

BRISBANE VALLEY FLYER

APRIL- 2019



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

Rob Knight (Editor) Tel: 0400 89 3632



AKK Hornet at Watts

TRIP TO JABIRU FACTORY

By Mike Smith

On the 13th of March, Malcolm Aldred and I, Mike Smith, flew to Bundaberg (in the trusty Jabiru of course, no tin cans for these guys). A very interesting information day was put on by Jabiru about their new series 4 engine. Thirty eight people attended from far and wide. The two factory engineers explained the new manufacturing methods of casting crankcases and forging many of the parts. Crankshafts and camshafts are made overseas by specialist manufacturers and have the final machining done back in Australia. Most small parts are also made in various countries overseas to keep costs down, and final machining and engine assembly is done at the Jabiru factory at Bundaberg airport.

A great deal of effort has gone into advanced engineering with this engine to overcome problems that have arisen in the past. Two notable examples are the coating of the inside of cylinder barrels with Electroplated Nickel Silica Carbide, commonly referred to as Nikasil, but that is actually a brand name. In essence it is a Ceramic coating which completely stops cylinders rusting and is extremely hard and wear resistant. Also the heads and barrels are both cast from aluminium and are screwed together by threads machined into the barrels and heads. This is a permanent process, as once the two parts have been joined, they can never be disassembled, (to use again). This means that the heads and barrels expand and contract at the same rate, and there is no possibility of the head warping. This is the same joining method used by Lycoming and Continental

Attention has also been given to improved air and oil cooling, to make overheating a thing of the past. These two things have largely been addressed already in the series 3 engine.

After an overnight stay in Bundaberg, the group again invaded the Jabiru factory and were given an insight into the actual machining and assembly of the engines and a look at the engine test bed dynamometer in use on the day. The dyno provides a great deal of information on horsepower output at different RPM, as well as cylinder, oil and exhaust gas temperatures. The test engine certainly cops a flogging, and it will be interesting to see the engines as they start to appear around the airfields.



Jabiru realise there is a lot riding on the success of this engine, and have worked very hard to eliminate any possible problems. The engineering and design is a credit to the staff at Jabiru.

Rod Stiff watches one of his 'babies' take shape in the engine assembly room

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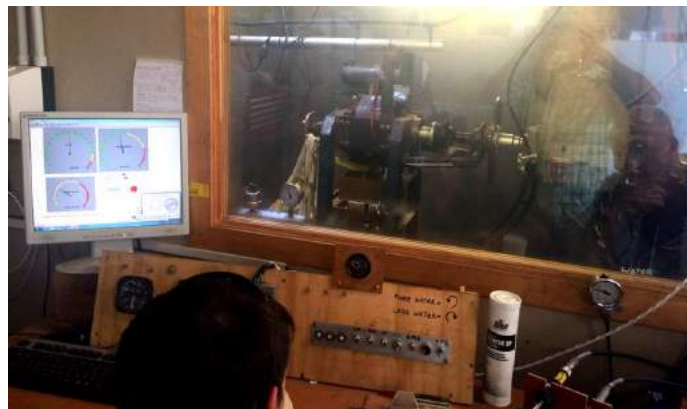
Computer operated machine with fine needle heads used to take measurements of crankcase: very much like a dentist drill



Group watched CNC machine working on cylinder heads



Four cylinder on Dyno



Water brake Dynamometer. Can be made to give the engine a real workout

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CNC machine working on cylinder head



Engineer Dan demonstrates how cylinder heads removed from hi-tech oven (now cold) ready to be pressed in



Don't Myth Out – Sort Fact from Fiction

By Rob Knight

When I was learning to fly in the 1960s, I was a sponge for any story about flying and about flying aeroplanes that was going around. Whilst some of these stories were true gems and hold good even today, a great many were myths in the true sense of the word. As an example, one story related to a certain Cessna 172A that was on the line. It had a past accident history and had never been correctly rigged during the repairs. As a result, it wasn't possible to do a wing drop stall at MTOW and recover in less than 1200 feet. Yes – one thousand two hundred feet. I was a teenager and my older and more experienced peers believed it and so I did too. In reality, such performance would have rendered it un-airworthy and it would have been properly rigged before being signed off. However, at that time I didn't have either the maturity or the experience to challenge my ears and I now look back at how silly and false this and too many other stories were. Regrettably, many of these same myths still abound, and too many people make them a dangerous and flawed part of their overall understanding of flight, a trait that can only be detrimental at best, hazardous at worst, to their flying performance.

1. The "Stall"

The perennial would have to be that an aerofoil stalls at an airspeed. I have written much on this subject over the past several years and am still surprised at the sometimes savage criticism levelled at me for my statements and conclusions. Perhaps these people don't understand exactly what a stall is. Allow me to refresh some memories. Quoting from Jane's Encyclopaedia of Aeronautical Terms, a stall is defined as:

"A sudden reduction in the lift generated by an aerofoil when the critical angle of attack is reached or exceeded".

