

QUEENSLAND ULTRALIGHT ASSOCIATION JULY 2011 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

www.qua.org.au

www.wattsbridge.com.au

New members Bob & Robyn Dennis and their RV9a



Bob and Robyn's RV9a

Bob and Robyn Dennis were at the recent Watts Bridge Fly-In with their very neat little Rans side-by-side aircraft. This is Bob's account of how he and Robyn came to build it:

Hello QUA members. Here's a summary of our reason for going with the RV9a, our experience building it and the story of its first flight.

Two and a half years ago, when we decided to build a kit aircraft, RAAus were trying to have their MTOW limit increased to 760kg. With a Lycoming O-235 fitted, the RV9/9a, easily complied with that increased limit. Its 38kt specified stall speed also meant it could be registered with RAAus. We knew the application to CASA for the increased MTOW would take time to process, but it would take time for us to put a kit together as well. So we decided to bite the bullet and order the kit.



By the time the kit arrived in December 2009, CASA had knocked the 760kg MTOW idea on the head, but had given their nod of approval to a 600kg MTOW. We decided that this weight was still achievable, but it meant a lot more work and more dollars, because the lightest equipment seems to be the most expensive. We worked full time on the kit throughout 2010, and moved the plane to Watts Bridge for final assembly of wings, etc, exactly 12 months after receiving the kit.



The aircraft was completed by late December 2010. We weighed it on a set of Longacre motor racing scales at 406 kg. The airframe of the quick-build kit was unmodified in any way or form to achieve this weight. A conically mounted O-235 C2C (the lightest of the O-235's) was chosen and modified to Lycoming's LSA O-233 specs (with bolt-on equipment, etc), along with a Catto two blade prop (only 4 kg) and numerous other under cowl modifications to save weight. RV12 type seats, and an instrument panel fitted with a Dynon D180 EFIS, X-Com radio and Trigg transponder were also fitted to the Spartan interior. A huge amount of time was spent researching and choosing the lightest equipment and gear available for this aircraft.

Our first application to RAA for registration resulted in a reply stating, "Sorry we cannot register this aircraft in RAA." In the meantime, the floods hit and water inundated our house and business workshop at Bundamba. Fortunately, the plane had been moved a month earlier to Watts Bridge, but our priority then became flood clean-up and getting the business workshop back in production. It was March before we turned some of our attention back to the plane.

Our second application for registration was supplied with back-up documentation, which included a letter from Vans Aircraft, stating that there were RV9's and 9a's registered LSA in North America. We also supplied other facts and figures on how we got the aircraft down to the weight it weighed in at. Registration was finally accepted in March, and our Recreational Aviation Australia registered RV-9A made its first flight on April 10th 2011. It displayed no vices; in fact after trimming, it flew hands off. Unfortunately, I had to cut the first flight short due to a rough running engine that had developed after take-off. The roughness was the result of stale fuel, gumming up the TBI fine spray tube holes.

The Hobbs meter now has a total of 9 hours on it, but not much testing has been done. We need to get the engine run in so I am not spending all my time watching engine temperatures. The temperatures are starting to stabilise now, so we will be able to get back to testing. Stall tests that were done on the second flight were impressive. The RV got back to 38kts clean, shuddered slightly, dipped its nose about 5 degrees below the horizon, and with controls neutral it glided out of it. With full flaps it did the same at 35kts. I didn't take note of how much height was lost, but I will be checking that soon.



Because of work commitments, there hasn't been any flying for the last couple of weeks, and it will possibly be another couple of weeks before we get a chance to continue our testing. We are really looking forward to it! Bob.

Forced Landings

The risk associated with engine failure increases with an aircraft's stalling speed. Also, aircraft which can make steeper approaches (and have bigger wheels) are generally safer. We were once taught to go through "high key" at 2500 feet over the threshold, "low key" at 1500 feet over the far end, followed by a normal circuit, all the while doing complicated engine restart checks before finally shutting the thing down completely, then making a perfect touchdown just inside the fence. This scenario now seems somewhat unrealistic. However, there are five important considerations to bear in mind in case one day you are unlucky enough to run out of noise.

