BRISBANE VALLEY FLYER

April - 2018

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.

Arthur Anderson landing his Karaone at Watts Bridge. (See page 12.)

Sandy Walker(President)	0424 958 173	Peter Ratcliffe (Secretary)	0418 159 429
Ian Ratcliffe (Treasurer)	0418 728 328	Rob Knight (Editor)	0400 89 3632

From the President

Message from the President

Notes from the March meeting

It was resolved that the club would purchase a 1 x two door upright fridge. Quotes have yet to be finalised!!

Clubhouse air conditioner

2 quotes have now been received. Both quotes are roughly the same around $ 5000.00 installed.

As yet no decision has been made. I suggest we wait until after the air show to make a final decision on what we do.

Other

The water pump has failed in the club house and Ratcliffe is acquiring another unit to be fitted ASAP, Price to follow.

The Queensland Astronomical Society will be back starting 12th April so make them welcome.

BVSAC catering for the General Meeting 15th April

The BoM have asked BVSAC to cater lunch for the upcoming general meeting. A sausage sizzle would be put on for the attendees (numbers will be forwarded for catering purposes). Watch this space the club will be reimbursed for the purchases.

Correspondence for the month

WBMA BoM Lunch request.
Red Thunder details.
Static display request.
Proxy forms.
Vetiver Grass cutting volunteers.
ANZAC Day ceremony

South East Queensland Astronomical Society, Julie Straayer, Thursday 12 April.

Caboolture Aero Club 21st to 22nd April re TAVAS event.

Now for the Air show and BVSAC's participation

Pies and sausage rolls. How many and who from to be finalised.

Mushy peas.

Equipment hire - food warmers, portable fridge, micro wave ovens.

VOLUNTEERS - we need names - who is doing what.

IF YOU CAN ASSIST PLEASE LET PETER RATCLIFFE AND MYSELF KNOW

Red Thunder

Gill Vardi contacted me by phone requesting volunteers to man the car park. Gill offered a cash incentive to the club to assist in parking patrons on the airfield.

$1 for every car (we sell the tickets for $4 or $5) cant remember the exact amount).

So if there are any members wishing to volunteer please advise Peter Ratcliff or myself and we will inform the event organizers.

Static Display

There will be a section put aside for BVSAC members to display their aircraft if they so desire.

Caboolture Gliding Club and SAAA Caboolture I will contact the relevant persons and offer the same display parking area.

Gill also asked that we co-ordinate the drink sales water and soft drinks with other clubs maintain the pricing the same rather than compete against each other.

The Aerobatic Club are doing scones and teas.

We will provide Pies peas sausage roles and drinks.

Am waiting to hear what QWVAA on the choice of goods they want to sell.

So there you have it

Please assist with volunteering if you can.

It is a chance to show off Watts Bridge to the wider community and for the club to earn income for any future developments.

Cheers all

Sandy

Flying the Monlas Mk-1

By Rob Knight

The Monlas Mk-1

It all started a couple of years ago when Doug McIlwraith, living in the quiet of South-East Queensland's Biddaddaba, succumbed to a long-time urge to build himself a two-seat side by side, biplane. He had already played with the structural foundations for a MONOCOUPE but success was not apparent in the models he was working with. He needed to change the fuselage nose profile to accommodate a 6 cylinder Jabiru engine, replacing the old cowling shape designed to house a radial. The notion languished for a bit, but then he bit the bullet and went for his concept of a home designed biplane.

Such a pretty little thing.

A born-again diplomat, Doug included the name of his supportive wife, Monica, into the project; he blended their names into the aircraft's designated title – the Monlas Mk-1, so bestowing a name as unique as the aircraft that he bestowed it on.

