

# QUEENSLAND ULTRALIGHT ASSOCIATION

## OCTOBER 2003 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road, via Toogoolawah Qld

Sponsored by: **acoustic technologies**

EXCELLENCE IN PROFESSIONAL AUDIO (07) 3376-4122



**FOXBAT - Narromine 2003**

## THE GREAT EASTERN FLY-IN 2003

Evans Head Memorial Airfield 4th, 5th, 6th October

All aviators of any persuasion are invited to celebrate the Heritage Listing of the Aerodrome.

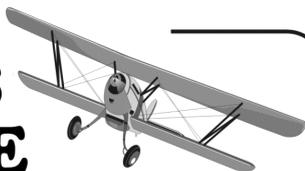
All Aircraft types welcome. See Des Porter's amazing Dragon - right out of the 30's!!

Campsites available including Hot Showers and Flush Toilets.

Dinner on Saturday Evening - On field catering all weekend by the Evans Head *Living* Museum.

For further details contact - J. Saunders (Sec) 02 66 824 657

**WATTS  
BRIDGE**  
**MEMORIAL AIRFIELD INC.**



Watts Bridge Memorial Airfield now has an on-line presence with the web address:

**[www.wattsbridge.com.au](http://www.wattsbridge.com.au)**

There's Airfield News, an Events Calendar, Homebase Group Pages and loads of other interesting stuff. Take a look.....

## *Lloyd Salisbury*

Lloyd has completed the construction of his hangar at Heck Field, Jacob's Well. He's out there a fair bit (even through the week), so why not drop in and have a chat and a cuppa ???. Might be a good idea to call him first to be sure he will be out there.



**PRESIDENT:** Michael Smith (07) 3206-3548    **SECRETARY:** Glenda Faint (07) 3818-1988

**TREASURER:** Richard Faint (07) 3818-1988

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### George Edward's Project



My first interest in flying started when the minister in the church that I was attending, mentioned that he was purchasing a Lightwing. You might say, how could a minister buy a plane, they aren't supposed to have money. Well after he got his license in Ballina, he decided to buy the plane by leasing it to the local flying school and thus paying it off over several years. After asking many questions and talking to a lot of people the flying bug eventually bit me. Three years later after a lot of research and more questions I decided that the only way I would get in the air was to attempt to build my own craft, -- money permitting.



First of all I had to establish if my wife was interested in flying, then to decide to build a dual or single displacement craft. Little interest was shown by Mavis so I decided on a single seat. My next thought was how could I afford to pay hangerage. This then led me in the direction of building a craft that would fit on a trailer so that it could be taken home, thus no ongoing expenses. Over the years of doing a few home renovations and working with wood I managed to collect a considerable amount of electrical tools. With this in mind it was quite natural that the plane had to be made out of timber and ply. Now that the decision was made to make a wooden plane that would fit on a trailer, all that had to be done was to look for a plan that would fit the bill. The decision was finally made, a Polish Pusher called J-1B or "Don Quixote" was for me the craft to build.



On reading different specifications on wooden aircraft I discovered that to buy spruce in Australia was quite expensive. Hoop pine was then used to make the main structural parts, making sure that there were at least 12 growth rings per inch (minimum) quite often more is satisfactory. The marine ply that was used for covering is called Gibboon as it is less weight than ordinary marine ply.

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### " Don Quixote "

This ply is made in Israel and at present with the problems in the middle east is practically impossible to get. Fortunately for me, all the ply was purchased before the problems started. The next thing was to select a strong weather resistant glue. A product that was chosen is called Boat-Coat and it is manufactured locally. The tests carried out with the glue were quite impressive. One test was made by leaving a glued piece of timber out in the rain and sun for six months, there were no signs of deterioration in the glue and it still held on firmly. More tests were carried out on about 10 to 12 other glued objects. After belting them with a sledge hammer the glue still held on and the timber broke in places.