There is no reference to speed in this definition and I believe that the ongoing misbelief in speed being the evil issue comes from a poor understanding of the exercise as it is taught. Students are placed in an aeroplane and asked to fly it level, generally without power in the first instance. As the airspeed falls, lift will reduce as the square of the falling airspeed, and the aeroplane will sink unless the angle of attack is increased to compensate for that airspeed reduction. In normal, unstalled flight, airspeed and angle of attack are intrinsically entwined and, as one increases, the other must decrease (and vice-versa) to maintain height. When the aeroplane's aerofoil exceeds its critical angle of attack and the stall occurs, students are encouraged to, "Note the Airspeed. That's your stall speed".

Yes, that's quite correct, it is the stall speed. BUT it should be pointed out at that time that it is the speed on the airspeed indicator when the aeroplane exceeded its critical angle RIGHT NOW. Better still, it should be added that this speed is not a constant, it will vary with aeroplane weight variations, slip/skid variations, loading variations, power, flap and slat variations. The list is long and might have been covered in the briefing, but the student needs to hear it NOW, when faced with the actual stall, so the knowledge that the stalling speed achieved is nebulous at best and confusing at worst so this important lesson is also taught in perspective and can be recalled in perspective. However, what actually tends to stick indelibly in the student's mind is that this speed is ALWAYS the

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stall speed and at that speed the aeroplane will always quit flying, and, worst of all, it was this lack of airspeed that caused the stall.

Another example of this point being taken further lies in the aerobatic manoeuvre commonly known in the UK, Australia and New Zealand as the stall turn. In this manoeuvre the aeroplane is pulled up vertically and full power applied. The aeroplane eventually stops ascending and hangs momentarily on the prop. Then it yaws/topples sideways and quickly enters a vertical dive from which the pilot then recovers. In the USA this manoeuvre is known as a Hammerhead, because the other name is a misnomer – there is no stall involved.

Summary – Aeroplanes stall at an angle of attack. The airspeed indication when they exceed the critical angle of attack will depend on a variety of factors including aeroplane weight, loading, power applied at that time, and any high lift devices such as flap or slots being used. An airspeed indication is not a reliable indicator of how close an aeroplane's aerofoil might or might not be to its critical angle of attack in general flight.

2. The “Crab” Versus the “Wing Down” approach for a Crosswind Landing.

I have listened to arguments for 40 years with participants trying to convince me that one method of carrying out a crosswind approach to land is better than the alternative. My answer now is unequivocally, “Who cares”. What does it really matter which technique is used so long as the approach and landing is safe and successful. If the landing fits that criteria, how can it really matter what approach method was used. I have never heard of any aeroplane accident being attributable to either the crab or the wing-down approach as a specific cause but I have read many reports indicating the pilot was under severe stress and that the stress was a major contributing factor.

What's the hardest thing about crosswind landings? In my experience it is not the manoeuvre, but rather that short time over which it occurs. With additional factors such as low flight experience pilots, a lack of flying currency, and human minds having a propensity to freeze under stress, pilot's frequently set up a self fulfilling prophesy scenario and they don't expect to succeed. Their worry level rises through the approach and, as they flare their aeroplane, they just wait for the bang of a hard landing, hopefully somewhere still on the runway, with their minds frozen as tight as the grip they hold on the stick.

Why?

Keeping the above in mind, why not just use the approach method that you want, the one that YOU feel is right for you, and approach stress-free. The less stress you encounter the more likely your landing will be good.

Another means of lowering the stress is escape the self fulfilling prophesy situation and simplify the landing process. Obviously you will be familiar with a normal, into wind landing, well just do a normal into-wind landing, but, in the float, lower the windward wing and land on the windward wheel first. The act of lowering the windward wing to achieve this will cause the aileron's adverse yaw to be a benefit for a change and help pull the nose straight and aligned with the runway and the aeroplane direction of motion. It really is as simple as that. I have listened to many pilots telling me that it just can't be so simple, and providing a list of instructions on how to do a copybook crosswind landing that is too big to print out. But I don't want to do a copybook crosswind landing (whatever

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that is), I just want to make a comfortable no bounce, gentle arrival landing, so I don't take any notice of the list. Landing on the windward wheel is simple, and will solve all the issues without gross mental effort and brain freeze.

Summary – use the approach method of YOUR choice. Just ensure that you fly and track accurately whilst maintain the appropriate airspeed and keep a good lookout. Then, after the flare, land on the windward wheel.

3. Reducing Flap to Take-Off setting on a Touch and Go.

I was taught in the 1960s, that every touch and go landing was a practice go-around, as if there was suddenly insufficient runway left to complete the landing. The aeroplanes I was flying at the time included the previously mentioned Cessna 172A with 40 degree barn-door flaps, and a Moraine Saulnier MS880B Rallye. This latter aircraft sported four seats (limited rear seat weight to 110 kg), a 100 hp engine (Continental O200) and even bigger flaps than the Cessna. In both these aircraft, it was a club requirement that flaps be left alone on a touch and go, and the aircraft tidied up when airborne and under control. As this was the only way we did it, this procedure was never questioned.

