

BRISBANE VALLEY FLYER

JULY 2026



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

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The essence of sport aviation.

Designed by an intense desire to fly something personal.

Built and rebuilt to fly as a personal achievement.

Aloft at WATTS BRIDGE on a perfect Saturday afternoon



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Our website - bvsac.com.au

PRESIDENTS REPORT.

Greetings Members,

Well, we made it through to the middle of the year. The days are shorter and a little cooler but what a time of the year. Good flying conditions, so get out there and get flying.

No much happening around the field except for the usual maintenance.

Hope to see you all at the next meeting set down for Saturday 4th July. Starting at 10:30am followed by the BBQ some come along.

Just a reminder that membership fees are now due.

Regards

John Innes (Acting president)

EDITORIAL.

It's time to look at the old quote,

“If GOD had meant MAN to fly, He'd have given us more money.”

Friends of the Editor are contemplating sale of G.A. aircraft and going renegade. Maybe I had better keep people more anonymous by saying a little birdie told me, but then the aviation community is quite small. If I had said some football fans, well, that would mean about 6 million Australians. Safety in numbers. Personal aviation is small and therefore politically avoidable. Live and let die. Glider pilots are probably more passionately involved yet even more politically powerless. Somehow RAAUS has become at least tolerated. Remember the good old days of two stroke engines and maximum of 500". AGL

What would prompt a group of highly motivated, safety conscious and privately professional aviators to go renegade. MONEY. When it's costing \$100? week just to have a two-seater sit in the hangar, never mind pushing it out to actually commit aviation. Fixed costs continue to increase. OCTA flying with personal SARTIME and using private airfields can't cost the "Government "much surely. I see people just wanting to fly around their own patch, old school ultra lighters, who need nothing of the vast and trackless Departments, staring up and taking to the real air without any necessity for massive oversight. These are the ones who will simply fly under the radar, literally. The time and effort required to campaign for being left alone and then correspondingly removing charges and fees, is just as well spent flying. I know this from a previous life as a lobbyist. The Just go home and do it is a very strong thought after meetings with Ministers whose background is in anything but the portfolio they hold.

Sure, fare paying passengers cannot be treated the same. When we pay to travel, we should expect protection and safeguards and oversight. What I have thought about here on paper is the average slightly jaded bloke who finds the freedom of solo flight an almost religious experience, especially on a Sunday, which requires the involvement of almost no one else.



MYSTERY AIRCRAFT AND POWERPLANT?

You will go a long way to identify this one. And, yes, it does fly.



MOSQUITO from FLORIDA as a 51 % build



20260606_131827
(1).mp4

Here we go. Double click on this video icon. Then OPEN. Next click on the little arrow when it comes up. Observe a couple of old hands (literally) swing a prop.

Remember what you see and hear. You will need it later.



This is a genuine warbird. Flew somewhere in active service. Just can't think where. Next time you see it, it will be restored to operational standard. It's not far away geographically, but it's a way away physically from flying.

Wish the team luck in their endeavor.

Have I committed a sin. This is a recon photo of a bushfire near Fernvale and it's taken from a DRONE. There were no aerial assets in the area as it was after the fire was declared OUT. Well controlled anyway. Certainly, a lot easier than walking the ground and when Crews have to wait for the official chopper it's becomes a pain. Also, the ground people are relying on the airborne people to give them the situation report.



A few Normandy landings (Part 1)

The novel idea of approaching Normandy from the east was conceived at the International Auster Club's AGM at the RAF museum Hendon in March 2019. In a "Monty meets Dwight" moment the gathered Auster stalwarts resolved not to be upstaged by the US challenger - the plucky Piper L4 - at ceremonies marking the 75th anniversary of D-Day. An Auster fly-in at Falaise was quickly organised as Piper L4's was rumoured to be gathering at a field close to the US beaches. Living in Vienna, and lacking an Auster in the northern hemisphere, I decided to slap some Auster stickers on the Kitfox, bluff my way past the plane spotters and cross the Rhine from the east. Here's a briefing on what happened next.

Vienna is a looming way east, even closer to Moscow than Prague, therefore co-pilot choice was critical if I was to: a. find Falaise b. share a cockpit for 17 hours c. communicate with the colourful locals. In the end it came down to a choice between Asterix and Obelix. I chose Asterix. He is the slim one closest to the camera in this picture of Gauls attempting to integrate with the Normans at Falaise.



