

QUEENSLAND ULTRALIGHT ASSOCIATION

MARCH 2004 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road, via Toogoolawah Qld

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Flying Events Calendar

Bange's Annual Fly-In—Clifton—14th March 2004

A wonderful "low key" Fly-In with a great long history. For more information contact (07) 4695-8541

QVAG—Aero modellers Fly-In—Watts Bridge—3rd 4th April 2004

Strictly speaking not an ultralight event—but what the heck ?? Not a pilot alive that doesn't like models.

For more information contact: Gary Button 3848 4553 or 0419 254 182

AUF Natfly 2004—Narromine - 9th 12th April 2004

The Australian Ultralight Federation's Annual National Fly-In. Always worth the effort to get there.

For more information contact the AUF: (02) 6280-4700



As editor of the QUA Newsletter, I am constantly searching, pleading, and begging for articles to publish .

Well now I'm trying **BRIBERY !!!**

SO: HERE'S THE DEAL.....

The QUA has received a very generous donation of a family pass to Underwater World –Sunshine Coast, which is to be awarded to the author of the **BEST STORY** received before 15th May 2004.

I don't care how you submit your article:

Email or post, even hand written is OK.

Email address is: info@auav.org

Contact me for my postal address

A photo or two always dresses up an article, so send them in as well. (I'll look after the scanning).

Richard Faint—Editor

PRESIDENT: Michael Smith (07) 3206-3548 **SECRETARY:** Colin Thorpe (07) 3208 0461

TREASURER: Richard Faint (07) 3818-1988

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Gavin McGrath is a QUA Member who has commenced the construction of his very own amateur built ultralight aircraft. In this article Gavin gives an insight into the questions he asked himself about what kind of aeroplane he wanted to build and how he chose the design he is actually going with.....

There is only the single example of this aircraft type in the world and it is currently in semi-retirement in Canada.

This is an all-aluminium 2-seat aircraft, designed by Bill Spring. He is responsible for the design of the wide bodied Hummelbird. It may be likened to the Hummel Aviation Ultracruiser but with two seats.

It has a 27' wing-span with an area of 130 Sq Feet. The VNE is 180MPH and the hoped for cruise is 120 Knots. Empty weight is listed at 273Kg. This should be a very economical aircraft to build, own and fly. I am hoping to have it complete in 4 years.

After talking with many, many people, I opted for the low wing design and the VW engine.

At the air show held at Watts Bridge in August, I took the opportunity to survey a large sampling of pilots as to their preference of high or low wing aircraft.

It seems that most of the pilots with high-wing aircraft have only ever flown high-wing aircraft and knew no better. Most of those flying low wing aircraft had in fact experienced both types and now had a preference for the low wing design. The general consensus was that it was a cleaner design, sleeker looking aircraft, better visibility, (especially in circuit), with better handling when taking off and landing as it was in ground effect for a longer period of time.

The only argument I have heard against the low wing design is the many references to sunburnt heads. I think this is something I can easily overcome.

I also chose the aluminium construction as I feel it will be much more durable and if caught out by weather, I will feel more comfortable parking it outside on a rainy night.

As for the VW, my limited research has suggested there are two main camps. The first is the "why" group. They say it is an old design best suited for hippies and Combi-vans. (These are typically proponents of the Rotax and Subaru Engines)

The second camp is those who absolutely swear by the VW as a reliable engine. I have heard from many pilots who have flown 1000's of hours with a VW up front.

Yes, I know the VW has a relatively low horsepower to weight ratio, but it seems they have so much torque, that through the use of a good re-drive unit, you could easily install a 10' prop and it will still swing it around.

The Golden Rules appear to be:

1. Keep it as standard as possible. This is especially important in the areas of barrels, rings, pistons, valves and so on.
2. You can upgrade the fuel system OK
3. You can upgrade the ignition system OK
4. Use a mono grade oil as the majority of the cooling is done by the oil and the engine was not designed for the newer modern multi-grade oils.
5. Use a new crank case
(Refer <http://www.greatplainsas.com/>)
6. Design an efficient cowl with good airflow.

To date, I have completed the construction of the wooden templates for the shaping of the many bulkheads.

I am now looking to purchase a shed so that my project may progress.

WS-202 SPRINT



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MINUTES OF MEETING

2nd FEBRUARY, 2004 MEETING OPENED: 8.10 p.m.

MEMBERS PRESENT 15

NUMBER OF VISITORS 4

APOLOGIES Cecil Lea
 Andy Dunlop

MINUTES OF PREVIOUS MEETING

Accepted as true and correct

Moved: Peter Frazer Seconded: Don Mellow

TREASURER REPORT Account Balance \$16,739.89
 Moved: Richard Faint Seconded: Bevan Dryden

PRESIDENT REPORT

Wagga Mail Run Flight.

Very great week-end all worked out marvelously well. Great Weather, Good time.

Read Glenda Faint's resignation as Secretary letter.

SECRETARY REPORT

Resignation Reasons: No time for building Aircraft, working full time, etc.etc.

Great time at Christmas Party had by all.

Reminded every one about Christmas in July.

Incoming mail: A.U.F. Registration of Q.U.A.

A.U.F. REPORT

Extra Ordinary Meeting being held on 20th February, 2004.

Proxy form to be filled out and given to Bevan Dryden.

Bevan is in favor of and voting for the proposed name change.

Ultralights CANNOT fly at 10,000ft. Can fly to 5,000ft, but MUST have V.H.F. Radio.

Cannot fly in "E" Class Airspace. Listen out on area Frequency whilst flying in transit.

GENERAL BUSINESS

Do not store Gel Cell Batteries in Boot of Car.

Gas in the battery expands, casing expands which can be dangerous and could explode.

Position for Secretary : Colin Thorpe accepts to take over position of Secretary until A.G.M.

THANK YOU TO ROBIN SALISBURY FOR SUPPER.

MEETING CLOSED: 8.30 P.M.

PRESIDENT: *Michael Smith (07) 3206-3548* **SECRETARY:** *Colin Thorpe (07) 3208 0461*

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