Years later, when I was instructing at Ardmore, other flying Schools began teaching students to retract their flap to the take-off setting whilst the wheels were still on the ground, and before applying full throttle for a touch and go (locally known as a *crash 'n' dash*). This was discussed amongst us at the Waitemata Aero Club and unanimously discarded as we considered this to be poor emergency training because it forced yet another decision on to any pilot faced with a real go-around. Instead of just one set of actions to follow in the emergency, more choices had to be made.

This was clearly illustrated when a Cessna 177A Cardinal made a weather-related forced landing on a coastal golf course on the East coast. The pilot was making a low visibility approach for the 4th fairway when he realized he was too far in and that insufficient room remained. Instead of applying full power and accelerating as he retracted the flaps, he hesitated, applied part power, and retracted the flaps to 15 degrees. His eyes had to be in the cockpit so he could set the electric flaps. He raised his eyes and started applying the rest of the available throttle just in time to see his port wingtip strike the roof off a long-drop dunny, located appropriately for golfers relief. The startled dunny occupant was unhurt but somewhat surprised as the roof disappeared and the sides fell down. About 30 metres further up the fairway the aircraft collided with the turf and was damaged beyond repair although no occupants were injured. I kid you not – the date was 10 June 1978, the aircraft C177, ZK-DAK.

When I began crop dusting, I asked my mentor for his views on this retracting flaps procedure. His response, typically brief, blunt and succinct, was, *"Who the f**k in their right mind would reduce their lift and increase their stall speed in the middle of a go-around"*. I had my answer and it applies just as strongly to you, too.

Summary:

If every touch and go is a practice go-around, then, when faced with a real one, there is only a single set of actions to follow. No decisions have to be made, the earlier application of power adds to the safety margins and the aeroplane performance is more predictable. As the 177A pilot could clearly attest, you have everything to lose if you get it wrong.

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I anticipate some discussion regarding the suggestion that go-arounds be commenced with full flap lowered. But I personally have never flown an aircraft yet that is not capable of going around with full flap applied, even at its maximum take-off weight. In fact, the extra distance covered whilst fiddling with flap position will often take-up more room than is lost with the lower acceleration rate with the added drag when flap is left until after the power is applied.

More myths to come. Watch this space

Happy Flying

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I Found a Paradise

By Rob Knight

Having been told of a pretty piece of Paradise that I could try at Gympie, I headed north early one Saturday morning and met up with Rob Fraser at the Gympie Aero Club. Bright and bubbly, Rob told



The Paradise P1 at the Gympie Aero Club

me about the acquiring of the Paradise P1 which was on the line for private hire at the Club.

When the light fell on it through the opened hangar doors, it looked very smart. A vivacious little LSA type ultralight, in blue and white livery, standing invitingly on the polished floor. While Rob topped up the oil and dipped the tanks, I took a walk around it. This is one of four Paradise

P1s in Australia, and looked like a Cessna 150 hybrid with a Tecnam P96 Echo.

As aeroplanes go, it was lower than most, and I could easily see the top surface of the wing over the trailing edge. The skin was very clean, just the rivets, two smaller than usual fuel caps, and two looped air-vents across the white top surface of the wing. The aileron hinges were individual and substantial, and the wing tip trailing edge swept up in a graceful arc. The wing strut attachments, inboard and out, were fitted with extremely well fitting fairings. The tailplane was an all-flying, low aspect ratio, stabilator with an antibalance tab, mounted below a smaller than I expected vertical fin and rudder. A door on each side serviced the two seats, and, although they looked a bit small, they



The Paradise's beautifully equipped instrument panel

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were extremely well-fitting and closed with a sharp click and not the slack-clack produced by some other aircraft doors. The visible engineering by the Paradise manufacturer is impressive.

We pulled the aeroplane out and onto the neatly groomed grass in front of the hangar where Rob took me through the pre-flight. However, in essence, the walk-around only displayed two differences of note - the substantial deflections of the anti-balance tab with movement of the all-flying tailplane at the rear end, and the unusual arrangement of the trailing, rudder pedal activated nose wheel at the front.

I am shorter than Rob, and entering, sitting, strapping in, and closing the door were relatively simple tasks. However, Rob, the taller, needed a bit of wriggling. The doorways, though pretty and very well made, did prove to be a little on the small side. The seat was comfortable and fitted well. My legs sat naturally on the rudder pedals (with brakes atop) and my left knee rested against the knurled nut that was the friction lock for the throttle. I did notice, though, that in placing my foot on the left rudder pedal, it was possible to put my foot onto the yoke control mechanism hidden in the dark depths of the recess instead: a good point to raise in a passenger brief before flight.

