

QUEENSLAND ULTRALIGHT ASSOCIATION MAY 2011 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

www.qua.org.au

www.wattsbridge.com.au

*Who needs a hangar? This plane fits in the garage. It's
the Onex!*



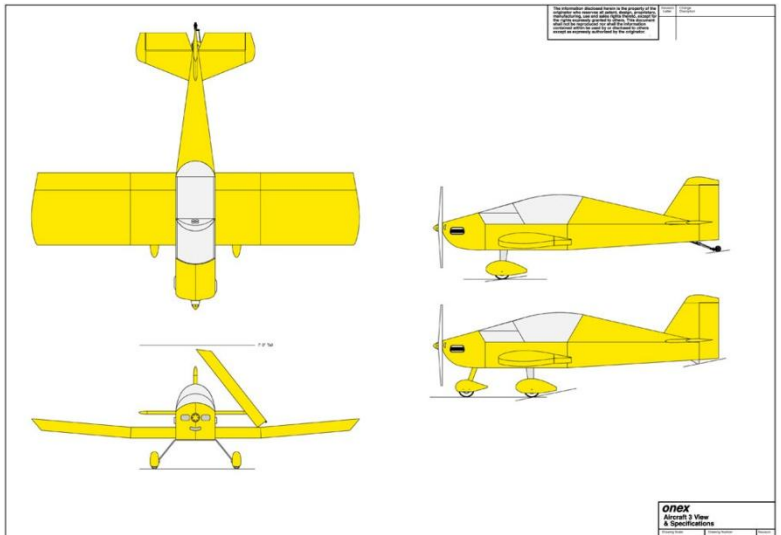
The Onex (the latest design from the Hornet's Nest)



Length:	16' 5" [5.00 m]
Wing Span:	20' [6.09 m] (Option for 18'9" [5.72 m])
Wing Area:	84.4 sq. ft. [7.84 sq. m] (Option for 78.0 sq. ft. [7.25 sq. m])
Tail Configuration:	Conventional
Tail Height (Std Gear):	53"
Tail Height (Tri-Gear):	71"
Tail Width--with tail tips:	77.5"
Total Width w/ Wings Folded:	94" (interior width required for enclosed trailer)
Main Gear Width:	62" (with wheel pants)
Air Foil:	64-415
Primary Structure:	6061 aluminum
Cockpit Width:	27 in.
Fuel Capacity:	15 US Gal. [56.8 Liters]
Stall Speed (full flaps):	45 mph [72.4 km/h]
Stall Speed (clean):	50 mph [80.5 km/h]
Max Flap Extended Speed (Vfe):	110 mph [177 km/h]
Maneuvering Speed:	151 mph [243 km/h]
Never Exceed Speed (Vne):	216 mph [349 km/h]

Performance	80 hp 2180 AeroVee
Empty Weight	600 lbs. [272.2 kg]
Power Loading (GW/HP)	11.875
T.O. Distance	400 ft
Landing Distance	500 ft
Service Ceiling (calculated)	16,000 ft
Aerobatic Category	80 hp 2180 AeroVee
Gross Weight	950 lbs [430.9 kg]
Baggage (Max)	20 lbs
Useful Load	350 lbs
Positive Load Factor	+6.0 Gs
Negative Load Factor	-3.0 Gs
L/D	10:1
CG Limits	20-32% Wing Chord

*Note: Meets FAA Sport Pilot Regulations at maximum continuous power at Sea Level, as required. [Read More...](#)



WATTS BRIDGE MEMORIAL AIRFIELD INC.



All-In Fly-In Airfield Open Day

All pilots and aviation enthusiasts are invited to the Watts Bridge Airfield Open Day, celebrating the diversity of recreational aviation.

The All-In Fly-In is an all day event with on-field catering and coffee available. Entry is free with no landing fees. Aviation fuel is available on the airfield.