Firstly, if the engine is not quite dead, don't turn it off. Half a motor is better than no motor. Secondly, think about the wind while looking for a suitable field. Thirdly, keep that field in sight. Try not to turn away from it. Fourthly, always try to land into wind, keeping the approach as slow as safely possible. Survivability on rough terrain is inversely proportional to the square of your ground speed. Fifthly (and most importantly), maintain control of the plane. This means not stalling it too far above the ground. It means turning away from obstacles. It may mean ground-looping before hitting the opposite fence. It can also mean running a wing into a tree if necessary. Always remember that your immediate health is your number one consideration. The aircraft is only there to protect you.

Practising forced landings with an idling engine is useful. Dead stick landings may be more realistic, but it should be born in mind that the aggregate risk involved in practising for an emergency should not exceed the risk of the improbable emergency being practised for.

Side-slipping can considerably steepen an approach, so it is a useful skill to practise. However, it also carries risk, so should be first practised aloft. Most pilots of side-by-side aircraft like to slip left so as to look forward. On right hand circuits, though, it is better to slip right, especially if the manoeuvre is started on base leg. This gives the right wing better airflow on the turn. Remember, the aircraft will surge forward on straightening. One must be experienced on type if slipping all the way down to the flare. Different aircraft straighten up at different rates. Usually, a longer winged, heavier aircraft takes more time to lift the wing and straighten.

Engine failure after takeoff leaves little thinking time. Turning back towards the airfield can greatly increase risk. Glider pilots are taught to nominate a decision height below which landing ahead is their only option. This height is mentally registered (in terms of an altimeter reading, not a height above the field) just prior to every takeoff. This is a good practice for power pilots to adopt as well.

In-line Fuel Filters.

Filtering should start before the fuel is put in the tank. A funnel filter that fits neatly in the tank filler port is a good investment. Preferably, the neck should be ribbed to allow the escape of air. There are filters called "Mr Funnel" filters which have such fine mesh that they even filter water (and just about everything else) out of fuel.

It is best not to use E10 (green pump handle) fuel in your aeroplane. California Power Systems recommend the following test to detect methanol. Fill a narrow glass jar (e.g., an olive jar) a third full of water and mark the level on the side of the jar. Then top up the jar with fuel, screw on the cap and shake it. Allow the emulsion to settle. If the water is now cloudy or the level has risen, then there is probably methanol in the fuel.

Fuel line filters should preferably be transparent (for easy inspection) with metal or plastic gauze elements. With paper elements, there is always the possibility of fragmentation and, also, they may lose their porosity over time without this being apparent. Filter units have an "in" end and an "out" end, and at least one of these should be clearly marked. The "in" end feeds the outside of the sieve basket and the "out" end takes the fuel from the inside. The units will work OK in either direction but will give a longer serviceable life if properly aligned, because the outside of the sieve spreads out any sediment whereas the inside would concentrate it. Also, the "in" end has the flat surface of the basket top to spread the current to the outside of the unit. This reduces the swirling effect and allows sediment to settle at the bottom. For this reason (and also because it stops sediment gravitating back into the feed line when the motor is not running), the unit should ideally be connected with the "in" end higher than the "out" end. For fuselage tank and low wing aircraft, where this might not be possible, perhaps filters should be changed more regularly.

Fully sealed disposable plastic filter units are probably better than the replaceable element, metal-ended, glass tube type on the grounds that they can't vibrate apart and they are about a quarter of the weight. The photo at right shows a disposable plastic fuel filter unit taken from my Sapphire. Note that this unit will accept both 1/4" and 5/16" fuel line. The idea is to cut off the outer barbs if your engine needs the latter. This removes a potential choke point. It's better to cut these ends with a sharp blade rather than a hacksaw to avoid daggy bits entering the unit (a good idea for fuel line as well). The clamping area behind the hose barbs on this unit is a little too narrow for secure behind-the-barb clamping.