Asterix - aka **Martin Hirczy** - is a speaker of Goulash, English, German and Russian. His CV also lists pilot, map folder, aircraft maintenance engineer, organiser and aircraft accident investigator. Please note, this latter skill was not called upon during our Normandy adventure.

Why we went

Organisers of the D-Day 75th Anniversary events had promised a big focus on the L-Birds - the liaison and artillery ranging aircraft such as the Auster, Piper, Stinson and others. They also promised a sky-full of Dakotas dropping hundreds of parachutists. In the end their promises were only partly fulfilled but we still had more than enough other reasons to fly so far. We got to hang out with Auster's and friends from the International Auster Club; we had an invitation from Aeroclub de Falaise; it would be our first light aircraft flight to France; we would learn much about Normandy, the D-Day Landings and Falaise - birthplace of Guillaume le Conqueror – sometimes known as William the Conqueror.

Statistics

The Kitfox S5 cruises at an Auster-like 88 knots but burns a very un-Auster like 17 litres of mogas per hour. With 180 kg of self-loading cargo, 35 kg of luggage and 100 litres of fuel we were close to MTOM. The route and times flown:

05.06.19 LOAU Stockerau to EDNE Erbach 2:45. Refuelled here.

EDNE to LFFR Bar-sur-Seine 2:43. This was an unscheduled landing at a small grass strip to discuss the weather ahead of us with some local pilots.

Bar Sur Seine to LFFM Montargis-Vimory 0:49. This was our first overnight stop and is just to the SW of Paris, near Orleans.

06.06.19 LFFM to LFAS Falaise, Normandie 1:34. The track was NE to avoid Paris airspace and then north. A really pleasant flight.

08.06.19 LFAS to LFOI Abbeville 1:21.

09.06.19 LFOI to LFOW St Quentin 1:36. St Quentin was another unplanned landing in order to assess the weather. Once more the locals provided invaluable help and we were able to top up with fuel.

LFOW to EDTY Schwäbisch Hall in Baden-Württemberg 3:18. The longest single leg of the trip.

10.06.19 EDTY to LOAU Stockerau 2:50. This brought us back to home-base.

The Crew



Our heading to Montargis was almost due west with the occasional kink to take us around some major airspace e.g. Munich or a nuclear power station. It's only now that I realise the Danube River was near us for the entire (almost 3 hours) leg to Erbach in Baden-Württemberg. We could have closed the iPad, thrown the maps in the back, opened the Frankfurters and followed the river!

The Danube and a Nuclear power station – must be Germany.



Germany has a good number of small airfields, usually club run, supporting GA, Gliders and Ultralights. Avgas and Mogas are usually available and often coffee and food. We chose Erbach, a grass field about an hour's flying time from the French border for refuelling and filing the flight plan for crossing into France.



Our route continued to be westerly, over the Black Forest, crossing the Rhine between Colmar and Strasbourg, and on into that historically disputed territory of Alsace. At this point the weather was clear and we enjoyed a friendly tailwind.

The Rhine south of Strasbourg.



For the next 2.5 hours France rolled by below before low cloud and showers (they were forecast) led to an unplanned stop at a lovely grass airfield, Bar Sur Seine, SW of Troyes.



Local pilots were spending a pleasant afternoon sipping wine and fixing planes and were just a little bemused when the Kitfox dropped in. Martin used his Gallic charm while they checked radar, sniffed the breeze and determined that yes, we could make it to Montargis by keeping low. We like low so we did low and we made it. We were also able to close our flight plan at Bar Sur Seine and this meant we could now fly like the locals i.e. low level and with the option of landing wherever our fancy took us. How many times in a flying-life does a pilot make the mental note “I must return?” Bar Sur Seine is such a place.

The Kitfox was given a hangar spot for the night at Montargis; a large grass airfield with fuel and wonderful hospitality. Shortly after landing the rain, we had been racing arrived. Sometime after that, out of the rain and mist, came Stefan and Gordon in a Piper L4. They’d flown from Avignon that day and, like us, were relieved to be on the ground. The four of us enjoyed the best of food and wine in Montargis, a beautiful small city built around canals.



Next morning was the the 6th of June, 75 years after D-Day. Stefan and Gordon were headed to another airfield and participation in the official ceremonies (their L4 served in WW2) but were pessimistic about their chances due to forecast high winds. We took off behind them for the 1.5 hour flight to Falaise where most of the Austers from the UK had landed the previous day.

At first low cloud kept us low...

..... To be continued

-Someone has to do it. So, I'll do it. Any others who would enjoy reading and reviewing, please let me know. A few column inches will be found for your work.

