

BRISBANE VALLEY FLYER

JUNE 2026



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

XXX XXXXXX (Editor) Tel: 07 5427 0820, Email: randomdudesfarming@hotmail.com



We shall grow not old, as we that are left grow old, and in the Morning, we will remember them.

John Innes (Act Pres.)
John Innes (Vice Pres.)

0418 159 429
0417 643610

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



BVSAC Officers and Members pay their respects to the fallen.

The weather turned on and off at WATTS BRIDGE on the 25th April 2026. The gathered folks were resolute. "It's just rain" was all the 90-year-old lady said when offered shelter in a Clubhouse. These people are what made us Australia. The fly-past with a local pilots P 51 just reminded us all of the terrifying side to remembrance. The speed, power and totality of a piece of living military hard ware reminded us all of why our returned service Personnel have ANZAC Day as a means to keep us all of a mind to know the horrors of conflict. It is a different thing to watch a few pretty coloured airplanes swoop and roll a few miles high compared to one thousand five hundred horsepower and several tons of steel and alloy bearing down on you and imagining the blast of cannon. And then gone. Way away climbing out from earth and leaving us stunned in a cacophony of sound, wind and burnt fuel gas. We are but frail things.



RESTORATION TIME.



OH! WOW. That's pretty ordinary. Probably scrap.

So how about that. Not scrap now. So far up to POLYSPRAY stage. Now for the colour or colour as the yanks spell it. Yes, the trailing edge is noticeable, but it is serviceable again. I recently read of a crash where an aircraft with trim on both elevators had very differing float or free play. Had a very sad ending to a later flight. AUSTER has single trim tab on left elevator, but, regs about free play and trim cables are quite specific. AUATERS have a winder in the roof that comes from 1950's Morris Minor window winder I reckon. Very high geared. You don't give it a few turns like a Cessna. As with all this fabric work it's time consuming but things have to be done quickly when it's time. Stitching is easily forgotten and a fair bit of recency required. Polyfibre is only one system. CECONITE and STEWARTSYSTEMS are two others. I would like to try the water-soluble system being a bit of a greenie, but I suppose the very small amount of fabric work in the world it wouldn't amount to a drop worldwide.

I will include a photo. PITTS parked on WATTS Bridge airfield facing a good breeze. Man, and machine were just down from a fairly low-level aerobatic practice and were cooling off.

Two things about this photo. Just shows fabric covered aircraft will be with us for years to come.

Can you identify the MYSTERY PILOT?

Prize will be an original artwork by our aircraft spotter artist from KILCOY>



EDITORIAL.

I have decided to write an Editorial this month. I turned 69 years in May so now I am old I can get away with a bit of waffling.

All BVSAC Members will have received an email draft copy of a proposal for the development of WATTS BRIDGE. I am a recent immigrant by definition in the Brisbane Valley, you know how seven (7) years is only a Hi on the street. Not really, most people I know are drawn to the Valley for it's out of town more welcoming feel. Fernvale has become a suburb of Brisbane though. Esk, however has not, note the KRANSKY SISTERS. WATTS BRIDGE seems to have two parts. The locals who basically live there and the city folk whose reason to live is created by having WATTS BRIDGE as part of their life. So, is it a case of never the twain shall meet? More than I can answer. If the entire plan was implemented by Christmas this year, WOH. To say things would be a little different would be an understatement. The Somerset Shire has to look to the future. Investors can see opportunity to make something of the place. Look at Clive Palmer and his motor museum at Coominya. It may well happen. At Coominya? I guess he's done some homework and reckons it will work. Remember the Gold Coast was a dairy farm. As with a lot of things in life, should all this razzamatazz start coming through, those who want/need just a grass strip and a few friends will have to pull up stumps and move on out to a different site. Places Gatton Airpark are enshrined as private only ops. So it's not a matter of going miles away. It's more an admin question. Oh, and a bit of money.

Pictured- King Air at about 70knots. Looks to be just taxiing. Just about to rotate. I clicked a second too early. Is this to become a familiar site at Watts Bridge?



Fly-Ins Looming

The David Hack weekend at Toowoomba will probably have come and gone by the time the FLYER gets to you.

HARS, the massive Museum on Sydney's southside is flying for the public on the 17-18 May I believe. More's the pity I doubt the Editor will be there.

23 May, I hear the Aerobatics Club will be having training at WATTS. It's always good for photos and some really truly honest stories about, you know, "there I was upside down and nothing on the clock except the makers name". Probably an incomprehensible line to EFIS folk.

ENGINE STUFF

A sort of ROTAX has entered the market. I struggle to know how the horsepower is made. Some information is included here and the figures can speak for themselves. Is it possible to bolt a rotax derived engine into a 182 or Cherokee 180 or an RV6? Modern times, I guess.

It appears under the EXTRA name or rotax derived engines. Lots of info, have to translate from Danish. You may chuckle at the "dry swamp" engine spec.

Some big Chinese flat engines are being shown. I have only seen them on the interweb. Very flash and shiny. 4 and 6 cylinders at least. don't know about a flat eight

Well, the David Hack Classic created a lot of questions. So very rarely are the great unwashed allowed to actually touch an aeroplane nowadays. How long is it since you have seen a Grandma and Granddaughter run hands over a real NAA P51 MUSTANG. Absolutely wonderful. Even myself was allowed and so many questions.

So, we will see how each of us would go as a guide. Airplane Questions begin. I will write them as they asked them.

Answers:



1. Why do they sound so different, like very noisy, coming towards me and then kind of going rumbly after they go past?



2. What qualifications do you need to fly this one? It's so cute.



3 Why is it so slow if it's so big? And who built it and why is it here?



4. Man, that thing is like a surfboard. Why? All the others are round or pointy.
5. What's with the funny louvre things? And the bottle of oil?
6. When the pilot was asked how fast it goes, he shrugged and said "Dunno, it's in kilometres per hour. "If he approaches at 150/160 km/hr what would the stall speed be.?"



Woh, it's slow. It's so big how can it go so slow? What is the approach speed? Note windsock.



7. What is that thing poking out of the wing? And why has it got holes in the wing?



8. Why does this have a name and Letters on it?
9. What's that square thing up on top?
10. What's all those wires in the engine?
11. That pointy thing on the propellor would be hard to make. How would you make it?



What would the WARNING be warning people of? (consider pilot visibility 15m. ahead)

Why would the pilot say "She's a bitch to land. You can't let it even start to wander"



So, which is the higher hand? An AUSSIE 3 of a kind or a pair of KIWIS?

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. Smallish. 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, but 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

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



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**

For Sale

Foxcon Terrier T100

This aircraft has not flown for a few years and need work to return to airworthy condition

Asking price **Make a reasonable offer**

Contact John Innes on **0417 643 610**