The second photo is of an in-line filter bought (\$9) from a go-kart assembler and dealer, Alf Capri, in Fairfield. It has ample clamping space behind the barbs. It is an American manufactured item from Drew Price Engineering. Alf said that he has been using these units for a considerable period of time and has found them to be 100% reliable. The URL for them is below (they are the FLFW item, second down in the left column):



http://www.dpeng.com.au/cat/index.cgi/shopfront/view_by_category?category_id=15872

There is an argument to be made that in a properly managed fuel system in which all fuel is filtered into the tanks, an in-line fuel filter actually increases risk. The theory of good design dictates that complexity should not exceed the demands of adequacy, and in-line filters introduce two extra connections either side of a five dollar, untested, thin-walled, molded plastic container. On the other hand, in-line filters provide system redundancy and their use also takes into account possible deterioration in the lining of the fuel tank. (By the way, the next newsletter looks at tank sealers.)

RAAus Board Election (the editor's view)

I believe that there are three nominees for the two available positions (we have three reps for S.Q., but with two year terms, only two of them are up for re-election). I know for sure that John McKeown has re-nominated. I would like to remind everyone that John has been the only SQ board representative to regularly stay in touch with this club. John has always been very open about where he stands in relation to RAAus policies. John has made no secret of the fact that he disagrees with the secrecy policy currently prevailing in relation to board matters and is the only board member not to have signed the confidentiality agreement. I happen to agree with his philosophy on open and transparent decision making in the association. As well, for 12 months I tried without success to get the word out in relation to the Sapphire's pitch stabilisation system. John acted immediately when told about it and now there is an airworthiness notice advising current and potential owners to regularly check this system. For these reasons, I endorse John McKeown and will vote for him as my representative on the RAAus board. I urge you to do so too.

Have you paid your dues?

QUA fees are overdue. Still a bargain at only \$50! Send your hard earned cash to Ian Ratcliffe, our venerable treasurer (so he can buy more apps for his Ipad).

Xmas in July



Are Bing Carburettors susceptible to icing?

In our April newsletter there was a story about carby icing that Tevor Bange from Clifton had sent in. Ralph Percy is interested in the subject (as every pilot should be). He is thinking of installing carburettor heat on Deb's A-Air:

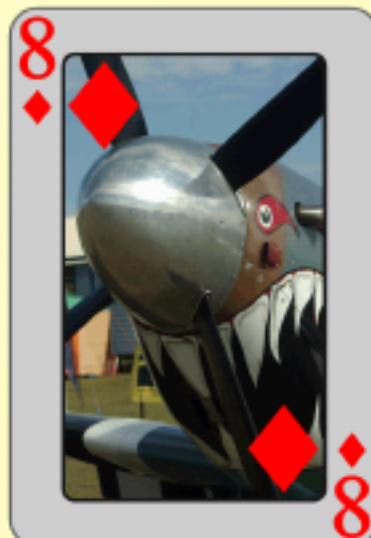
Where I come from, icing is one of the biggest hazards in flying. I noticed that our Rotax 2 cycle was 5 on takeoff (in the yellow) going down to Watts the other morning. I think carb heat is the next thing we add - John McBryde of Sky Fox said he has seen his Bantam 582 Bings white a few times.

Ralph, perhaps you are worrying unnecessarily.

