
Choice of Coleslaw and 3 Salads.
Plum Pudding with Ice Cream and Custard.
Water and Soft Drinks.

STOP PRESS - STOP PRESS - STOP PRESS
JUST IN FROM CASA

Major improvements to aviation medical system

Date of Publication: **Thursday 30th November 2017**

Thousands of pilots are set to benefit from major reforms to the aviation medical certificate system.

The Civil Aviation Safety Authority is cutting aviation medical certificate red tape to make it easier for pilots to continue to fly safely.

The reforms include creating a new category of private pilot medical certificate, allowing non passenger carrying commercial operations under a full Class 2 medical certificate and increasing the delegation of medical decision making to medical professionals.

The new medical certificate category to be known as a basic Class 2 will be available to private pilots flying piston engine powered aircraft carrying up to five non fare paying passengers. Operations will be limited to the daytime visual flight rules and will be permitted in all classes of airspace.

This basic Class 2 medical certificate will require an assessment by a doctor using the Austroads commercial vehicle driver standards. General practitioners will be able to carry out assessments.

These commercial vehicle medical standards currently apply to drivers of heavy vehicles, public passenger vehicles and vehicles carrying bulk dangerous goods. They cover medical issues such as cardiovascular conditions, diabetes, psychiatric conditions, blackouts substance abuse and vision and hearing disorders.

The new basic Class 2 medical will be valid for a maximum of five years up to the age of 40 and a maximum of two years above the age of 40.

The current unrestricted Class 2 medical certificate will remain in place for private pilots operating aircraft up to 8618 kilograms with a maximum of nine non fare paying passengers. This unrestricted Class 2 medical will be used under all flight rules and allow for operations in all classes of airspace.

Importantly, pilots flying commercial operations with no passengers – such as flying training and aerial agriculture – will now be able to do so on the basis of an unrestricted Class 2 medical certificate. Previously these operations required the pilot to hold a Class 1 medical certificate.

CASA's CEO and Director of Aviation Safety, Shane Carmody, said the reforms to the aviation medical system maintain appropriate safety standards while offering flexibility and reduced red tape.

"CASA has been engaged with the aviation community and made a series of fundamental reforms to aviation medical certification," Mr Carmody said.

"We have initially focussed on changes that benefit general aviation because this sector has been telling us the current medical certification system was causing real difficulties.

"In the interests of public safety it is important that pilots meet relevant medical standards but the system must not make unnecessary demands and should meet the needs of the aviation community.

"I am pleased we are making changes that will see more appropriate medical standards applied to flying training and aerial agriculture – two vital sectors of Australian aviation.

"CASA will now continue to review the aviation medical system to identify possible improvements in areas such as using medical data more effectively, further streamlining processes, further reducing CASA involvement in medicals and harmonising with global best practices.

"It is CASA's role to maintain appropriate aviation safety standards but the requirements must not unnecessarily burden Australian aviation and hinder development and growth."

The reforms to aviation medical certification will be progressively introduced during 2018.

Media contact:

Peter Gibson

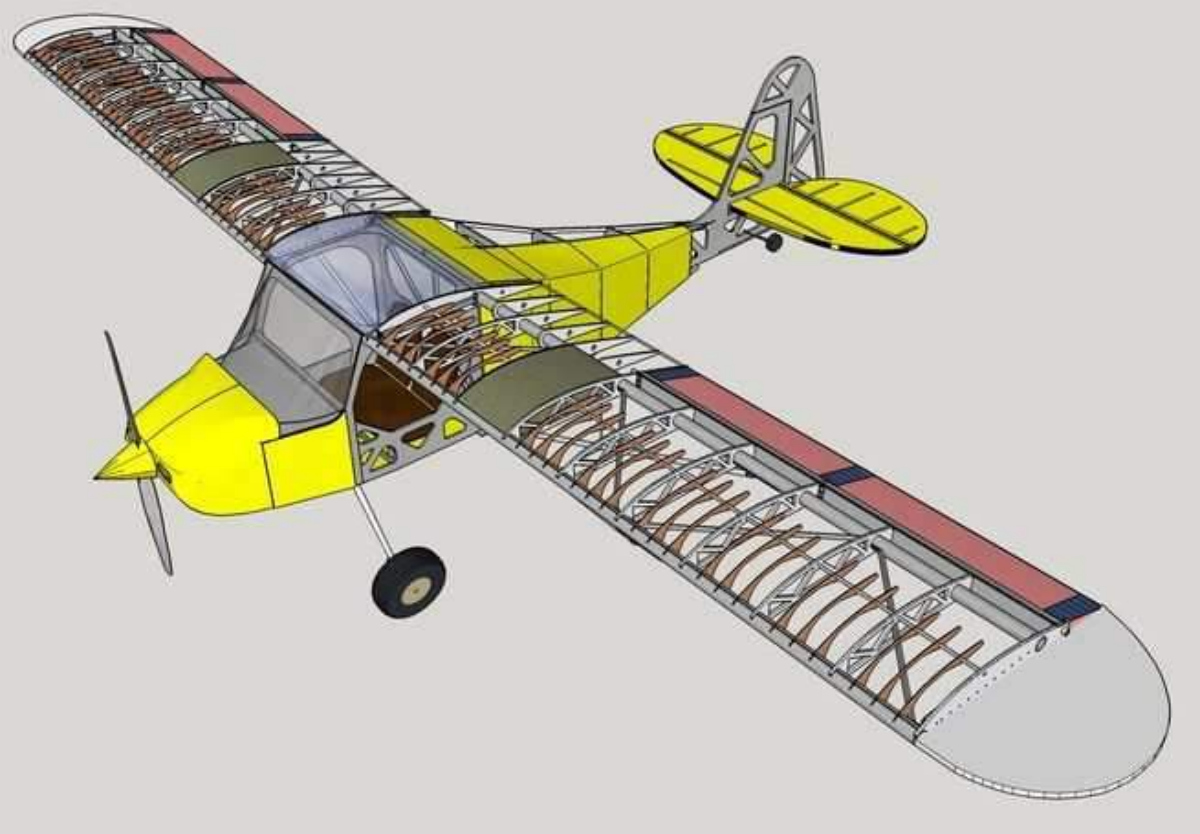
0419 296 446

peter.gibson@casa.gov.au

Ref: MR9917

Belite Aircraft Introduces Two-Place Pipper

The side-by-side kitplane will be offered in taildragger and tricycle gear versions.
By Stephen Pope January 28, 2017



Belite introduced its first two-seat kitplane, the Pipper, at the U.S. Sport Aviation Expo in Sebring.

Belite Aircraft, a maker of single-seat ultralight aircraft, has introduced its first two-place model, called the Pipper. “I wanted to take my wife flying in a Belite aircraft,” explained James Wiebe, CEO of Belite, “and implement my years of learning about what it takes to make a light plane quick to build, strong and affordable for the owner.”

What’s the genesis of the unusual name? “I realized that my many years of building planes had given me the perfect pipper to set my sights with, so the plane was called the Pipper!”

A pipper is defined as the centre or bead of a ring gunsight.

This aircraft, said Wiebe, had the following design goals:

- Conventional aerodynamic design
- Side-by-side seating
- Designed from a clean sheet in CAD and state-of-the-art build technologies
- Very quick build time with highly accurate parts and high strength modern materials
- Classic look and fun to fly

- Good short-field performance
- Rugged landing gear
- Taildragger or tricycle gear configuration
- Primary structure of aluminium with lightweight honeycomb
- 380-pound (173 kg) empty weight (with 2 stroke engine and normal instrumentation)
- 430-pound (195 kg) empty weight (with 4 stroke engine)
- 850-pound(385 kg) gross weight
- Up to a 65 hp engine

With the exception of the engine, instruments and fuel tanks, everything is included in the airframe kit and completion kit. The builder can choose tailwheel or tricycle gear configuration. Wing tanks are available for $900 (set of two, 5 gallons each). Subassemblies are also available.

“I think that the future of experimental aircraft will feature CAD technologies and production technologies which did not exist until recently,” Wiebe said. “Production techniques which are labor intensive add cost and time to aircraft projects. Our vision was to provide a complete kit which can easily be built by an individual in their garage, without special tools, and with state of the art strength and build methodologies.”

First flight is scheduled for March. Introductory pricing on subassemblies for the airframe kit is: rudder, $500; horizontal feathers, $700; rear fuselage, $2,100; cabin, $2,900; wings, $3,800. The components can be purchased together for $8,995, a savings of $1,005. Completion options include taildragger version for $2,295 or tricycle for $2,595.

A limited number of aircraft will be released at this launch price, Belite said.

Recent studies prove that eating two strips of bacon for breakfast reduces your chance of being a suicide bomber by 100%.

“You ask an awful lot for a kid who leaves out day-old macaroons and 2 percent milk.”

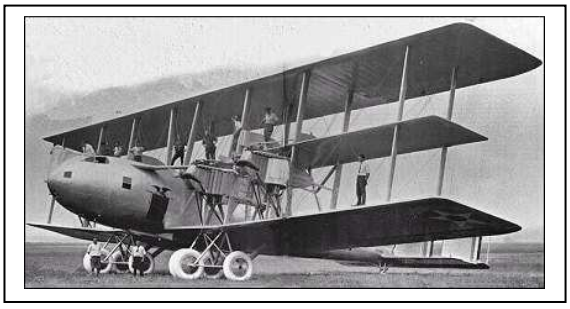
FLY-INS Looming

Dec 3	Gympie YGYM	Gympie Aero Club brekkie Fly-In
Dec 9	Murgon (Angelfield)	Burnett Flyers breakfast Fly-In

Mystery Aircraft (December Issue)

What's this?

Mystery Aircraft (Last Issue)



The Witteman-Lewis XNBL-1 "Barling Bomber" was an experimental long-range heavy bomber built for the United States Army Air Service in the early 1920s Congratulations to David Ratcliffe for correctly identifying this vantage, one-off aircraft.

