

BRISBANE VALLEY FLYER

April 2026



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

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SO WE DON'T WANT YOUR AIRCRAFT ENDING UP LIKE THIS , DO WE?

Peter Ratcliffe (Pres.)
John Innes (Vice Pres.)

0418 159 429
0417 643610

Ian Ratcliffe (Treasurer) 0418 728 328
Acting Secretary 0418 159 429

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Please make allowances for the current circumstances.

The Editor, Mike H, has written a report from the April meeting

Presidents Report.

So far this month we have to report a lost President. He has been called for a work of greater good. An old and valued friend on a way-out west property has need of full time help and so Peter answered the call. We should applaud a man who has chucked it all up for an old mate.

While Peter is away, the deputy Jone Innes has taken the Chair and we know we will have a Presidential function to keep BVSAC together.

Ian has taken up the Hon. Sec. work as well as keeping the Treasury under control. Things like the Clubhouse hot water system letting it's smoke out make a dent in the bank balance, but Treasury reports show the BVSAC is well within the Ops Normal space.

Other thing of interest is BVSAC and involvement in WATTS for Breakfast. Nothing definite so far, but it's not to be ignored seeing as BVSAC is part of the airfield community. The Motel Room is looking good. The construction crew have reported "not long Now".

And don't forget, there is no need to rush off after Meetings. Everyone knows most of everything you hear is true and you learn so much from Old Timers.

| | | | |
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This a bit of a yarn about another lost one. Now someone will know where this old relic is , but , since it was photographed before my major surgery , I have no idea other than somewhere in southern westernish end of New South Wales. It was donated to the town for some reason and there it sits.

These pictures seemed relevant because a Gate Guardian for Watts Bridge has been discussed on and off for a while I believe. These things are wonderful as long as an agreement for cleaning and a bit of keeping appearances up is in place.

Maybe something with a bit less surface area would suit Watts.



This old timer was spotted on my trip to Swan Hill to recover a sister ship to the wreck on the wall in the headline photograph. Bruce Ramsay was the Good Fairy Godfather on the trip and we managed to bring Delta Charlie PAPA back in several large pieces. Was a funny thing to drive past the Parkes Radio Telescope with it looking out to the stars and me towing big bits of old Pommie aeroplane along on a trailer. One tends to forget how big DC3/C47 really are.



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Now this is an aircraft tyre.

When asked “Why such a big tyre?”

The pilote’ said...

“Often times bigger means more fun, so, bigger tyre means more fun. I fly for fun. Aeroplanes allow me to have fun. That’s about all there is to it!”

I have forgotten to mention this aircraft flies at around 1000 kg at takeoff, although it can do 1555kg. This is a pretty big tyre for something that’s not an airliner. As well and also a nice looking flying machine, Mike.

Back to Murwillumbah



Recreate the heady days of the 1980s when the annual vintage aeroplane fly-in to Murwillumbah was the highlight of the year.

ALL AIRCRAFT TYPES WELCOME

Join the others who will be heading for Murwillumbah on the weekend of

2nd and 3rd May 2026.

Fly/drive in Saturday and Sunday

International Auster Pilots Club trophy presentation

Lions Club Saturday evening hamburger, chips and drink \$20

Sunday breakfast hamburger or b&e roll with beverage for \$15 EFTPOS facilities.

Avgas available. Mogas by arrangement

RSVP for catering austerjj@gmail.com

When will you arrive: Saturday or Sunday?

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Who wouldn't like to call this beastie they're Pride and Joy.

An old ag pilot was sitting in a bar when a fierce looking woman pulled up a chair and said "Hey old Timer what are you doing in a place like this"

He said "I've just spent 200 hours in three weeks spraying those damn grasshoppers all out through Barcaldine, down through Muttaborra, out past Blackall never higher than 400 feet in 40+ C, and I, I just had enough so here I am in Winton. So why, huh, what do you do?"