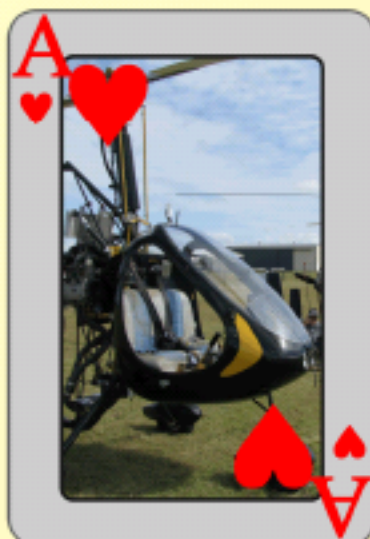
There are three types of engine icing. Firstly, there is impact icing which accumulates on air scoops and filters from already frozen sleet and snow. As a VFR pilot, engine icing would be the least of your problems if you encountered these conditions.

Secondly, there is carburettor icing, which forms in the venturis of carburettors as the air is cooled by decreasing pressure and (especially) vaporizing fuel. However, carby ice needs an attachment point; it doesn't just form outwards from the smooth inner wall of the venturi. Butterfly valve carbies have an obvious attachment point, but in slide carbies (which are basically expandable venturi carbies) like the Bing 54, the only possible attachment point is the thin, round jet needle. Not much ice will collect on that, especially as it moves up and down with the slide. In article 44, "Carb Ice: The Threat and the Theory" (California Power Systems Manual 2010), Mike Stratman says that engine failure due to icing in a Bing slide carburettor is virtually unknown. He also quotes from "Aircraft Powerplants" by Bent/McKinley, a text recognized by the FAA, in which it is stated that "The variable venturi and pressure injection carburettors are relatively free from carburettor icing troubles." So, yes, Deb's carbies may get very cold (even frosty white on the outside) but icing inside seems an unlikely event.

Thirdly, manifold icing can occur downstream of the carburettor. With Rotax two strokes, however, the first part of the manifold is smooth rubber and the rest is relatively short, meaning that engine heat has an effect on the manifold walls. So icing is not to be expected in this part of the system either.



Q.U.A. FUN FLY POKER RUN 2011



THE EVENT

The Queensland Ultralight Association's Fun Fly Poker Run will be held on Saturday the 23rd July 2011.

Starting time is 9:00am and finishing at 2:00pm.

It doesn't matter what you fly— Recreational, Homebuilt, General Aviation, Gyroplanes — we would love to have you join in the fun !!

THE GAME

Fly to any three of the participating airfields, Bradfield, Kilcoy, Gatton Airpark or Mc Carron's Field and collect an envelope which contains a playing card from underneath the primary windsock.

DO NOT OPEN ANY ENVELOPES UNTIL REGISTERING AT THE QUA CLUBHOUSE — WATTS BRIDGE

You can start anywhere you like and go to the airfields of your choice in any order that suits you.

Then just fly on to Watts Bridge Memorial Airfield where you pay your entrance fee of \$5.00 and register your hand.

BBQ Snacks & Drinks will be available all day long.

THE WINNER

At the end of the day, the organizers will draw two cards at random. These cards will complete the five card hands for all players.

The best Poker Hand wins the Trophy for 2011.

**THIS IS FUN FLYING AT ITS BEST
SO COME ON AND GIVE IT A GO !!**

AIRFIELD LOCATIONS

BRADFIELD	S 27° 25.1' E 152° 24.1'	KILCOY	S 26° 58.2' E 152° 34.0'
GATTON AIRPARK	S 27° 35.4' E 152° 15.4'	Mc CARRON'S FIELD	S 27° 05.9' E 152° 36.2'
WATTS BRIDGE	S 27° 05.9' E 152° 27.6'		

If you have any questions :
please contact :



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Marty Hone on the Gatton Breakfast

Despite forecasts of showers and occasional thunderstorms, the annual Gatton Airpark Breakfast Fly-in held on Sunday, May 29 was blessed once again with the sunshine and light breezes typical of winter in SE Queensland.