The panel was certainly impressive. A full set of VFR instruments including an artificial horizon and directional gyro were placed in front of the pilot, while I on the right had the substantial array of engine gauges. The radio was well placed in the low centre of the panel, and in easy reach of both seats. To my surprise, there was also a two axis autopilot for us to play with AND - that wasn't all! Also, sitting in a black cased box on top of the left side instrument panel, we carried our very own anti-collision warning radar system. Apparently, any aircraft sensed flying a conflicting heading would raise the system alarm so we could assess the conflict and take appropriate action as we deemed necessary. Bugger – no wonder my eyes are wearing out – I never had one of these before!

The engine, a ubiquitous 100 HP 912, started easily and all those gauges that should go green after start-up did so. While the engine warmed we put on the lovely Lightspeed headsets and set the volumes. As soon as the coolant temps hit the required 50°C we called taxiing for 14 and released the brakes.

The run up was standard and the CDI drops were small and smooth. The pre-take-off checks were standard and with two notches of flap (yes – it has manual flaps) we looked out, called, *"lining up"*, and rolled on 14.

The take-off was really short. We hardly had full throttle on when we had the prerequisite 50 knots and rotated. Initially we set the climb IAS at 52 knots for V_x . The nose was very high limiting forward visibility, but we were certainly climbing without effort and had a good angle for obstacle clearance. Having proved the point, we lowered the nose and established a normal V_y climb at 60 knots and retracted the flaps.

Heading south east, as we climbed I assessed the feel of the aeroplane. The control yoke was thick in my hand but fitted well. The ailerons were light and lively and the elevator crisp and effective. The rudder was less positive, but it is a small surface and, although felt a little soft, would bounce the ball off the ends of the slip/skid indicator with ease. The elevator trim was simple to use and positive and seemed to have an excellent range. The rudder trim on the other hand seemed very ineffective and I wondered why the manufacturer had installed it as the rudder pressures were very light anyway.

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Level at 3000 feet I did some turns to check the area was clear of interlopers that might disturb our stalling exercises. Turn entries were easy – this is a slippery aeroplane with limited adverse yaw so keeping the ball centred on entries and exits was simple. What wasn't so easy was the lookout. That low door profile does get in the way and even little short me had to duck my head to see under it for the turn lookouts. In the turn, the wing leading edge is well forward and does hide a section of sky but, with this in mind, it is just necessary to have more frequent lookouts to ensure the way ahead remains clear.

With no-one in sight we haselled and I set the aeroplane up for a basic stall. With a slight nod the aircraft warned me that she had stalled and was on the way down, a fact confirmed by the ASI needle pointing to 400 fpm below the zero mark. There was no buffet or any other warning. A second one gave the same results. With power at 3500 RPM and 2 notches of flap, there was a slightly sharper break as we reached the critical angle, but not greatly different. With 4500 RPM and full flap, the nose attitude to maintain height was very high and the deceleration was very slow. When the break came it was sharper again and with it came a right wing drop. Not severe, not savage, but enough to let you know you were getting out of bounds. Recovery in all stalls was immediate with yoke forward to reduce angle of attack and simultaneous full throttle. In all the characteristics were benign; this is not an aeroplane to start legends. Stalling in a turn gave no buffet, just a small sag of the nose and the commencement of a descent. The same occurred each way, left and right.

At 5000 RPM in level flight we got a good, solid 80 knots indicated. At that speed the controls were all, naturally, a little heavier: response to aileron and elevator input were crisp and sharp, but the rudder was still a little soft. Reducing power saw the nose sag and increasing power raised the nose. All was perfectly normal. In a turn, hands and feet off, she entered a slowly increasing bank and steepening dive – absolutely normal spiral instability.

The descent back to the field was a cruise descent at 80 knots. Traffic was light and we easily slotted into a downwind rejoin with just one aircraft, well ahead, which landed and cleared the runway before we were mid downwind. With the downwind checks completed, I sat there, feeling at one with the aircraft, and enjoying every minute of flight. It is a *"friendly"* aircraft – it feels good just to be flying it. We turned base and set up an approach for 14 grass. As the airspeed fell below the Vfe of 70 knots, I pulled on 2 notches of flap and let the airspeed settle to 60 knots. Adding just enough power to pull us up to the runway boundary I trimmed it.

Turning finals I used the turn to slow to 50 knots, the book approach speed, and added the last of the available flap. Lowering the nose quite considerably, to keep the speed up, I added more power to get in. The elevator felt quite heavy through the yoke, and I needed considerably more back trim to hold it.



