

QUEENSLAND ULTRALIGHT ASSOCIATION JANUARY 2010 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

Proudly Sponsored by

**ACOUSTIC TECHNOLOGIES
EXCELLENCE IN PROFESSIONAL AUDIO (07) 33764122**

www.atprofessional.com.au

Happy New Year, QUA people! Well, it's almost February and I suppose you've all made your resolutions for 2010. Even so, here is a story with a strong moral. None of you need this advice I know, but I'm told that others sometimes read our little newsletter.

Last year, I met a local pilot who had bought a plane about a year before. He paid market price believing it to be a reasonable deal. He signed an agreement to take the plane as and where it was. There was no registration so there was no official inspection. But even if there had been, the story might still have occurred, such was the artifice of the seller.

A short time after purchase, this bloke noticed a small problem. Upon further examination, he uncovered a carefully disguised but poorly done major repair. The plane had suffered a huge injury that he hadn't been told about, and had been patched up with roofing screws and bog!

Quite dismayed, and with no choice but to accept it as a lesson in the principle of buyer beware, he commenced a genuine repair. Like you and me, he also had to earn a living, so this repair took him the better part of the year. I've seen it since. He did an excellent job of it.

I was also shown photographs of the original repair job and was truly amazed. I knew about the buyer-beware principle. However, in this instance, I didn't agree with it. Selling an aeroplane is not like selling other stuff. This seller had deceptively sold a faulty and potentially lethal aircraft.

As pilots, we spend part of our lives in an environment we are not naturally accustomed to. We rely on sophisticated systems and elaborate equipment, but mostly on shared knowledge to safely indulge our common passion for flight. If there is one underlying, sacrosanct principle upon which aviation safety has come to depend, it is the principle of full disclosure.

Ultimately, it's a matter of self-respect. Why trade your integrity for a few lousy dollars? There is more to being a pilot than simply knowing how to fly. We are part of a fraternity with a lineage going back more than a century. Pilots shouldn't cheat their brothers. We should give each other the full story. And that doesn't mean hoping the wrong questions aren't asked. It means telling any potential buyer of your aircraft everything they should be told.

Young Will's Winton Sportsman

As most of you know, our brilliant new website is the work of Will Miller, one of our newest members. And, in the gallery pages, you will see Will's first ultralight purchase, a one-off early bird that has seen far better days. Since posting those pictures, Will has decided to pass that plane on to someone even keener than himself. However, he hasn't lost his enthusiasm for resurrecting the dead and late last year made a trip to Longreach to collect the remains of a Winton Sportsman. It took three blown tyres to get it home to Windsor where it is now safely ensconced under his dad's house. Dad is also a flyer and this is going to be a family project.



Richard and Glenda's new bird gets wings.

This happened over the break and most of you would have seen the pictures. However, I thought a shot for the newsletter was appropriate:



Canopy Polish

Yes, it seems that it is possible to polish Lexan. I started with Kitten Cut 'n' Polish No.1, but this probably wasn't a good idea. It took a lot of later polishing to get the swirls out. The product I eventually finished with was "Starbrite", a quite inexpensive marine product from Whitworth's in Wooloongabba. It seems to work very well but you must remember to shake it before application because it settles quickly in between use.



The Great Eastern Fly-in at Evans Head

On the Friday, there was good rain and showers in the area of Northern NSW and South East Queensland. This would have prevented a lot of folk flying down that day. QUA President, Peter Ratcliffe visited Evans Head on this day but could not stay for the weekend. The Saturday was mostly fine with light winds. It was hot too.



Mal and Gail McKenzie drove down for the day to check out the aircraft and activities at the airfield. There were a lot of aircraft present with many arriving in between the ones doing demonstration flights or giving joy rides. Aircraft on display varied from warbirds, vintage, homebuilts, gyros, trikes, helicopters, aerobatic, and recreational aircraft – pretty much what we now expect at most of the local fly-ins.

Several QUA members such as John Walmsley, Jim and Rhonda Bowling and Peter Freeman flew their aircraft down. On Saturday there were market stalls, food vendors, joy rides, and a regular flying display for the visitors. Mal sent in these great pictures and supplied the info.



Tyres aren't tyres, Sol!