The project was started on the beginning of December of 1996. After about six months I gave myself a fright and had the horrible thought 'What if I can't fly an aeroplane'. The next thing to do was to get my licence, achieving this the project didn't seem such a waste of money after all. A lot of water and frustration's have gone under the bridge since then. A few times what with things going so slow and not going the way planned I felt like abandoning the project. One thing that I found a bit of a nuisance was the kilometres clocked up and phone calls made looking for different parts that I required. As this project is being built from a set of plans everything has to be manufactured. Several things didn't fit or work as the plan said, so I had to find a way around the problems. One thing for sure is if you don't have patience – don't bother. Throughout the project it has taught me to be very patient and if a thing gets you down, just do something else and have a break. When you start again you will see things in a different light. Hopefully this time next year I will be in the air.

George Edwards



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### MINUTES OF MEETING - SEPTEMBER 2003

MEETING COMMENCED 7.55P.M.

APOLOGIES Don Mellow  
VISITORS Robyn Salisbury, Margaret Vote  
CHAIRPERSON Mike Smith

### MINUTES OF PREVIOUS MEETING

Motion moved that Minutes from previous meeting are true and correct, as published in newsletter.

MOTION MOVED Richard Sweetapple, SECONDED BY Bevan Dryden

**PRESIDENT REPORT** Nil

**TREASURER** Richard Faint Money in Bank \$16,197.78

**A.U.F. REPORT** Bevan Dryden

Fly safe, avoid accidents.

Flying at 50 feet above an airstrip is definitely a NO NO.

**SECRETARY REPORT** Nil

**GENERAL BUSINESS** Tanys McCarron

Tanys discussed scenario in previous newsletter on article she submitted on Wind and Powerlines and emergency landings

Cecil Lea to be made life member Moved Richard Sweetapple, Seconded Tanys McCarron  
Cecil Lea is now a Life Member of the Q.U.A.

### SOCIAL DIRECTOR REPORT

Evans Head Fly-in 4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup> October, 2003  
Boonah Fly-in September, 2003

Great Southern Cross Mail Run organized by Andy Dunlop

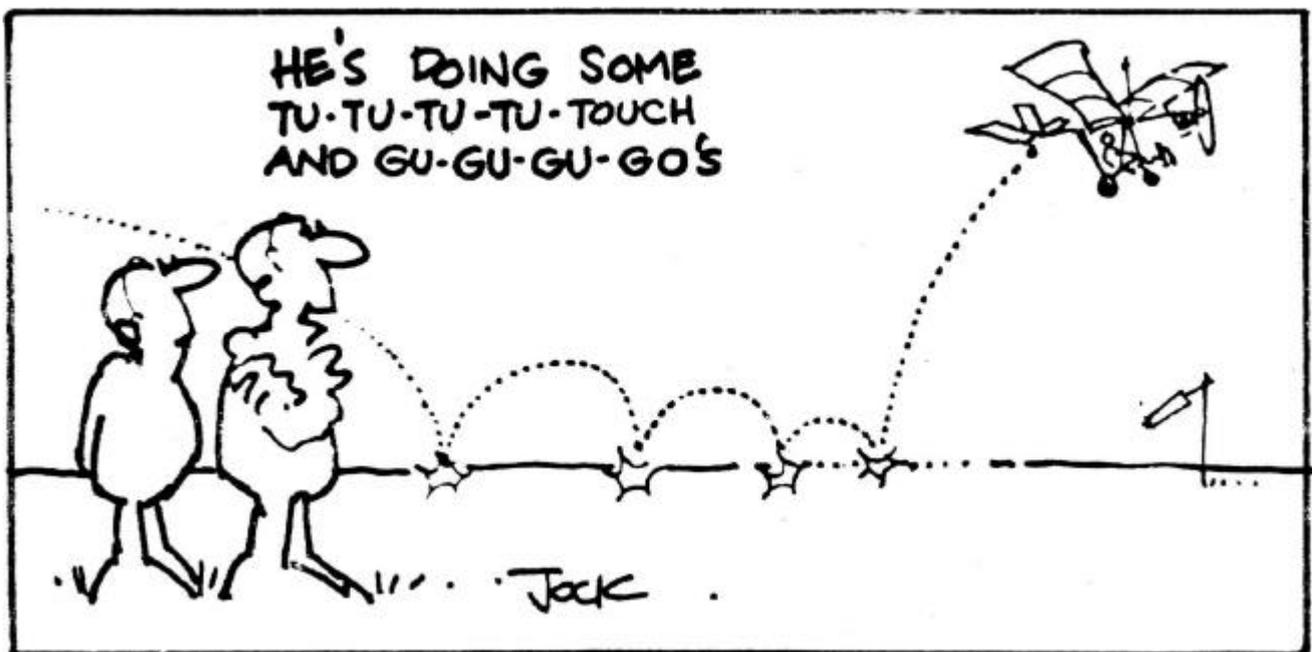
Begins in Rockhampton Wednesday 10<sup>th</sup> December, 2003

Arrive Wagga Wagga 12m.d.13<sup>th</sup> December, 2003

Christmas Party Watts Bridge Extravaganza 13<sup>th</sup> & 14<sup>th</sup> December, 2003.