The lines of the P1 are very clean

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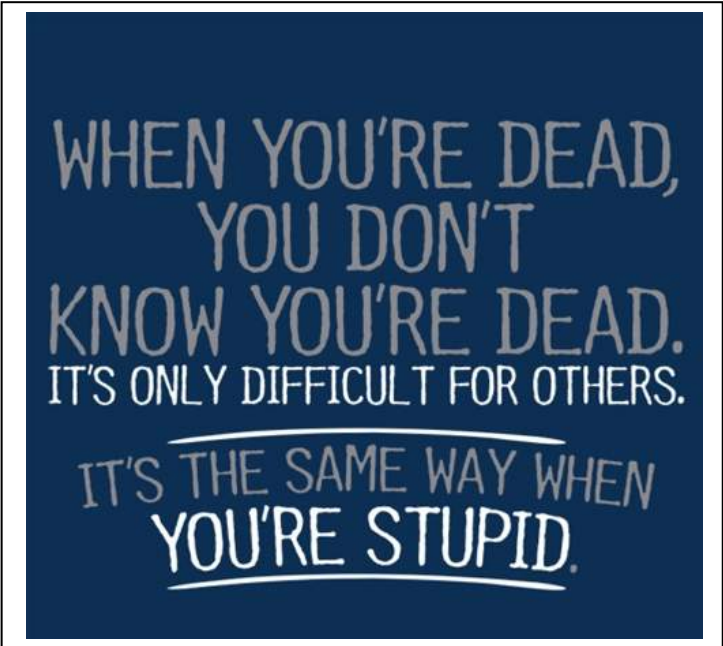
This aeroplane suffers substantial trim changes with changing airspeed.

Crossing the runway boundary I eased the power and settled into the flare. Here the increasing yoke weight to maintain the float with decreasing airspeed was very noticeable and I let her settle onto the runway. A small skip and we were down for good.

As we taxied back to the Gympie Aero Club, Rob said the aircraft had been purchased with raising the Club membership in mind. They saw the Paradise as a very modern light aircraft, with great pilot appeal and a number of sophisticated attributes ideally suited to the roles a progressive Aero Club might require of its flagship. I had to agree. This is a very attractive aeroplane. It is a pleasure to fly and has no characteristics that would be detrimental to the purpose for which it was acquired. Rob said the Club had already had a number of pilots trained elsewhere join the club to hire it so the exercise was already bearing fruit.

For me, this was an enjoyable flight in a nice little aeroplane. Maybe, if I am nice, I might get invited back to fly it again.

Remember, the Paradise is available for BFRs so, if you fancy doing your next BFR and also checking out in a delightful new aeroplane type, call Rob Frazer at the Gympie Aero Club start the ball rolling.



WHEN YOU'RE DEAD,
YOU DON'T
KNOW YOU'RE DEAD.
IT'S ONLY DIFFICULT FOR OTHERS.
IT'S THE SAME WAY WHEN
YOU'RE STUPID.

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Piper Pilot 100 and 100i

Piper Aircraft unveiled two new value-priced additions to its trainer-class line, the Piper Pilot 100 and Pilot 100i at Sun 'n Fun 2019 Expo. Piper Aircraft Inc., headquartered in Vero Beach, Fla., offers aviators throughout the world efficient and reliable single- and twin-engine aircraft. The Piper Pilot 100/100i will provide flight schools with professional training aircraft that offer a value proposition which translates into lower operating costs that can result in lower-priced initial training

courses. The Pilot 100/100i is powered by the 180hp Continental Prime IO-370-D3A which offers 128 kts / 237 km/h max cruise speed and 522 nm range with a 45-minute reserve. The Pilot 100's interior is simple, yet functional and was specially crafted to withstand the rigors of flight training.

"With the unprecedented demand for professional pilots, our team worked closely with several key suppliers to deliver an aggressively priced, proven trainer that offers the advanced systems and performance that flight schools and airline programs of all sizes desire," said Piper President and CEO, Simon Caldecott. "We are excited to add the Pilot 100 series to our training product line at a price point that provides optimal economics for all operators."



The NEW Piper Pilot 100 / 100i 21st Century pilot trainer

The two-aircraft family will be powered by Continental Aerospace Technologies' Prime IO-370-D3A engines and feature Garmin G3X Touch Certified avionics in a standard two-pilot interior configuration, Piper said in a statement. Both are VFR equipped.

The Pilot 100i also has an optional IFR capable package which comprising the Garmin G3X Touch, GFC500 autopilot, the new GNX 375 GPS navigator and ADS-B transponder.

Piper chief executive Simon Caldecott said the company worked with key suppliers to come up with an "aggressively priced, proven trainer that offers the advanced systems and performance" suitable for flight schools and airline programs of all sizes.

The Pilot 100 is on sale US\$259,000, while the Pilot 100i is priced at US\$285,000. The aircraft would be available "in limited quantities" from 2020, Piper said.

The Pilot series joins Piper's Archer TX, Archer DX, Arrow and Seminole aircraft line-up.

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FLY-INS Looming

13 April 2019	Murgon (Angelfield)	Burnett Flyers Breakfast Fly-In
12 May 2019	YGAS Gatton Air Park	Gatton Annual Breakfast Fly-In

Mystery Aircraft (This Issue)

What's this?



Mystery Aircraft (Last Issue)

Right - The Vickers Type 432 was a British high-altitude fighter aircraft developed by the Vickers group during the Second World War. It was intended to enable the Royal Air Force to engage the enemy's high-altitude bomber aircraft. It was to be armed with six cannon.