Keeping up with the Play

(Test yourself – how good are you, really?)

1. An aircraft is flying with a strong crosswind. As it turns downwind, it has considerable drift to port. If the aircraft is in balance, considering the drift, where will the balance ball be?
   A. To port of centre.
   B. To starboard of centre.
   C. In the centre.
   D. Unknown as slip and/or skid have no effect on the balance ball.

2. Consider an aeroplane in a power-off glide, in still air, at the IAS for best lift/drag ratio. The aeroplane, if it was at a heavier weight……
   A. Would glide the same distance than if it were lighter.
   B. Would glide for a lesser distance than if it were lighter.
   C. Would glide for a greater distance than if it was lighter.

3. In aviation terms, to what does the abbreviation GAF refer.
   A. General Area Forecast.
   B. Graphical Area Forecast
   C. Gratriculed Area Flight.
   D. General Aviation Flight.

4. Considering the statement, “An aeroplane in a steep dive cannot stall because its IAS will be too high”. This statement is…
   A. True.
   B. False.
   C. It depends on the load factor imposed at that time.
   D. It depends on the angle of bank at that time.

5. A pilot, when banking to port, applies rudder to counter adverse yaw. Is he/she required to apply rudder during the rest of the turn before the exit?
   A. Yes.
   B. No.
   C. Only if aileron is necessary to counter over or under bank.
   D. Only if the aeroplane is slipping.

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

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

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE November 2017 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE:	4 November 2017
MEETING OPENED:	1010hrs
MEMBERS PRESENT:	12
APOLOGIES:	Ian Ratcliffe, Richard Faint, Liz Cook, Glenda Faint, John Innes, Scott Merideth
VISITORS:	Rhonda Bowling, Mark Foy, James Crocket.
NEW MEMBERS:	NIL

MINUTES:

- October meeting of the BVSAC Inc.
- Proposed: Peter Biddle seconded by David Ratcliffe. Acceptance motion carried.

BUSINESS ARISING:

- Nil

PRESIDENT'S REPORT:

- SAAA Caboolture has invited BVSAC to lunch at the new clubhouse on Sunday 19 November, from 1130 hrs. Encourage as many members as possible to attend.
- Thanks to all who helped with clearing rocks from the main runway.

SECRETARY'S REPORT:

- NIL.

TREASURER'S REPORT:

The President read the Treasurers report for October 2017.

- BVSAC ING account - $7587.04
- BVSAC NAB account - $4206.21

.

WATTS BRIDGE REPORT

James Crocket

- Reported on recent runway works. More fill required at southern end. Primary focus is to provide sufficient water.
- Proposed new fuel depot still under negotiation.

GENERAL BUSINESS:

Mike Smith reported on recent AusFly event at Narromine – very wet in the lead up on Friday, but ~400 aircraft in attendance over the weekend. Expected to be on again in 2018.

BVSAC Christmas party planned for Saturday 2nd December at Watts Bridge.

Mike Smith – led discussion on the questions in the November Newsletter

NEXT MEETING: The next meeting will be on Saturday 3rd February 2018 in the BVSAC Clubrooms at Watts Bridge.

MEETING CLOSED: There being no further business, the meeting was declared closed at 1035 hrs.

--ooOOoo--

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 - SLING
Year of build. 2016. Hobbs meter shows 53.2 hours but exact engine hours I will have to check as it is currently being flown. Complete with factory drawings and a large number of photos showing various stages of completion.

Cruising at 5450 RPM gives 108 knots, burning 18 litres per hour. With a total fuel tank capacity of 150 Litres (75 Litres per side) it has a maximum range of 900 nm.
The aeroplane is currently hangared at Gatton Air park

I also have a significant quantity of clecos for sale.
$115,000 (neg)
Call Geoff Scott on 0435 248 483

Aircraft Offered for Reluctant Sale

My Colby-503, a single-seat, one-off aircraft, based on the highly successful American Pioneer Flightstar. Currently flying most weekends, it has around 200 hours airframe total time and under 30 hours on a rebuilt Rotax 503 power plant. STOL, this aircraft cruises at anything between 45 and 60 knots, depending on the power setting and can comfortably exceed its VNE in a climb. It holds 40 litres in a belly tank and a further 10 behind the seat. A 95-10 aircraft, its rego is 10-1918, valid until July 30 2018.
A sale would include a purpose-built trailer (uncovered and unregistered), a spare 503 engine (disassembled), and a ground handling tow bar. There are some other assorted spare parts such as a strut, control surface tubing, fuel pump, spark plugs etc.
I currently use a hand-held radio mounted in the cockpit with a head set and PTT fitted on the side-mounted stick.

I am putting my aeroplane up for sale only on the advice of my health professional.

$5,800.00

So, if you fancy owning and flying a totally unique aircraft, the ONLY one of its type in the world, contact Rob Knight, on 0400 89 3632, or email me at kni.rob@bigpond.com.