The finished aircraft sits very easily on the eye. Painted a smart burgundy and white, it is a neat, all-metal, riveted, stressed skin construction, tail-dragger, powered with the 6 cylinder Jabiru engine developing 120 horsepower (89.4 Kw). The cylinders are fitted with water cooled heads, and Doug has developed his own special intake cowl to direct raw airflow across the cylinder barrels on each side to keep the engine temps as stable as the Harbour Bridge. Doug has designed the wing arrangement to have a super-stagger; the leading edge of the top main-plane sits ahead of the pilot whilst the leading edge of the lower wing is located near the aft of the seat. The wings have an unusual strut arrangement. They are vertically strutted at around 2/3 span with faired metal struts, and diagonally from the lower wing root to the top of the strut. This makes for an extremely lifting frame ,with all the safety benefit that brings.

Unlike almost all other ultralight aircraft, ingress and egress of the Monlas is easy. The front-hinged doors, wider and deeper than most aircraft of this nature, are located aft of the undercarriage leg

and spat, and forward of the lower wing leading edge The generous door, hinged on the front is large and swings comfortably forward to let the person enter, butt-first, and swing their legs in. There is plenty of room to lift a leg over the wooden handled control stick. The floor is a tastefully painted grey, very practical and lightening the cockpit.

Getting in or out is a breeze.

On the ground, visibility forward is quite good. The nose is low and scarcely obscures the runway ahead. The cockpit is well laid out. Painted red, it has mahogany overlays into which the instruments are fixed. The flight instruments are basic and mounted into the left panel and engine on the right. It has an ignition switch for CD ignition control and a mag switch for the magneto. A conventional push/pull throttle controls engine power. The panel also sports both a choke and a carburettor heat on/off control.

A well-thought-out panel containing all you need.

Brakes on, Mags and ignition on, fuel pump to fill the lines. It's a warm day so we don't need choke. A "Clear-Prop" call and a last check and the prop flicks across the screen. With a surprisingly quiet rumble the 6 cylinder Jabiru, 120 horse power (89.5 Kw) engine takes life and the oil pressure rises. A quick release of the brakes and with a little more power the aircraft trundles away.

Run-up and DVA's (pre-take-off checks)are simple and, with everything in the cockpit so ready-to-hand, quickly completed. We line up and taxi forward to straighten the tail wheel. The engine rumble increases to a quiet roar as we add full throttle. The empennage is not the largest that I have seen, and the tail is not as quick to rise as some other aircraft, but directional control is powerful in the slipstream and soon we were passing through 40 knots, tail up, with the wheels astride the centreline. Then came the wonderful cessation of vibration as the wheels were cut from earthly ties; the aeroplane came into its element and the Monlas was airborne.

A unique little aeroplane

Climbout at 65 knots gave us 800 fpm on the VSI. With the nose sitting comfortably

on the horizon attitude control was easy. A miniscule amount of left rudder pressure held the ball in the middle and the aircraft just sat there. I levelled off and set 2800 rpm for cruise. The ASI settled on 90 knots, perhaps a little bit less than a monoplane, but this machine has as twice as many wings as other aircraft so this cruise speed wasn't bad at all. Then I began to play with it. This aeroplane has to be one of the most beautiful aeroplanes to handle that I have flown in my 57 years behind the controls. Each control was light yet had enough resistance to my hand or feet to give "feel" so I could register feedback from the aircraft. All controls were powerful, but not overly so, and each control felt oh-so crisp. Every control input brought an instant response with it, and it seemed effortless to bank, pitch, and roll. I was also impressed at the minimal out of turn aileron required to hold a constant bank, a pleasant consequence of the relatively short wing span. At bank angles above 45°, the back pressure to hold height is positive but still light and the rudder to balance the aileron drag is as easy to judge as it is to check the slip/skid ball.

Plenty of horizontal visibility. Note the unusual strut arrangement

A little thoroughbred shows through in its lines

Stalls, like everything else in this aeroplane, are simple, positive, and easy to feel. Although the stick pressures are light, quite sufficient feel remains to feel the controls dying along with the airspeed as the stalling angle approaches. The nose sag/sink as the stall occurs and develops is as obvious to the discerning pilot as the VSI indicating down at 500 fpm. Unfortunately, due to cloud cover, we were unable to get sufficient height to look closely at developing the stall further, or provoking the aircraft in this condition of flight.