CORPORATE SHAKE-UP.....

Arcelor-Mittal Steel, feeling it was time for a shake-up, hired a new CEO. The new boss was determined to rid the company of all slackers.

On a tour of the facilities, the CEO noticed a bloke leaning against a wall. The room was full of workers and he wanted to let them know that he meant business. He asked the fellow, "How much money do you make a week?"

A little surprised, the young man looked at him and said, "I guess that I make around \$400.00 a week. Why?"

The CEO said, "Wait right here." He walked back to his office, came back in two minutes, and handed the bloke \$1,600.00 in cash and said, "Here's four weeks pay. Now GET OUT and don't come back."

Feeling pretty good about himself, the CEO looked around the room and asked, "Does anyone want to tell me what that idiot did here?"

From the back of the room a voice said, "He was delivering a Pizza from Domino's."

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

1. After take-off a pilot must clear a range of nearby hills. To ensure the best means of doing this, the pilot should:
 - A. Use IAS for best rate of climb
 - B. Use IAS for best angle of climb.
 - C. Use IAS for best endurance.
 - D. Use IAS for maximum surplus horsepower.
2. What change in QNH can be expected at the passage of a cold front?
 - A. QNH will suddenly rise.
 - B. QNH will slowly fall.
 - C. QNH will suddenly fall.
 - D. QNH will remain constant.
3. In most level flying conditions, if the balance ball is out to the right:
 - A. Left aileron is needed.
 - B. Left rudder is needed
 - C. Right aileron is needed.
 - D. Right rudder is needed.
4. The process by which water vapour may freeze directly into ice and not go through the liquid stage is?
 - A. Melting
 - B. Freezing.
 - C. Deposition.
 - D. Accretion .
5. Which of the following most correctly defines the aviation abbreviation CAVOK.
 - A. Calibrate airspeed versus original airspeed in knots.
 - B. Ceiling and visibility OK,
 - C. Calibrate after voiding over-key emitter parameters.
 - D. Classify and verify other kinetics.

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

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

- Brisbane Valley Flyer -

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE 02 03 2019 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING OPENED:	10:10am
MEMBERS PRESENT:	16
APOLOGIES:	Liz Cook
VISITORS:	Nil
NEW MEMBERS:	
MINUTES:	02 2019 meeting of the BVSAC Inc. Proposed: Richard Faint. Seconded: Jackie Bolsover. Acceptance motion carried.
BUSINESS ARISING:	Noted that Liz Cook and Danny Fowler apologised for February, but were not included in the minutes.
PRESIDENT'S REPORT:	Timber for the tank stand is ordered and will be picked up and installed in due course
SECRETARY'S REPORT:	Request from WSG secretary for insurance certificate of currency. Done .
TREASURER'S REPORT:	Income for the month was \$901.90. Expenses were \$63.84 Chq. A/c has \$14,158.78. Ing. A/c has \$7,734.36
WBMA REPORT:	Pilots to be mindful that termite mounds grow quickly on runways and other areas Vetiver grass test results were favorable and cutting will take place probably in April, at a date to be advised. It was suggested that research be done for an automatic changeover valve for the hot water system gas bottles to ensure the system does not run out of gas as it is hard to start if that happens. Ian Ratcliffe to look into it.
GENERAL BUSINESS:	Moved Vern Grayson, Seconded Bill Oates that a letter of appreciation be sent to Rob Knight for his tireless work in producing such interesting articles for the newsletter. Carried It was suggested that the club should have a PO Box, but after discussion the feeling was that it wasn't worth it. Jackie Bolsover started discussion about the Poker Run to be held in July. Jackie asked if the airfields could be changed as she felt she would not be able to land at McCarron's field. Members felt that Kilcoy, Gatton, Forrest Hill and Watts Bridge gave enough choices. Anybody that feels unsure about any airfield should not take chances on landing and move on to the next one
NEXT MEETING:	The next meeting will be 06 04 2019 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 11:10AM A BBQ lunch was held after the meeting.

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Aircraft for sale

Cherokee 140E

Cherokee cruiser PA28-140E. NVFR. 150HP, Long Range tanks, good eng/prop HTR. Good instrumentation (usual plus VOR, NDB, DG, AH, EGT, CHT, MP, carb temp, dual tach). VHF flip-flop radio, UHF CB radio. PTT on pilot's yoke, 4 place i/com with co-pilot PTT on dash, Mode C Txpnder, 3-axis trim (elevator, aileron & rudder), seats re-upholstered, Strobes on fin and wing tips, Cruise over 6 hrs at 100 kts on 30 litres/hour. Ground power plug and cable. Wheel fairings, Recent new concorde extra-crank battery. Hangared at Watts Bridge. Asking **\$45K ono**. Contact Tom (thomasvall@dodo.com.au)