She says, "Well I'm unemployed just now. I am what some people call a lesbian"

The old timer, who'd spent so much time in the cockpit with no Facebook or television must have missed a bit lately, so he asks "Ahh, ummm, so what's a lesbian do"

The reply "oh, I sit around thinking about naked women most of the day"

The old Aggie nods and ruminates on this a bit and says "Well that's Ok. Won't be doing anyone any harm"

They stayed on for sometime talking about the weather and how the seasons come and go and the rural folk do the strngest things , especially when the drought bites hard. The sun came down right into the window and they agreed that yep, must be time to get back to the roost. The old Aggie stumbled a bit now and then but made it back to the caravan that was the crew hut while they were on the road. The Rouseabout was dishing out jacket spudes and and pork chop when old Aggie says ,

“ you know Bob, I think I just found out today what I ‘ve really wanted to be when I’m not rolling and turning”

“What’s that o, Old Mate “, says Bob the Rouseabout.

“ Well I reckon I want to be a lesbian “ , he says “ We ‘ve got a lot in common.”

Quiz: Preparing to Fly Small Aircraft in Rural Australia

1. Before flying in rural Australia, which document must you always check for current operational information and airspace restrictions?
A) Aeronautical Information Publication (AIP)
B) Civil Aviation Safety Authority (CASA) website
C) Notice to Airmen (NOTAMs)
D) Local council bulletin
2. What is the minimum fuel reserve required for a day VFR (Visual Flight Rules) flight in Australia?
A) 15 minutes
B) 30 minutes
C) 45 minutes
D) 60 minutes

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3. When planning a remote flight, what is the best method for ensuring someone knows your intended route and ETA?

- A) Sending a text to a friend
- B) Submitting a flight plan or SARTIME with Airservices Australia
- C) Posting your route on social media
- D) Calling the local police station

4. What is the most reliable source for aviation weather information in Australia?

- A) The local radio forecast
- B) The Bureau of Meteorology (BOM) aviation weather service
- C) Farmer reports
- D) A general weather app

5. If your GPS fails in a rural area, what is the primary backup navigation method?

- A) Use your phone map
- B) Follow roads visually
- C) Use paper maps and visual landmarks (VNC/VTC charts)
- D) Climb higher to get better reception

6. What should you always carry when flying in remote areas of Australia?

- A) Swag and cooking gear
- B) Survival equipment including water, food, ELT/PLB, and first aid kit
- C) Extra oil and spare tyres
- D) Drone and camera equipment

7. When refuelling at small rural airstrips, what's a key precaution?

- A) Use your own funnel and check for fuel contamination
- B) Leave the engine running
- C) Fill tanks completely, regardless of weight limits
- D) Always refuel at night to avoid heat

8. Which of the following is a common hazard when flying at low altitudes in rural Australia?

- A) Controlled airspace
- B) Bird strikes and powerlines
- C) Jet traffic
- D) Marine fog

9. What radio frequency is commonly used for communication at non-controlled rural aerodromes?

- A) 126.7 MHz
- B) 121.5 MHz
- C) 118.1 MHz

D) 127.0 MHz

10. Before departing a remote location, which is the best practice to ensure runway safety?

- A) Assume it's clear and take off immediately
- B) Conduct a low-level inspection pass to check for animals or obstacles
- C) Ask nearby farmers for a report
- D) Use your landing lights to scare away wildlife

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MYSTERY AEROPLANE.

This is a well known type. A sport aircraft and very affordable compared to a P40, but can still get up there. The view from these is wonderful and you do get time to actually see the bit of the Earth you are interested in. Mostly you just fly. Power up for take off, power reduced for landing. Tha's about it. Lad.

If you have the correct answer at the next BVSAC Meeting , you can collect your prize of a local artists original aviation art work. No slacking now, start looking more in detail at your local flying machines and become a respected Collector of Knowledge and Art.

2nd Sub Article

By XXXXXXXX

1. Correct Answer: C) Notice to Airmen (NOTAMs)
2. Correct Answer: C) 45 minutes
3. Correct Answer: B) Submitting a flight plan or SARTIME with Airservices Australia
4. Correct Answer: B) The Bureau of Meteorology (BOM) aviation weather service
5. Correct Answer: C) Use paper maps and visual landmarks (VNC/VTC charts)
6. ? It's out there somewhere Scully. I reckon AnswerB)
7. Correct Answer: B) Bird strikes and powerlines
8. Correct Answer: B) Bird strikes and powerlines
9. Correct Answer: A) 126.7 MHz
10. Correct Answer: B) Conduct a low-level inspection pass to check for animals or obstacles

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Aircraft Books, Parts, and Tools etc.