'REDEFINING AIRMANSHIP' A book reviewed.

460 + pages. How many pages could it take to say, "Behave yourself". Well 460 is a good start. Just as I have discovered reading reviews can help the understanding of offbeat stage plays, so can reading correct and honest crash reports help pilots to understand where and when a tragedy can sneak up on them. The most important lesson is how to spot the sneaky situation. No one, except some extremely cases, start with a pilot purposefully creating an accident, and even then, if the psychology described in Chapter 12 could have been applied, airmanship as defined would have broken the chain of disaster. The pilots and or the system may have taken them away from the situation, that is the aircraft would never have left the ground.

Tony Kern, just so simply printed at the very bottom of the front cover seems a little bit understated, but then the man himself is not claiming high ground. Having 21 contributing writers is probably unusual. Having 21 writers of this calibre must be an extraordinary achievement. The contributors are not spectators or web scrollers. I won't start naming, simply too many. If this book comes into your hands, you will see the depth of experience of the participants. At first, I thought I had wasted my weekend allowance as I thought of how much of my training budget I had blown on a book aimed at the military. No use to me. I read on. Couldn't waste my money. \$ 54 was a lot back then. I forged on, my thoughts of becoming a BUSH PILOTS Captain keeping me focused. Slowly, thoughts began to gel. Re-reading over the years has helped to clarify. I never made it to Command, but I did glider and RAAUS Instructing. I found even the smallest ultralight had similar problems to the largest things flying. To put it bluntly coming down vertically at speed has the same result no matter what your size. The lessons of this book teach how to avoid this vertiginous descent.

The value of recency in operations is made obvious. The ability of ordinary recreational pilots to afford recency is everyday more difficult. Ways of overcoming deficiency in practical flying are discussed. The ability to know where your up to is illustrated. Avoiding the entering IMC scenario is so relevant to light aircraft pilots it is good to see strategies spelled out. Seeing that many of these occurrences are traced back to personal situations the time taken to explain this insidious trap is surely a valuable chapter.

I suppose it could be said all you need is aviate, navigate, communicate and forget the other 459 pages, but these writers make you feel part of the aviation community, which is not mainstream and takes a bit of confidence and personal courage to keep up with. This is not a coffee table book. It's more of an experience text book. I have used what I learned here on occasion to get my precious behind back home safely.

QUIZ. Well, Kerry, my wife, and I have tried to do something different. Putting a sound with no image/video. This would be a Quiz question, to identify the aircraft by sound signature. Unfortunately, no matter how simple the app is supposed to be, we will have to try again next month. We are already overdue, mostly trying too hard to make it work.

1. What is the sequence of calls for hand swinging a prop? Now get this right because the newbies who have only Rotax experience really need your help.

2. Please explain. The expression "Tailplane Volume" is sometimes used. Please explain these three 2 seat aircraft having such very different "tailplane volume."



ENGINE STUFF

1500 hundred hours or 15 years? How to decide if your ROTAX is “kaputt”. As far as I can tell 15 years has become the life span of ROTAX flat four engines. Seems hardly possible that 15 years have gone by, but, time marches on. I have personally seen examples of calendar expired 912’s running perfectly at the 15-year mark. Sure inspection/rebuild will have the engine back again but how about if it isn’t broke don’t fix it. Oil sampling, compression checking, visual inspection with snake eye cameras and lastly the owners own recent experience would have to be considered when consigning a good engine for the chop. Plastic and rubbery bits, yes, well, these do age (same as our skins) and yes, call for complete renewal. That is still around \$7,500 apparently. But to have to find 40k for a brand newy will certainly put the kybosh on a lot of lighties.

Anyhow, don’t you worry about that. Just line up for your new Cherokee 140, Light Wing Speed or any low wing lightie. I can’t recall the name. You will find it on the web. No, it’s nothing to get jumpy about, just do it. Gas turbine engined two seats, probably carbon fiber, glass cockpit etc. Don’t argue, it’s the coming thing. Order now or you’ll be left behind. It’s a must. Your family will understand. Have a google around BRISTELL in France, and Thanks to the USA AOPA for the heads up.

YAMAHA, without knowing it probably has become a powerplant provider for little birds as well. Can’t say I know much about this. As usual the google mechanic shows a bit of this.

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 propellers, 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 inches 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



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 are a fully rebuilt Rotax 503 dual ignition engine and propeller.

And, most importantly – the aircraft logbook!

Asking price **Make an Offer**

Contact John Innes on **0417 643 610**

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

----- ooOOoo -----