One aircraft, the immaculate, bright red RV4 of Russell Arthur (seen in photo right getting ready to depart) came from Mangalore in Victoria. Another 53 aircraft came from

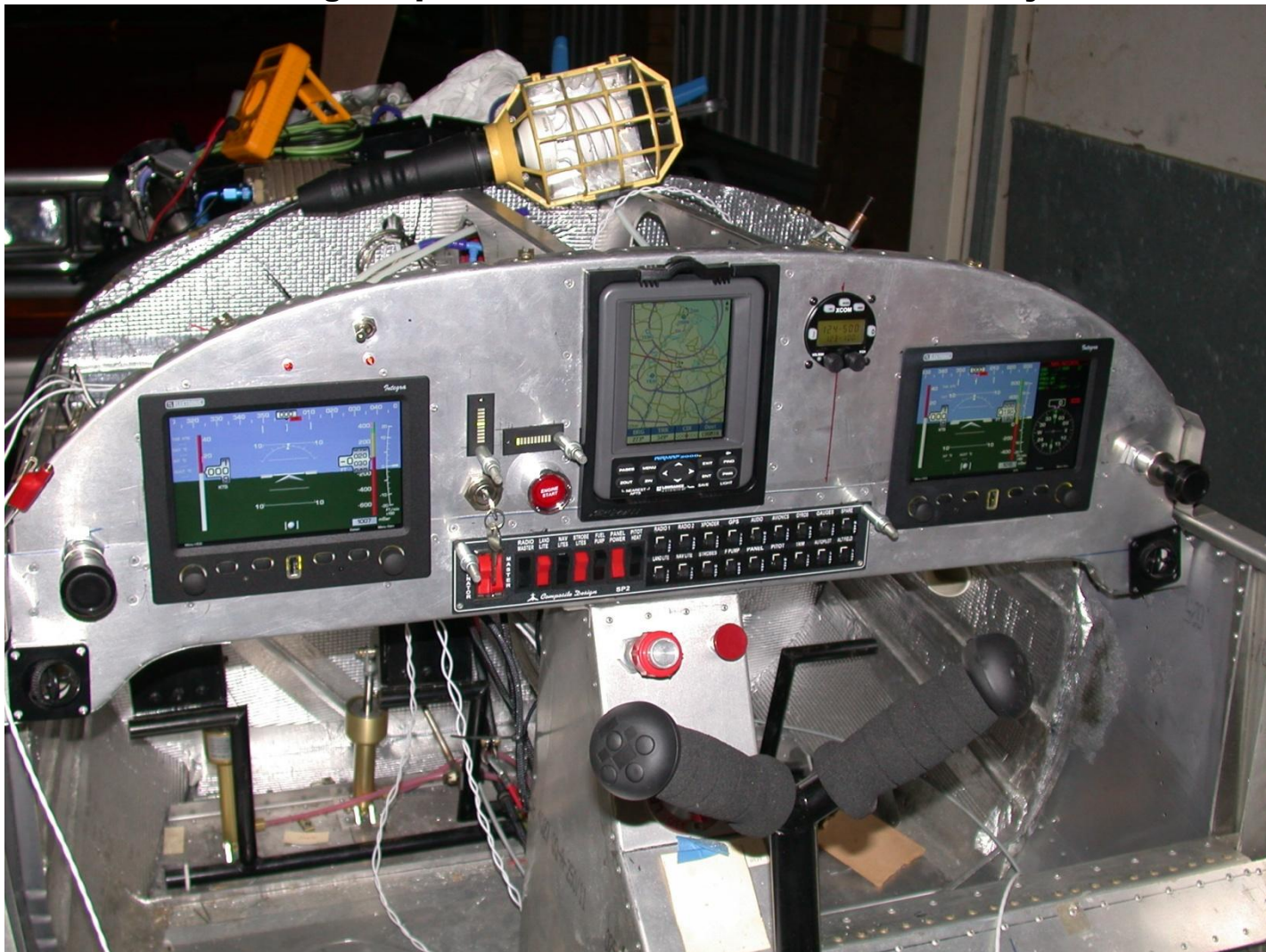
as far away as Tamworth in NSW (two MTO gyrocopters), all defying the weather predictions and the general state of the economy to enjoy this annual event. Although numbers were down from the 76 of the previous year, the Lions