Steve Dumesny once told said, "You wouldn't want to land with a flat tyre in a Sapphire!" Landing a tail-dragger with a flat is never easy but lighter, shorter tailed aircraft are the most problematic. And, in most cases, the pilot would be taken by surprise. Steve's solution for his Sapphire is to use ten ply tyres. Although quite a bit heavier than four or six plies, the wall is strong enough to reduce rolling resistance in the event of deflation. Steve actually did land with one of these flat and said that, while he had a hard time taxiing, the landing was quite controllable. Steve's supplier in Victoria sells them for \$80 each.

Important News from Boonah

You may remember Andrew (Kiwi) Dunning's recent petition about RAA decision-making processes. Well, on Sunday 17th January, I attended a fly-in at Boonah hosted by the Flying Tigers where I had the pleasure of meeting our local RAA board member, John McKeoun. John, Kiwi, Ian (our usual Boonah correspondent) and the other Boonah rag and wire boys, believe that RAA procedures would be considerably improved if, firstly, the AGM were to take place at Natfly, and, secondly, if the SEQ groups were to send their own representative (carrying our proxies and aware of the our consensus on important issues) to Canberra for the board election meeting in September.

Currently, the AGM is also in Canberra on that very same Friday afternoon in September, immediately before the board meeting. This is where all the reports are presented to the membership and any issues discussed. John McKeoun believes it is totally unsatisfactory to have all the reports and discussion done in the present of only 3 or 4 ordinary members (apparently, that's how many usually turn up). He says that, because there is such poor participation, it is normally all over and done with in about an hour.

John also says that the first item on the agenda for the board meeting are elections for the executive. He thinks that this is also unsatisfactory as you can have, say, the President making promises to the members at the AGM and minutes later he is not re-elected, so all his promises are worthless.

John says that an AGM at Natfly would obviously allow far greater member participation and discussion, and there would then be around 6 full months for the executive to implement the policies that they agree to.

Personally, I think this is an extremely sensible idea. I would like this matter to be discussed at our upcoming meeting and I believe we should give our full support to John and the Boonah Club by, firstly, writing to the current Board in support of a Natfly AGM, and, secondly, by agreeing to contribute to the cost of one person from the SEQ clubs to attend the September meeting in Canberra.

The Website

The response of members to the new website has not been overwhelming. Very few of you have sent me photos and captions for the gallery pages. In fact, some of you would be quite capable of posting your own pictures (Will could provide with a password).

Will has also set up a notification procedure that signals every time we get a new log on. This tells me that there are four or five new people visiting our site every week. Some of these would be potential members. So we need to put on a better show with photos of our aircraft.

Coming Aviation Events

Jan 30-31 Temora, NSW, Temora Aviation Museum Flying Weekend
Feb 6 Luskintyre, NSW, LAFM Lunch with the Tiger Moths
Feb 7 Wagga Wagga, NSW, Wagga City Aero Club Sunday BBQ
Feb 7-8 Bairnsdale, VIC, CANCELLED
Feb 10-24 New Zealand, NZ, International Comanche Society NZ Safari
Feb 13 Cooma, NSW, Spot landing practice
Feb 13 Yarrawonga, VIC, Chat n Chew
Feb 18 Schofields Flying Club Bankstown Airport, NSW, The Mary O'Brien Annual Dine with the Aviators

Follow up on the Professor

The RAA magazine has picked up on December's story on the life of Richard Sweetapple and will be re-publishing it in a coming issue, probably their March issue. Obviously, they think that Richard is a significant character in the story of ultralight aviation for the whole of Australia, not just for us lucky enough to have him here in South East Queensland.

QUA Meeting Dates 2010

February 1st at Archerfield
March 6th at Watts (Saturday)
April 12th at Archerfield
May 10th at Archerfield
June 5th at Watts (Saturday)
July 5th at Archerfield
August 2nd at Archerfield
September 5th at Watts (Sunday)
October 4th at Archerfield
November 1st at Archerfield
December 5th at Watts (Sunday)

May 22nd All in Fly In
July 10th Poker Run/Christmas in July
November 28th QUA Xmas Party at Watts?

The next QUA meeting is this Monday February 1st in the Archerfield Terminal Building at 7pm. Be there or be square!

QUA INC - 45 MEMBERS AND STILL GROWING - JOIN US

PRESIDENT: Peter Ratcliffe 0418159429 TREASURER: Ian Ratcliffe 0418728238

SECRETARY: Mal McKenzie 07 33415348 Email: mmc80789@bigpond.net.au

NEWSLETTER EDITOR: Arthur Marcel Email: a.marcel@optusnet.com.au

QUA Inc TECHNICAL DIRECTOR: George Perez 0423536380