Not only was the aeroplane extremely pleasant to handle, the visibility from my right seat was superb, except, of course, where obscured by the top wing. The large Lexan panelled door gave me a completely unobstructed view to starboard and forward past the undercarriage. The wheel seemed so close that I might be able to reach out and bleed the brakes if needed.

Doug McIlwraith checks under the cowls
On the 6 cylinder Jabiru motor.

We turned for Biddaddaba and home, easing the power and setting up a descent. Trim was simple and no issue, and, with no flap to apply, the procedures were minimal. 60 knots crossing the fence, reducing to 50-55 knots over the threshold, resulted in a smooth flare with little float (too many wings and too much drag for that) and a gentle settling onto the runway in a perfect 3 point attitude. Applying enough rudder to keep straight seemed effortless, and we turned off the runway and slowly trundled to the parking area.
For a one-off aeroplane, built in a hangar on his farm, Doug has produced a magnificent little machine. It's great fun to fly, its simplicity will make it easy to maintain, and its handling is as viceless as any other aeroplane I have flown.
Hopefully, I'll get to fly it again sometime, and experience once more its beautiful handling characteristics.

Happy Flying

Fuel News - Petrol Life in Vehicle Tanks

INTRODUCTION

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel. When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in equipment fuel tanks. Where petrol is kept for more than a week in equipment tanks then it can become stale and it is better to add fresh fuel before using. Examples are classic, veteran and vintage cars and bikes, racing cars and bikes, drag cars, boats, dual fuel vehicles, lawn mowers etc.
Generally petrol will last in equipment fuel tanks for about 3 weeks at a temperature of around 20 deg C, after that it will perform better when fresh petrol is added. Petrol will last in sealed containers for more than 6 months, while some breathing will take place this is not enough to significantly affect product quality.
In underground storage tanks the rate of replenishment prevents the fuel from becoming stale

HOW PETROL CHANGES IN EQUIPMENT TANKS

Loss of light components – impact on mixture
The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits during cold start. Because they are volatile they compose most of the air fuel mixture during cold start, if they are absent, then the mixture becomes lean resulting in higher temperatures, pre ignition, detonation and piston damage. This is generally the cause of piston damage in high revving engines used in boats and small engines such as chain saws etc.
The portion of the petrol that remains has a higher density and higher octane but this is not available during cold start resulting in hard starting. Because the fuel carburettors and injectors operate on a volume metering system the higher density means that more fuel is introduced for a given volume of air and so the air fuel ratio is fuel rich. If all the fuel cannot be burnt then it forms carbon deposits that will foul the spark plug and cause the engine to stop and not start. This is generally the cause of problems in classic cars where the engine stumbles and hesitates or cuts out.

Loss of light components – impact on octane

The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits under high revving conditions such as cold start acceleration and the loss of these components can result in detonation and pre ignition at high speed resulting in piston damage.

The remaining components that have not evaporated are high octane and octane can actually increase with time but this octane is not available for high revving conditions.

Gum and Peroxide formation

With long storage periods, especially in the presence of hot weather or engine heat, the petrol can oxidize to form peroxides. These compounds can attack rubber and metal, stripping away the liner on fuel lines or copper from fuel pumps and attacking rubber hoses. These normally take a few months to form in sufficient quantity to cause a problem. This process is faster if Ultra Violet light can get to the petrol.

IMPACT OF ENVIRONMENTAL LEGISLATION ON PETROL PROPERTIES

Volatility restrictions

Current State EPA legislation restricts petrol volatility in the summer period, generally November to March. In that period petrol will have less volatile components than at other times, generally the summer volatility of petrol is 30% lower than the winter volatility which means that the loss of lighter components in summer can be quicker. However, this is not usually an issue due to higher temperatures but can create problems in autumn if the summer fuel is held over. To avoid this fresh fuel should always be used in the April May period.

MAINTAINING FUEL IN EQUIPMENT TANKS

It is not possible to provide a foolproof strategy for engines that are used only intermittently, however the following principles help.

1) Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week. This will provide additional volatile components and protect from cold start high revving detonation and piston damage.

2) Always keep the tank half full to stop water vapour from being sucked in and condensing.

3) Use a fuel that contains anti oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces such as BP Ultimate

4) Using a hotter spark plug will help to reduce carbon deposits

EXAMPLE OF HOW PETROL CHANGES WHEN STORED IN FUEL TANK

Property	Week 1	Week 2	Week 3	Week 4	Week 5
% Volume Lost	3	5	8	10	15
Octane RON	98.1	98.4	98.6	99.0	99.5
Density kg/l per 15 C	0.75	0.76	0.765	0.78	0.79
Equivalent air fuel ratio at constant volume	13:1	12.8:1	12.7:1	12.5:1	12.3:1

Summary -

At the end of 5 weeks the fuel is 5% heavier, and the fuel air mix will contain more fuel i.e. the mixture will be richer.

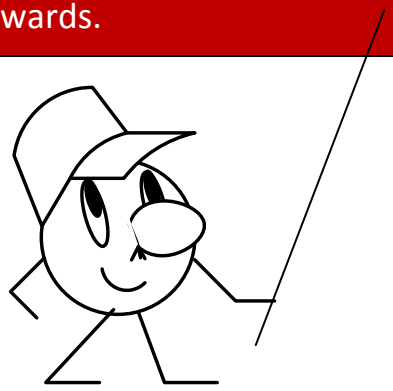
For further information, please call the BP Lubricants and Fuel

Technical Helpline 1300 139 700 local call. Or Or visit www.bp.com.au/fuelnews

Document: Petrol life in vehicle fuel tanks v4.doc

WARNING - Another OPEN CLASS

Rob Knight has agreed to run another open class after the May BVSAC Meeting. So sharpen your pencils, get out your questions, and come to the May meeting. It will be at the BVSAC Clubrooms at 10 am on May 5th. Sandy, the Club President, is organising a BBQ lunch afterwards.



Into the woods – The Sad Story of an Overdose of Playing with Aeroplane Limitations

A tragic crash in the US is a reminder to pilots of experimental/amateur-built aircraft of the risks associated with pushing a home-built airframe beyond the limits for which the aircraft was certified.
On a summer's evening in the north-western US state of Idaho, a 67-year-old businessman took off in his 1980-built Rand Robinson KR-2 which he had bought a year earlier from its amateur builder. It was 18 August 2013, and he would be dead by morning.
The pilot filed no flight plan—and was not required to—but he had discussed with the airport manager where he could practise spins, and been directed to a training area. We know that he went through with his plan to spin the aircraft because he had fitted a video camera to the canopy frame behind and to the right of his seat. The instrument panel and some flight controls were visible in the foreground.
Recovered video footage showed the pilot had deliberately initiated a spin at 3600 ft above ground level, throttling the engine to idle and increasing the nose-up attitude until the aeroplane stalled and began to spin to the left. Rotation was swift, and no doubt disorientating, about one turn every two seconds. After the first few rotations the engine stopped, possibly due to fuel starvation. After several more rotations the spin stabilised about 20 degrees nose-down, and remained in a steady state until impact. The video showed the pilot attempting combinations of control inputs without effect. After about 45 seconds and 25 turns, the aircraft descended near vertically through dense trees and scrub before hitting the ground on a slope.
There was no fire and the undamaged camera continued to run for more than three hours. It recorded the ambient sounds of a summer evening in the woods, including the ringing of a mobile phone and the distant barking of a dog. It also recorded the shallow and strained breathing of the