Club served over 150 hot breakfasts, which were especially appreciated by the hardy bunch of trike pilots that flew in from the coast. Trikes, gyros, vintage aircraft, GA & RAAus registered aircraft, off-the-shelf models and home-builts made up an interesting variety, all their proud owners taking the opportunity to drop in and see the airpark concept first hand, as well as mingle with like-minded

aviation enthusiasts. This year we had active radio advisory for incoming aircraft and hardworking marshals made for safe and orderly arrivals. We even had three commercial displays. On behalf of the Committee, Body Corp members and those that attended, I would like to express my appreciation to those volunteers who helped present such a warm and welcoming scene. In particular and in no order: Mal & Lyn for the Lions catering efforts, Keith and Hazel for the marquee and accommodation for those from interstate, Bruce & Ronnie for putting on a BBQ for the interstate travellers and volunteers, and mowing, Col for toilets and mowing, Sandra for 'manning' the radio, Phil and Col - the table tennis twins - for marshalling, Beven, Lynn, Alan & Doreen for mowing, John & Lyn C. for use of their power and property, as well as Alec & Kath, the interstate visitors and all the above for setting up and dismantling. Thank you one and all. And many thanks to Marty for sending this us this report.

Wow! Check out the glass panel on the Ratcliffe's Zenith 601. Very neat indeed!



Peter Freeman's new hangar almost finished



Peter Freeman goes to the Old Station Fly-In at Raglin



This was the first Fly-In held since George Creed's passing. The photo (top left) is taken from the hill overlooking the aircraft parking area. Some vintage tractors and equipment are in the foreground. There was under wing camping allowed but also an allocated camping area for caravans and tents. The old hangar can be seen in the background. In recent times, it has been extended to give

room for a new dinning and meals area with bar, indoor and outdoor tables and seating. The extension can be seen where the new material starts. Peter counted about 70 aircraft on the ground when this photo was taken. The



numbers for the Friday night roast beef dinner far exceeded their expectations but it was coped with in true country style. Meals after that were at the Old Feed Barn,

catered for by the local Lions Club, who provided steak sandwiches etc. A new amenities block has been constructed at it has excellent country style facilities. There are now more bunk rooms and they are on both sides of the old hangar. The property has been catering for the farm stay experience in recent times. Many thanks for the story and the photos, Peter.



Members' views in relation to club name change proposal (in the June newsletter)

As expected, young Col was first off the blocks:

Why flog this dead horse again? It was voted down last time you brought it up and it was also voted down when suggested by one other member. Leave it alone! Why do a couple of new members want to change our identity as soon they join? If you are uncomfortable with our name, why not buy a different a/c, so that you can join a different club (SAAA). The club has been in existence for many years under the QUA name & we all fly ULTRALIGHTS, not jets or gliders or Cessnas. ULTRALIGHTS, so get over it & accept it. Colin Thorpe. P.S. I hope that you print all the replies that you receive.

Closely followed by Gavin:

Hi Guys. This can go on forever. The RSL actually does have a renewable membership. It is just that most ex-servicemen do not join until they are older (like me). I once put forward a proposal that all members sponsor a new member for \$20. That is, make someone a member for no cost to the new member. It would be a minimal outlay for anyone (if \$20 is too much, you have the wrong hobby). Then, a year later, when the renewals go out, a proportion of those new members may renew and stay on as members. It's just an idea. Cheers, Gavin.