21st May 2011

9:00am ~ 4:00pm

**Catering by
Brisbane Valley
Christian Church**

Vintage Aircraft
Aerobatic Aircraft
Recreational Aircraft
War Birds
Gyroplanes
Homebuilts



CONTACT

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Liz 0419-369-963

If it flies ~ It's welcome at Watts Bridge !!
www.wattsbridge.com.au

Gatton Air Park Fly-in, 29 MAY 2011

Come and inspect our unique hill top residential aviation community. Everyone is welcome. There will be a hot breakfast courtesy of the Gatton Lions Club from 0730 Sunday. Saturday night camping will be available under-wing or in hangars with shower & toilet facilities. There will be a BBQ on Saturday night and the use of a courtesy vehicle. There will also be a \$200 award for the longest flight. The airfield details in the ERSA. For more information, phone Martin on 0419 368 696.

Fuel Line Clamps

This month the newsletter looks at clamps. As far as I know, there are three basic types of fuel line clamp. Firstly, there is the nut and bolt type (see Photo 1). This is probably the most commonly used type. Its advantage is that the thread is finer than the other types and so it is easier to tighten. Also, there are two or three full rotations of the thread engaged. Another advantage is that the underside is smooth, so it does not impress the hose with screw slots. However, two disadvantages are that they sometimes do not have chamfered sides (the Tridon clamp in the photo does have a chamfered edge, however), and can therefore leave an imprinted edge line on the hose. Another disadvantage is that, when secured, the ends of the bolts stick out quite a distance and can possibly interfere or rub against other parts. One other thing to mention is that I had one of these come loose on my plane (the nut and bolt disappeared altogether). Luckily it was on the vacuum side of the pump. I didn't install it, though, so it may not have been put on so well.

The second type of clamp is the scaled down radiator type. These have improved a lot lately. The best ones are all stainless with chamfered edges and smooth inner surfaces, using either an extended tang (see Photo 2) or having the thread slots raised instead of cut through. I am currently replacing my nut and bolt type with Tridon MP000s (see Photo 3). These clamps are very compact (the perfect size for ½ inch hose). Also, they have three-way drives (slot, Philips or hex nut). At this stage, I think they are excellent, but time will tell.

The third type is the screw-less crimp clamp (see Photo 4). This type of clamp requires a crimping tool to install and remove, so access is an obvious issue. Also, they have to be very carefully installed, because there is a possibility for the hose to crimp with the clamp, leaving a minute air/fuel passage to the atmosphere. Mike Smith told me that when he worked for Mercury Marine, he had no end of trouble applying these clamps successfully. Eventually, he stopped using them. I have noticed lately that marine shops have introduced a new style of wrap around screw-less clamp which bears on the hose's whole circumference.

1. Nut and bolt clamp



2. Extended tang



3. Tridon MP series



4. Screw-less crimp type



All clamps need to be installed behind the raised end of the fuel tube (ie, not over it). They should be secured reasonably tightly. Smooth, chamfered clamps like the MP000 will not cut the hose, so the limiting factor is the integrity of the clamp (and common sense – a normal screwdriver used in one hand easily supplies enough torque, especially for the nut and bolt type).

The newsletter is interested in the views of QUA members, particularly our LAME members in regard to fuel line clamps and their application.

They're at it again! (Story and photos by Mal McKenzie)



The Ratcliffe boys are at it again with a new project. Not content with building a Zenair CH701 and a CH 650 with Ian and Danny, plus doing the engine conversions of a Suzuki and Corvair, David and his brother Peter have imported a Zenair 750 STOL kit.

A week since the big box was delivered and the fixed stabilizer has already been riveted together! Work continues with the assembly of the elevator. Next item for the workbench will be the assembly of the wing slats. The bulk of the airframe assembly is expected to take twelve months. Another Corvair engine conversion is to be done for the new plane as soon as the engine components arrive.

The photograph at left is of David and his brother Peter working on the CH 750 elevator. Before the kit arrived, David and Peter added another four metres to their garage to accommodate the longer 750 fuselage. Now, that's dedication for you! Test flying continues with the Suzuki powered CH 701. The CH650's Corvair engine is close to having its first engine run. In fact, it may have taken place over Easter.