injured pilot. After about two hours these sounds stopped and in the austere words of the National Transportation Safety Board (NTSB) report the pilot was found dead from 'blunt force injuries'.
The KR-2 is a compact, fast, economical cross-country cruiser, originally designed to use the once-common Volkswagen air-cooled car engine. A feature of its boxlike wooden-tub construction was soon exploited by many owner-builder pilots. It is easily modified with fuselage stretches, fixed or retractable undercarriage in tail wheel or tricycle configuration. Some KR-2s have more powerful engines.
An aeronautical engineer casting even a quick glance at a KR-2 would immediately conclude it was not designed with spin recovery as a priority—its small tail surfaces, short rear fuselage (and therefore short moment arm) militate against that. However, the KR2's current distributor told the NTSB the aircraft, if built closely to build specifications and engine recommendations, would show recovery characteristics similar to other low-wing light aircraft.
A notable modification of the crashed aircraft was that it was equipped with a Continental A-75 engine which is heavier than the recommended Volkswagen engine. As there was no information provided in the NTSB report regarding whether ballast was added to account for the extra weight so that the normal centre of gravity (CG) was re-established, it can be reasonably assumed that with the extra weight the aircraft would have been more reluctant to stop spinning.
Depending on their certification basis, most factory-built aircraft must demonstrate recovery from a one-turn spin, not from a developed spin, which may be faster rotating, or with the fuselage in a different longitudinal attitude. Moreover, in spin tests a parachute is usually attached to the tail should the flight controls become ineffective. Test pilots also routinely wear parachutes, and sometimes use them.
A recent example was the spin test flight of the Cessna 162 Skycatcher prototype, which culminated in a bailout.
The pilot—a successful businessman—was evidently also of some technical acumen. He owned a renowned repair shop for Saab cars, and offered a scheduled maintenance program, based on aviation practice that included oil-engine wear matching and meticulous record keeping. A pilot for two years, he found himself in a sector of aviation where such exactitude is not always the norm. His decision to spin was based on expectations about his aircraft and its certification, which may have sounded reasonable on the surface, but were ill founded. In fact, the FAA's statement of limitations for this aircraft showed it was test flown for wingovers, loops and rolls—but not spins. The pilot should have known, or been informed of this.
Some of the several lessons from this haunting story would apply to every one of the 1000 VH-registered amateur built aircraft on the Australian register. The obvious lesson is that every home-built aircraft is unique, reflecting the knowledge, skills and attitude of its builder. The build progress inspections carried out by the Sport Aircraft Association of Australia —which are recommended—but not required, can only warrant for compliance, not consistency.
The other point to consider is occupant protection, a subtly more important question in an aircraft with no guarantee of benign flight characteristics at the edge of its performance envelope. Not going to that edge without a compelling reason is another powerful safety argument. Occupant protection can take the form of crashworthy design features, or an escape system such as a parachute, as worn by competition glider pilots.
Finally, the crash highlights electronic locator transmitter (ELT) location and crashworthiness. It is not clear whether the aircraft had an ELT, or, if it had, whether the transmitter worked.
Nevertheless, despite the crash happening, almost in someone's back garden on a rural subdivision,

it took three hours to discover the aircraft, during which time the pilot died. The implications for aircraft operations in truly isolated places, such as much of Australia should be obvious—a working ELT could be your last hope.

END

Local SEQ Aviator/Personality Turns 90 (and is still a regular flyer)

By Rob Knight

Arthur Anderson – A grand old gentleman at 90.

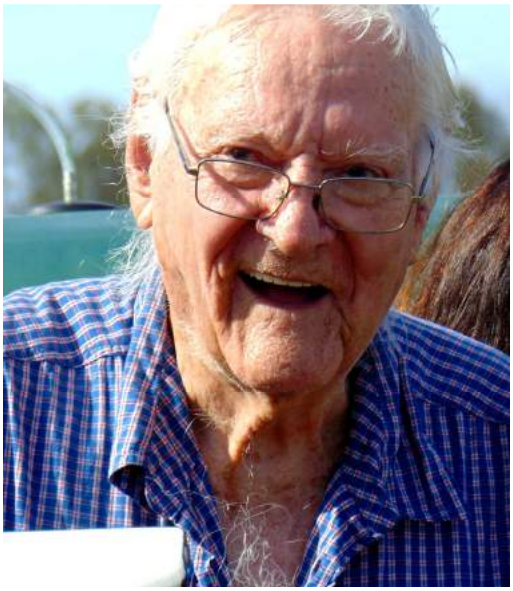
Saturday 24th of March 2018 saw a gathering of friends and relatives at Lynfield in SE Queensland to celebrate the 90th birthday of Arthur Anderson, a long-time pilot and friend to many aviation enthusiasts in this area.