**THANKS TO MRS FRAZER FOR SUPPER**

MEETING CLOSED 8.47p.m.



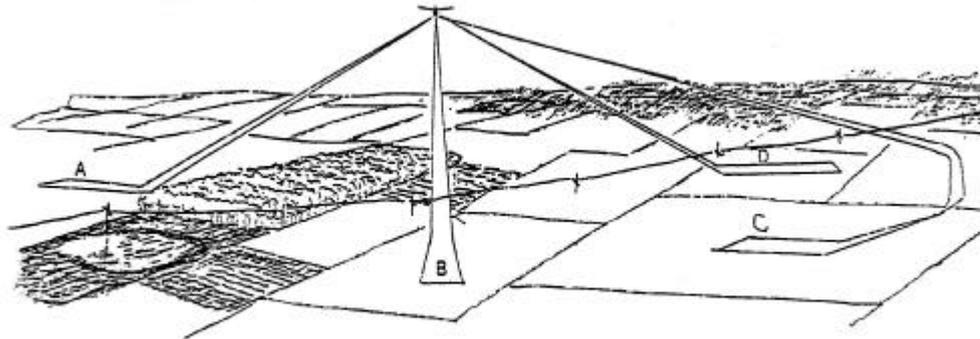
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### NOW THE FAN'S STOPPED WHERE WILL YOU GO ?? TANY'S DETAILED DISCUSSION OF THE WHERE TO LAND QUIZ

LAST MONTHS QUIZ The pertinent information in the picture was the wind direction which is from left to right and is indicated by the dam, (The clear surface is UPWIND of the ruffled surface) and the presence of a power line travelling from the dam across to the top right hand corner. Note: There are NO photocopy marks.

SO WHICH TO LAND IN?

A - A seems the logical choice because it is into wind, however with a glide speed of 30 knots and wind speed of 20 knots, we only have 10 knots ground speed. Travelling forward yes, but, between where we start and where we want to end up there is a forest of trees and if that 10 knots ground speed isn't enough, the trees will become the airstrip! If our engine failure is as simple as a blocked fuel filter -landing in the trees is going to prohibit a quick repair and takeoff. Conclusion Not worth the risk.

B - B becomes a cross wind landing which, for a three axis machine, doesn't present a problem at all, however, the approach is over a power line and every pilot knows power lines leap up and grab airplanes and swipe them from the air. The tendency therefore will be for the pilot to approach higher than normal and run the risk of running out of paddock. We could land safely but would have to get it exactly right and between the power line and engine failure and the crosswind component (20 knots remember) our stress level is way up. A small error, therefore, is not unrealistic while the consequences of that error could well be hitting the power line or the fence at the other end. Conclusion -Too hard.

C - No power lines, into wind and a long paddock. In fact, from the point of engine failure. it is only a 90° turn right or left (depending on which way we're going) and we join the downwind leg for a landing at C. We can immediately get into the familiar circuit pattern. Conclusion -Pick of the bunch.

D -D becomes a downwind landing into a short paddock with a power line across the approach. The chances of missing the fence at the other end are pretty slim! Besides which a downwind landing into an unfamiliar paddock is never wise. Once the airspeed is gone the aircraft is still travelling over the ground at speed with no control surface response available. If you spy a rock you can't even lift the wing to clear a wheel and with the tailwheel bouncing on and off the ground (paddocks aren't renowned for their smooth surfaces!) steerage is severely limited. Conclusion -Madness!

When the engine stops, we, the pilots, are on wood. We must land .... very soon. The hearts pumping hard enough without making it more difficult than it already is. Look for and pick the easiest option. You won't score any brownie points for landing in a tight paddock when there is an easier one that was reachable.

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