Aircraft Parts and Tools for Sale

Item	Condition	Price
SAAP Oil Pressure Gauge & Dedicated Sender	Brand New (in original box)	\$100.00
VDO Volt Readout instrument	Brand New	\$70.00
EGT sensors (2 of)	Brand New	\$30.00 (each)
Skystrobe Strobe light for Ultralight	NEW – IN BOX	\$75.00
Propeller spacer (45mm) with bolts	Never used	Make an Offer
Compass Brand New	(needs oil adding)	SOLD
Slip/Skid Indicator (basic)	Used (as new condition)	SOLD
Airspeed Indicator	Brand New	\$60.00
Altimeter – non-sensitive with subscale in “Hg.	Brand new	\$50.00
Cylinder Head Temperature gauge –	Double readout	SOLD
Brand New 75.00 Torque Wrench (SCA)	Brand New 60.00	\$60.00

Aircraft Hangarage available at Forest

Fees \$1000 per month in advance

Contact Rob Kni for details

00 89 3632

or email: kni.rob@bigpond.com

**Be careful when you
follow the masses
...sometimes the “M” is silent!**

B.V.S.A.C.

FUN FLY POKER RUN 2019

THE EVENT

The Brisbane Valley Sport Aviation Club's Fun Fly Poker Run will be held on Saturday 6th July 2019.

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

It doesn't matter what you fly— Recreational, Homebuilt, General Aviation, Aerobatic or even a Gyroplane. 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 B.V.S.A.C. 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 2019.

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

CONTACT

Richard Faint

Mobile: 0412-317-754

Email: pokerrun@bvsac.org.au

Poster, airfield information and pilot notes at <https://bvsac.org.au/fun-fly-poker-run-2019>

AIRFIELD LOCATIONS

FOREST HILL*	S 27° 36.3'	KILCOY*	S 26° 58.2'
	E 152° 22.3'		E 152° 34.0'
GATTON AIRPARK	S 27° 35.4'	Mc CARRON'S FIELD	S 27° 05.9'
	E 152° 15.4'		E 152° 36.2'

WATTS BRIDGE S 27° 05.9' E 152° 27.6'

* Kilcoy and Forest Hill cards can be found in the aircraft parking area. Please do not park on the runway.



Pilot Notes.....

SAFETY:

As always in aviation, safe operations are the #1 priority.

All pilots in command are encouraged to make the appropriate decision as to the suitability of each of the airfields based on their own experience, the airfield's characteristics, their aircraft's performance and the weather conditions on the day.

If you do not feel confident about operating safely at any of the airfields, simply fly away. Do not attempt to land at that airfield. Tell the organizers of your decision and the cards will be worked out so that you are still in the game - having made a good piloting decision.

Each of the airfield's owners have granted permission for pilots to operate at their airfield at the pilot's own risk.

AIRFIELD INFORMATION:

NOTE: Unlike previous years, Bradfield is not an airfield for the 2019 poker run.

The organizers of the poker run have been granted permission to use the respective airfields. There is no requirement for individual pilots to seek permission to use the airfields on the day.

E.R.S.A. pages for Watts Bridge, Kilcoy and Gatton Airpark are attached.

An information page for Forest Hill is attached.

There is no documentation for Mc Carron's Field.

The runway is approximately North/South.

The runway has a significant slope with the low end to the north. Due to the slope, runway length is not a factor.

Most all pilots elect to land from the north (land up hill) and take off from the southern end (take off down hill).

If landing from the northern end, perform a right hand circuit to avoid the hill on the eastern side of the runway.

Mc Carron's Field can be visually daunting, but when established on final it is actually not bad at all.

To see a video taken from a Cessna 182G landing at Mc Carron's Field go to:

<https://bvsac.org.au/fun-fly-poker-run-2016> , and then and fast forward to the 6:00 minutes mark.

CARD LOCATIONS:

At Gatton Airpark, and Mc Carron's Field the cards will be located adjacent to the primary windsock.

At Kilcoy the cards will be located at the base of the corner post of the aircraft parking area. Pilots are requested to park their aircraft in the parking area whilst collecting a card.

At Forest Hill the cards will be located in the aircraft parking area.

Pilots are requested to park their aircraft in the parking area whilst collecting a card.

At Watts Bridge go to the Brisbane Valley Sport Aviation Club to register your winning hand!



B.V.S.A.C.

FUN FLY POKER RUN 2019

GATTON AIRPARK**ELEV 460****FULL NOTAM SERVICE NOT AVBL**

6L
01 QLD 273524S 1521524E UTC +10 YGAS
AD OPR Gatton Airpark Body Corporate, C/O The Secretary, PO Box 64, Gatton, QLD, 4343. Email: aerobiz1@gmail.com. PH 0419 368 696. UNCR

REMARKS

1. This is a private residential airfield - PPR.
2. For airfield conditions PH 0419 368 696, 0458 273 249 or 0401 296 943.
3. AD HR of OPR - HJ. Visiting MIL ACFT may OPR HO.

ATS COMMUNICATIONS FACILITIES

FIA BRISBANE CENTRE 121.2

FLIGHT PROCEDURES

Right hand CCTS RWY 19.