Arthur and three of his children.

Arthur was born in 1928 in Charters Towers, the son of hard-working local parents. He completed his apprenticeship as a printer and was employed for many years by the Courier Mail tabloid newspaper in Brisbane. Aeroplanes and flying and flying and aeroplanes have been his primary interests right through his life. His physical involvement in flying things began in his earliest days and saw him building radio controlled model aeroplanes on his kitchen table (when his wife was not at home). Every time he heard an aeroplane in the vicinity, he would race outside to see it. His children still speak of this part of his life with amusement and great humour.

His interest in flying led him to Bradfield airfield in the Lockyer Valley in the late 1980s, and he started training on a Chinook 2 ultralight. The Chinook was owned by his instructor, Neil Cavannah, and in the early '90s he gained his pilot certificate under Neil's tuition and guidance. With that in hand he soon purchased his next aeroplane from the late Rob Thompson. This was a Resurgam, a single seat ultralight designed by Gordon Bedsen. However, someone else crashed it and Arthur rebuilt it with extensive modification included in the repairs.

He soon on-sold the renovated and re-built Resurgam; he replaced it with a partly-built kitset Karaone. This he quickly completed and it is the aircraft he still flies. Over the years there have been some minor mishaps and some modifications to suit his requirements, but he maintains the aeroplane in excellent condition and bases it in a hangar at Lynfield.



Arthur, enjoying himself, at his 90th birthday party

Now, retired to Mansfield in South Brisbane, Arthur is nearing completion of a Karatoo, a two seat version of his Karaone. The Karatoo is his 3rd aircraft build.

Arthur has flown four different aircraft types and has logged about 650 hours in all. These include about 350 hours in his beloved Karaone.

A great old gentleman, Arthur has a quiet personality and exudes dignity and goodwill. He talks quietly and seriously, and is no longer prone to racing out to look at over-flying aeroplanes – his hearing is no longer what it was, and he doesn't move quite as fast these days. But as a pilot he is still very active, flying several times a month off the bush strip at Lynfield.

Congratulations on your birthday, Arthur. 90 good years is a great achievement. May they continue to roll around as you enjoy the air as only aviators can. We look forward to seeing you airborne in your new Karatoo in the near future.

Arthur (in blue shirt) lounging on the port cowling of his beloved Karaone

FLY-INS Looming

14 April	Murgon Brekkie, Fly-In	Burnett Flyers
21-22 April	Caboolture	TAVAS Great War Flying Display
27 April	Rockhampton	Cessna 200 Series Fly In
06 May	Gympie Brekkie Fly-in	Gympie Aero Club
13 May	Gatton	7.30 Breakfast Fly-In
26 May	Watts Bridge	Red Thunder & Warbirds Fly-In

Mystery Aircraft (April Issue)

What's this?

Mystery Aircraft (Last Issue)

In 1943 Vought aircraft, makers of the legendary Corsair, were asked to build a test bed aircraft featuring the same engine and straight wings while utilizing a number of common structural elements. The intent was to test the Corsair's mighty R-4360 engine mated with a turbosupercharger (coolest word ever). What do you need for a straight winged Corsair? Long landing gear to accommodate its huge prop. As this was a high altitude test bed it featured a pressurized four place cabin in place of the fighter's single cockpit.

Gatton Airpark Breakfast Fly-in. Sunday 13 May

Hot breakfast from 0730. Everyone welcome. Come and check out the latest developments at the Airpark, or simply catch up with friends. Bring your Mum!
Airfield details in ERSA or phone **0419 368 696**

Voted Best Scottish Short Joke

A bloke walks into a Glasgow library and says to the prim librarian, 'Excuse me Miss, dee ye hev any books on suicide?'

To which she stops doing her tasks, looks at him over the top of her glasses and says, no way laddie ', ye'll no bring it back!