Then our esteemed Treasurer, Ian:

Arthur, most of our new members have joined the club at the invitation of existing members or by word of mouth from other clubs or flyers. When these new prospective members make enquiries, they already know what our club is all about. They are not just looking up the name in the phone book and then saying, "I am not into ultralights so I will not join." So the name to me is not relevant. Also, there is the added expense and time involved in having to change our name. This would mean all new bank accounts and having everyone attend the bank to set it all up, changing all our details with the taxation office and then there is the corporate affairs details that will need to be changed. As well, nothing could be done until after the current round of grants has been completed, because we have submissions in under the QUA and these would have to be completed before any change would be possible. I therefore think we should just stay with who we are. Ian Ratcliffe.

I went to the Watts Bridge meeting with some trepidation. However, when the matter came up, I was surprised. When asked who thought a name change was a good idea, the meeting voted overwhelmingly in favour (although there were definitely dissenters). Richard Faint had addressed meeting moments before. He said that, firstly, a name should be accurate and he thought our current one wasn't, and, secondly, a name should be a reflection of the people in the club and not of the machines they owned or operated. Richard also pointed out that the idea of name change was not new to the club. Originally our club was called the "Logan Flyers". After Richard has so persuasively spoken, Treasurer Ian Ratcliffe said that he was now not so much against the idea. He also said the current round of grants was not an issue as these could still go ahead under the current name.

Ralph Percy spoke in favour of a name change and later sent me this email:

Arthur, as I stated at the meeting, I was not against the name change as, [before joining] we had on at least three occasions walked by the club thinking that "ultralight" was not what we were interested in as we have a Piper we are restoring. If we had not met Mal and taken a ride in his plane, we probably would never have ventured into the clubhouse. I do believe a name that better reflects what is going on at the club is a good [idea]. As Richard stated, look at what is going on at the fly-ins. [We need] something that reflects the friendly nature of the club, and [one which indicates] that we fly, not what we fly or where. Limiting the operational area too much might not be a good idea, as in our case we are three hours away by road. There are others out this way, some with strips that we might attract. This has the added bonus of offering club members opportunities to make short trips away from Watts. I think that, as the club grows around a Watts base, a few of the members further south will drop off. It might be worth getting input on the name from those that are interested. On the question of younger members, I believe it is an issue of cost. I left flying 45 years ago and am only able to return now at 70. My wife loves her X-Air, but would probably have never learned to fly if it had not been for my interest. She would be one of the younger members at 46. This is certainly something to look at in the future. Regards, Ralph Percy.

And Mal McKenzie has put forward an alternative name to the one in last month's newsletter:

I think a good name would simply be the "Brisbane Valley Flying Club" or BVFC for short. Most flying ops at Watts are sport or recreational irrespective of the type: gliding, training, gyros, trikes, GA, aerobatic, ultralight/recreational, powered chutes, vintage and classic, etc. That name would also cover restoration and building of flying machines. Mal.

What about Brisbane Valley Aero Club? Are the rights to the Aero Club label restricted in some way? All we need is a well stocked bar and a tiger moth propeller on the back wall with a clock in the middle.

Three club aircraft flew in for the June meeting including Steve Donald's superb Aeropup (which is still for sale)



As well as a bit of heavy metal



The newspaper article on the left was sent in by Ralph Percy. Nothing like having the right gloves for the right job!

Technical Corner Gloves and solvents

By Kent O'Kelly
Castle Rock, Colo.

headwinds@msn.com

Reprinted from the Colo-Wyo
newsletter

Ever used mineral spirits or some other solvent and had your rubber/plastic gloves "melt"? Me, too.

Here's a table I found on the internet showing the compatibility of three types of protective gloves with various solvents. The table on the internet is very extensive, naming some solvents, chemicals, or compounds that I don't even recognize, let alone use. I've list-

ed some of the more common ones that we use as we maintain/restore our airplanes.

Based on the things listed here, it looks like: If in doubt, use nitrile gloves.

Key:

Yes: Is chemically resistant

No: Not acceptably chemically resistant

Not Rated: Not classified either as resistant or non-resistant

Limited use: Resistant for incidental or short time duration.

Data per Ammax Corporation.