CTAF 126.7

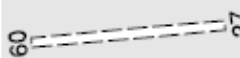
ADDITIONAL INFORMATION

Animal hazard exists.

CHARTS RELATED TO THE AERODROME

WAC 3340.

KILCOY**ELEV 400****FULL NOTAM SERVICE NOT AVBL**

 QLD
265816S 1523355E UTC +10 YKCY
AD OPR South East Sport Aircraft Club Inc. (SEQSAC), PO Box 195, Kilcoy, UNCR
QLD, 4515. Email: kilcoyairfield@gmail.com. PH 0449 074 713 (Onsite
Information). Website: www.kilcoyairfield.club.

PASSENGER FACILITIES

WC.

PHYSICAL CHARACTERISTICS

RWY 09/27. Grass. Slopes down to the west.

ATS COMMUNICATIONS FACILITIES

FIA BRISBANE CENTRE 129.0 On Ground

LOCAL TRAFFIC REGULATIONS

1. Visitor ACFT PRKG south of hangars and west of TWY.
2. HEL OPS: hovering and PRKG S of hangars and E of TWY only. HEL to exercise extreme caution as rotar wash may dislodge RWY marker cones.

FLIGHT PROCEDURES

1. CCTS for YKCY resident aircraft permitted HJ only.
2. Commercial CCTS operations not permitted.
3. HEL OPS HN require written permission from AD OPR, except in EMERG.

CTAF 126.7**NOISE ABATEMENT PROCEDURES**

1. Avoid flying over noise sensitive farm house 1NM to the north of the field.
2. Avoid low level CCTS on RWY 09.

ADDITIONAL INFORMATION

Following extended rain periods, parts of the AD SFC may become soft. Guidance should be sought from the OPR prior to use.

CHARTS RELATED TO THE AERODROME

WAC 3340.

WATTS BRIDGE**ELEV 300****FULL NOTAM SERVICE NOT AVBL**

QLD
270544S 1522735E
AD OPR Watts Bridge Memorial Airfield Association, PO Box 98, Toogoolawah,
QLD, 4313. Email: info@wattsbridge.com.au. PH 0427 699 239. Website:
www.wattsbridge.com.au.

**REMARKS**

1. PPR.
2. Commercial training operations, charges and/or conditions apply. Operators contact info@wattsbridge.com.au.

HANDLING SERVICES AND FACILITIES

AVGAS available - self serve swipe card - MC and VISA card only.

PHYSICAL CHARACTERISTICS

DTHR exists on both RWY 21 and RWY 12R.

ATS COMMUNICATIONS FACILITIES

FIA BRISBANE CENTRE 129.0 Circuit Area

LOCAL TRAFFIC REGULATIONS

1. Carriage and use of radio is required by AD OPR.
2. Access to RWY 12L and 30R at RWY ends only.
3. Drainage ditches flank each TWY. Taxi on mown SFC and exit TWY to parking areas by marked access points only.

FLIGHT PROCEDURES

1. Right hand circuits RWY 12R and 30R.
2. CONTRA CIRCUITS IN OPERATION ON RWY 12/30
THERE IS NO DEAD SIDE WITH CONTRA CIRCUITS.
3. Join circuit on downwind, base or final in accordance with published circuit join procedures.

CTAF 127.3

NOISE ABATEMENT PROCEDURES

1. Pilots are to operate aircraft with minimum audible and visual impact on the local community.
2. Circuits or local airwork not permitted before 0700 Local.
3. Avoid low level flight over houses.
4. Consult www.wattsbridge.com.au for Fly Neighbourly information.

ADDITIONAL INFORMATION

1. Undershoot area to RWY 12R is not in use and marked with white cross markers.
2. Weather camera display AVBL: www.wattsbridge.com.au/wx.
3. Low level aerobatic operations take place up to 5,000FT in the designated aerobatic box located SE of the airfield. Refer Watts Bridge Fly Neighbourly Map.
4. Intensive skydiving at Toogoolawah, 5NM NW of Watts Bridge.

CHARTS RELATED TO THE AERODROME

WAC 3340.

Forest Hill YFRH

CTAF

126.7

Elev:

333 ft

Unlicensed

Owner

Neville Wood

Contact

Location:

27° 36' 18" S / 152° 22' 21" E

Surface

Grass

Location

1.22 nm ESE of Forest Hill village

Circuit Direction

All left hand

Available Runway

600 m / 1970 ft

Hazard List

- Airfield surrounded South end by trees up to 30 M
- Mechanical turbulence caused by proximity of trees
- Approach on runway 21 has power pole on centreline
- Beginning of runway 03 Slopes laterally down left to right

Not to scale

Railway line

HAZARD-
8 metre high (approx) pole and wire obstruction on short final for 21 and departure for 03

Gatton

Windsock

Inset threshold

Dam

Laidley

Rough long grass & shrubs

Inset threshold

Uphill slope 03

Laidley-Forest Hill road

**Pilots
operate
at YFRH
at their
own risk**