Keeping up with the Play

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

1. If the dynamic vent on an aeroplane becomes blocked in flight ……
   A. The pilot will have no idea except by comparing the ASI reading with a GPS reading
   B. The ASI will over-read.
   C. The ASI will under-read slightly.
   D. The AIS will read zero (no reading at all).

2. An aeroplane takes off with a 3 knot tailwind which increases steadily to 20 knots at 1000 feet. With respect to the Vx and Vy (angle of climb and rate of climb respectively)…….
   A. The Vx would decrease but the VY would increase..
   B. The VX and the VY would both increase.
   C. The Vx would increase while the Vy would decrease.
   D. Both the VX and the VY would decrease.

3. If a pilot sets 1013.2 hPa on their altimeter subscale, what will the instrument indicate?
   A. Aircraft altitude AMSL at the current existing QNH.
   B. Aircraft density altitude in the existing conditions.
   C. Aircraft pressure altitude in the existing conditions
   D. Aircraft density level at the current QFE.

4. Considering an aeroplane's stall speed when flying in a strong wind. Select the most correct statement below.
   A. The stalling speed will be lowest when flying into a strong wind because of the increased airflow across the wings
   B. The stalling speed will be lowest when flying downwind because of the increased ground speed caused by the tail wind.
   C. Head winds and tailwinds have no effect on stall speed.
   D. The difference between the stall speeds when flying into wind and downwind will approximate half the wind speed value.

5. Compared to a spin, a spiral dive will display which of the following characteristics?
   A. A stable airspeed, increasing bank angle, and increasing rate of descent.
   B. Increasing airspeed, increasing rate of descent, A steep nose-down attitude
   C. A much high rate of rotation.
   D. Only one wing being stalled.

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

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 February 2018 GENERAL MEETING

MEETING LOCATION:	**Watts Bridge Memorial Airfield – BVSAC Clubrooms**
MEETING DATE:	**10March 2018**
MEETING OPENED:	**1006hrs**
MEMBERS PRESENT:	**15**
APOLOGIES:	**Richard and Glenda Faint, Ron Dun, Ken Holts, Cindi Gosden,John Innes, Rob Knight, Liz Cook**

VISITORS: Ronda Bowling

NEW MEMBERS: NIL

MINUTES:

February meeting of the BVSAC tabled.

BUSINESS ARISING:

Nil

PRESIDENT'S REPORT:

Quote for Fridge
Discussion to buy one Upright 2 door fridge and to put old one in Ext to be used on function days
Quote for A/C more info requested

SECRETARY'S REPORT:

Mail in RAA invoice,RAA follow up invoice
Mail out Nil
Emails in 7 Emails out 4

TREASURER'S REPORT:

The Treasurers report for February 2018.
BVSAC ING account - $7612.89
BVSAC NAB account - $5144.29

Income:	$1013.00
Expenses:	$134.60

WATTS BRIDGE REPORT: Peter Freeman.

Info on runway,
Rolling of strip still to be done still to wet to do
Info on Air show

Clubs members will have full access to club hose on the Air show days
Scott asked about the truck he lent to watts,
The truck to be returned to Scott with thanks
Questions were asked of board members who was responsible for damage to new runway
Answer was Red Thunder would be responsible for any damage other than normal wear and tear
And was there any info on money to Watts if day is canceled

GENERAL BUSINESS:

Sandy informed the meeting regarding the Gliders Club visit on the 5 to 7 May
Air show - what are we going to be selling at club over week end
It was proposed to sell pies and sausage rolls again this year with mushy peas and drinks
Poker run in July.
Sandy is to get info from Richard on what we need do and food for day
Motion was put to buy Honda four stroke brush cutter to do around club house and
Motion: Jim Bowling
Seconded: Vern Grayson
Motion passed

NEXT MEETING: The next meeting will be on Saturday 7th April in the BVSAC Clubroom at Watts Bridge.

MEETING CLOSED: There being no further business, the meeting was declared closed at 1122 hrs.

--ooOOoo--