Contact Rob Knight on mobile – 0400 89 3632

Tow Bars

| Item | Condition | Price |
|--------------------|----------------|---------|
| Tailwheel tow bar. | Good condition | \$50.00 |

Propeller Parts

| Item | Condition | Price |
|--|-----------|---------------|
| Propeller spacers, Assorted depths, all to fit Rotax 912 UL/ULS propeller flanges | Excellent | \$100.00 each |
| Spinner and propeller backing plate to suit a Kiev, 3 blade propeller, on a Rotax 912 engine flange. | Excellent | 100.00 |

For all items, Contact Rob Knight on mobile – 0400 89 3632

Or email me at:

kni.rob@bigpond.com

Wanted for AUSTER J5F. Oil pressure gauge. Old style round job, 1950's look. Small ish. 2 ½ inch approximately with British numerals.

Stitts POLYFIBRE Medium weight. Not much required for the elevators. Just slow , slow to get a hold of. Hoping someone has some left overs.

Call Mike Hetherington 0403012501, buut signal is sketchy. Please leave voice mail. Or landline 0754270827 at around 2000 hrs local. (or 8pm) Cheers

Aircraft for Sale

Kitset - Build it Yourself

Reduced Price
\$1,480.00 neg

DESCRIPTION

All of the major components needed to build your own aircraft similar to a Thruster, Cricket or MW5.

- Basic plans are included, also
- Hard to obtain 4" x 3" box section, 2 @ 4.5 metres long.
- Wing spar & lift strut material - 6 tubes of 28 dia. x 2 wall.
- 20 fibreglass ribs plus the moulds,
- 16 spar webs plus the moulds,
- 2 fibreglass flat sheets for the leading edges - 4 metres long x 1.1 metres wide.
- A ballistic parachute,
- A 4-point harness,
- Set fibreglass wheel pants, and
- More.



Box sections and tubes



Support parts – Harness etc.

**A very
comprehensive
kit of materials**



Ribs, tubes, spats, etc

Colin Thorpe. Tel: LL (07) 3200 1442,

Or Mob: 0419 758 125

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Aircraft Grade Bolts for Sale

Aircraft AN Bolts - \$500

AN3, AN4 & AN5 bolts, all bagged
- 500 bolts in total.

Today's cost – approximately **\$5,500**

A list can be supplied if required

**Contact Colin Thorpe –
0419 758 125**



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Sky Dart Single Seat Ultralight for Sale.

\$4,500.00 NEG

A single seat, ultralight, Taildragger. Built in 1987, this aircraft has had a single owner for the past 18 years, and is only now I am regretfully releasing it again for sale. I also have a Teenie II and am building another ultralight so I need the space.



The landed Sky Dart III rolling through at YFRH Forest Hill

TTIS airframe is 311 hours, and the engine, TTIS 312 – is just 1 hour more. Up-to-date logbooks available. 2 X 20 litres tank capacity. To be sold with new annuals completed.

It is easy to fly (for a taildragger), and a great way to accumulate cheap flying hours.

Call me to view, Bob Hyam,
Telephone mobile 0418 786 496 or
Landline – 07 5426 8983, or
Email: bobhyam@gmail.com



Landed at McMaster Field after my flight back from Cooma just West of Canberra. In the cockpit with me is GeeBee, my dog

Single Seat T84 Thruster, disassembled and ready for rebuild.

I have a T84 single seat Thruster project in my hanger at Watts bridge.

The fuselage is on its undercarriage, the wing assemblies are folded up and the skins are with them.

Included is a fully rebuilt Rotax 503 dual ignition engine and propeller.

And, most importantly – the aircraft logbook!

Asking price **\$5000.00**

Contact John Innes on **0417 643 610**

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Aircraft Engines for Sale

Continental O200 D1B aircraft engine

Currently inhibited but complete with all accessories including,

- Magneto's,
- Carburettor,
- Alternator,
- Starter motor,
- Baffles and Exhaust system, and
- Engine mounting bolts and rubbers.

\$POA

Total time 944.8 hours. Continental log book and engine log are included.

Phone John on **0417 643 610**

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