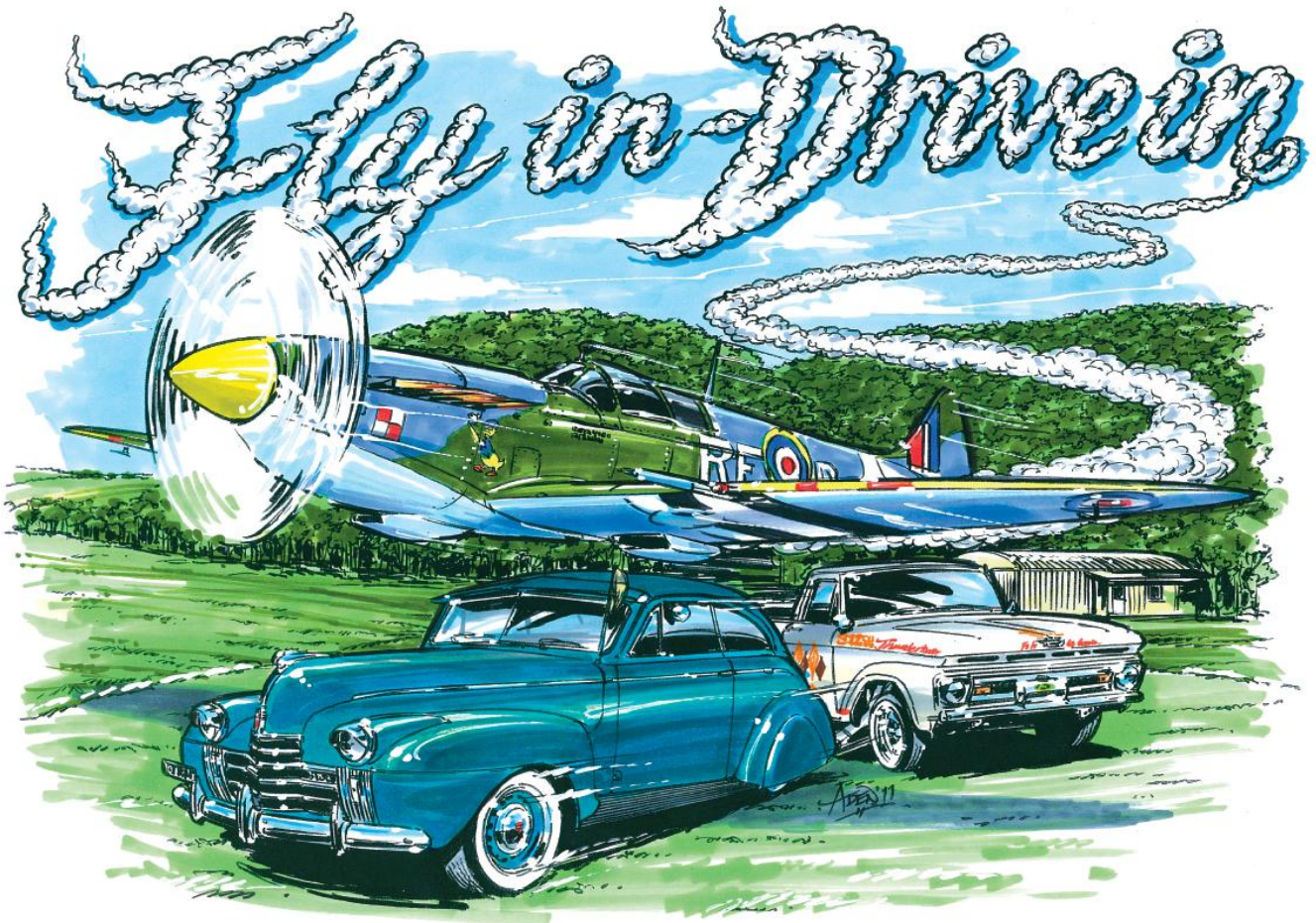
Peter with a metal component for the elevator.

Fuselage bulkheads as supplied in the kit.





WINGS OF LIFE



Raising funds and awareness for the
Royal Flying Doctor Service

WINGS OF LIFE "FLY IN – DRIVE IN"

Date: **Saturday 14th – Sunday 15th of May, 2011**

@ **Archer Falls Airfield (Kilcoy) - 1253 Neurum Road, Mount Archer**

Saturday: **BBQ dinner, live music & camping**

Sunday: **Breakfast/ morning tea until midday, and hot rod display**

For airfield information visit: www.archerfalls.com.au

Bookings for camping essential

Support Wings of Life 'Flight Around Australia'
Starting 24th of June, 2011.

Visit http://wingsoflife.com.au/explore/australia_flight
for more information.



Royal Flying Doctor Service
QUEENSLAND SECTION

Sense is starting to reign at Redcliffe. (This report from Helena Horten)

Tony from the Redcliffe Aero Club is finally showing some financial commonsense. He has been listening not just to me (Helena) but also to Zane Tully, new RAA Ops Manager and ex owner of ProSky at YCAB. He has put this beautiful Tecnam online at Redcliffe aerodrome (Easter onwards). The club has bought the demonstrator and it will be delivered after Temora. It is VH registered and the club will do PPL conversions in it. However, they are planning to buy at least one RAA-registered Tecnam after that. The private hire rate will be \$150/hr. There will be an introduction at the club on the Saturday after Easter (Inglewood Weekend) with free flights + BBQ. Check out their website. <http://www.redcliffeaeroclub.com.au>



From QUA Secretary, Mal McKenzie:

Last month, I received the RAAus Financial Report for the 2010 financial year. So far RAAus has provided information as requested. The financial report does not show the current state of RAAus finances for the 2011 financial year. However, what has been provided makes interesting reading. A quick analysis shows the following:

At the start of the 2010 financial year RAAus had a surplus of \$ 200,151 in funds. By the end of the 2010 financial year this surplus was \$64,772. If the staff leave provisions of \$106,329 are taken into account, however, the RAAus has clearly spent well beyond their income for the 2010 financial year. The RAAus has been using the staff leave provisions to stay financially viable.

I will be very interested in purusing the financial report for the current financial year. Clearly RAAus needs to operate within their financial budget or increase their income quickly. The planned fee increases will provide the income needed if RAAus can curb it's excessive spending habits. At this stage, though, RAAus members are having to pay extra to keep the RAAus financially viable. But it is not a time to start the blame game. All we can ask is that the RAAus Board learn the lessons of being financially responsible towards RAAus members and take appropriate action.

Mal

That time of year again

QUA fees are due. Still a bargain at only \$50! Send your hard earned cash to Ian Ratcliffe, our venerable treasurer (so he can enjoy his next holiday).

Clubhouse in hot water!

Our esteemed and hard-working president, Peter Ratcliffe, reports that we now have hot water at the club house. Many thanks, Peter, and thanks also to those who are helping Peter with the work.

Wanted – Your Vote! Yes, it is very important that you exercise your franchise in the 2011 RAAus Board election. You have until 4pm Tuesday 31st May 2011. I believe that John McKeown is running for one more year and he has this newsletter's total support. The feedback I have been receiving from the Temora RAAus meeting is all positive. Current board members have admitted to having gotten it wrong as regards the secrecy agreement pushed by the executive at a previous meeting. John McKeown was the only board member who refused to sign that spurious agreement. It was John who also took the time to bring it and other things (like the RAAus financial position) to our attention. It was John who helped me get the airworthiness notice out on the Sapphire (to the benefit of other Sapphire pilots and prospective owners). So, do yourselves and your sport a big favour and vote tomorrow. The form is on page 12 of the April Recreational Aviation magazine.

Other Aviation Dates

May 6-8 Birdsville, QLD, Birdsville Bronco Branding
May 7 Temora, NSW, Aircraft Showcase - Forward Air Control
May 7 Scone, NSW, Fly-In BBQ Lunch
May 7 Wentworth, NSW, SSAC Wings Night
May 14 Deniliquin, NSW, Aero Club Dinner with Major General John Cantwell
May 14 Jindabyne Airfield, NSW, Seaplanes Australia Open Day
May 14-15 Bankstown, NSW, Sydney Aviation Model Show
May 14-15 Maryborough, QLD, Wings Warbirds and Wheels
May 14-15 Archer Falls (Kilcoy), QLD, Wings of Life
May 15-21 Yarrowonga, VIC, Megafauna Flyers Fly-Away
May 20-30 Darwin, NT, International Comanche Society Kimberly Cruise
May 21 Temora, NSW, Aircraft Showcase - Pacific Theatre
May 21 Watts Bridge, QLD, All-In Fly-In
May 21 Dunwich, North Stradbroke Island, QLD, Straddie Breakfast Fly-In
May 21 Kyneton, VIC, Australia's Biggest Morning Tea
May 21-22 Childers Airport, QLD, Wings & Wheels
May 21-23 Goolwa, SA, 2011 Cardinal Fly-In

**The next QUA meeting is on Monday 9th April at
Archerfield at 7.30pm, followed by supper.**

PRESIDENT: Peter Ratcliffe 0418159429 TREASURER: Ian Ratcliffe 0418728238

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QUA Inc TECHNICAL DIRECTOR: George Perez 0423536

MINUTES OF APRIL 2nd 2011 GENERAL MEETING

MEETING OPENED 10.37 am

APOLOGIES Arthur Marcel, Neil Bowden, Mary Clarke, Danny Fowler, Ivor Parsons

VISITORS Ron Dunn

MEMBERS PRESENT Sixteen.

MINUTES OF FEBRUARY MEETING No business arising. Motion to accept minutes as correct proposed.
Proposed Peter Ratcliffe Seconded David Ratcliffe Motion carried.

PRESIDENT'S REPORT Thank you to Deb & Ralph for planting the trees around the clubhouse. Work continues on the clubhouse with six sheets of gyprock installed this morning. Power points and more gyprock to be installed, plus the HWS when the plumber is available.

TREASURERS REPORT

Opening Balance	\$ 9,566.75
Deposits	\$ 236.22
Withdrawals	\$ 152.71
Closing Balance	\$ 9,650.26

The Whirlybirds are to be purchased for the hangar.

SECRETARIES REPORT Some correspondence with the RAAus Board. Our request for the last board meeting minutes brought a positive response. So far our approaches to the RAAus Board have been favorable to date.

WBMA REPORT More airfield mowing being done due to the continuing rain. Coal mining exploration is in progress in the Brisbane Valley. This should not affect the airfield at this stage. It is anticipated that 100 million tonnes of coal could be extracted from a proposed mine near Toogoolawah.

SOCIAL REPORT All In Fly In at Watts Bridge on Saturday May 21st 2011. Brisbane Valley Christian Church has offered to do the catering for the fly in. Use of Hangar # 1 for catering purposes has been withdrawn by the owner. Marquees will be used to serve drinks and food from adjacent to the QUA Clubhouse. Proposal for the caterers to use the QUA Inc Clubhouse for food preparation. Proposed Richard Faint, seconded Jim Bowling Motion carried.

GENERAL BUSINESS

Motion to send a letter of request to the RAAus to provide a current financial statement. Proposed Jim Bowling, seconded Ralph Percy, Motion carried. Request that the QUA Inc Newsletter not be used for political comment. Any political discussion can sent via the QUA Inc email link and webpage. QUA Inc Watts Bridge sign engineering report to be requested again by Ian Ratcliffe.

Proposal to have the sign artwork & logo done professionally.
Proposed Richard Faint, Seconded Bruce Clarke, Motion carried

A CAB Wasp Ultralight has been donated to the QUA by WBMA to use for display purposes. If members are interesting in restoring the Wasp, it is in the QUA hangar. A TV and DVD player for the clubhouse has been donated by Mal. Jim and Rhonda have donated a microwave oven also. Helena has donated some camping gear and an electric fry pan for members to use at the clubhouse. A request by Sandy has been made for a quote to complete the clubhouse for the next grant application. Ernie's thank you plaque still needs to be purchased. The new Civil Aviation Order 95.55 for 600kg recreational aircraft should be finalized in time for release at Natfly in April 2011.

NEXT QUA Inc MEETING Monday 9th May at the Archerfield Terminal Building at 19.30 hours.

MEETING CLOSED 12.10 pm.