Solvent	Nitrile	Latex	Vinyl
Acetone	Limited Use	Yes	Limited Use
Battery Acid	Yes	Yes	Yes
Benzene	Yes	No	Limited Use
Butane	Yes	No	No
Carbon Tetrachloride	Yes	No	Limited Use
Cutting Oil	Yes	Limited Use	No
Ethanol	Yes	Not Rated	Not Rated
Ethyl Alcohol	Yes	Yes	Yes
Gasoline	Yes	Not Rated	No
Linseed Oil	Yes	No	Yes
MEK	Limited Use	Yes	No
Mineral Spirits	Yes	Limited Use	Limited Use
Paint Remover	Yes	Limited Use	No
Toluene	Yes	No	Limited Use
Turbine Oil	Yes	No	Limited Use
Turpentine	Yes	No	Limited Use

ANNUAL DRIFTER BREAKFAST

Sunday 17TH July 2011 TO BE HELD AT THE HOME OF THE FLYING TIGERS - BOONAH AIRFIELD
ALL AIRCRAFT WELCOME (ALL GIVEN HONORARY DRIFTER STATUS FOR THE DAY)
DUE TO THE 'UNUSUAL' CRUISING SPEED OF DRIFTERS, BREAKFAST UNTIL LUNCHTIME!
THE FAMOUS TIGERS' BREAKFAST – A MERE FIVE DOLLARS! (with unlimited TEA OR COFFEE)
CONTACT: DAVE TONKS – davidtonks@bigpond.com; Phone 07 5463 5116 (AH), 0438 463 601 (Mob)
(PLEASE CONTACT DAVE WITH APPROXIMATE NUMBERS A WEEK BEFORE THE EVENT)
A FREE **REAL MEN FLY TAILDRAGGERS** STICKER WILL BE GIVEN TO EACH PILOT ATTENDING

TALK TO DRIFTER LEGENDS (SUCH AS KIWI AND GRUMMO)! MOST OF ALL, JUST HAVE A GREAT TIME FLYING IN TO THE FRIENDLIEST ULTRALIGHT AIRCRAFT CLUB IN OZ!

Other Aviation Events

Jun 24-26 Birdsville, QLD, Rodeo Bronco Branding Horse Gymkhana
Jun 24-28 Longreach, QLD, Wings of Life - Longreach Fly-In
Jun 25 Watts Bridge, QLD, 80th Anniversary of the Tiger Moth Fly-In
Jun 25 Birdsville, QLD, Birdsville Bronco Branding - **POSTPONED**
Jun 27-28 Longreach, QLD, SAAA Maintenance Procedures Course
Jul 1-3 Bedourie, QLD, Bedourie Campdraft, Rodeo & Gymkhana
Jul 2-3 Caloundra, QLD, Open Cockpit Weekend
Jul 3 Wagga Wagga, NSW, Wagga City Aero Club monthly BBQ Lunch
Jul 6-7 Gran Meila Shanghai Hotel, China, Oth, Aviation Outlook China 2011
Jul 9 Bedourie, QLD, Bedourie Camel Races
Jul 17 Boonah, QLD, Drifter Breakfast

Breaking News!

Mal McKenzie has bought a Skyranger kit! It arrived last Thursday (16th June) from France. He has already started assembly. Photos are coming next month.

Also, Scott Hendry's new Skyranger Ninja kit should be ready for shipping soon.

Furthermore, Greg Robertson's Skyrangers (and Scott's trike) are now at Watts Bridge in Peter Freeman's new hangar. It seems that Watts Bridge is rapidly becoming Skyranger territory. We'll all have to learn to speak French!

But wait, there's more! Richard and Glenda Faint have bought a Jabiru! They just couldn't wait for their Waix project to be finished. They want to go flying together. Now, that's romantic....

And another new member! Dennis Randall owns a strut-braced Drifter. Welcome to the QUA, Dennis!

**The next QUA meeting is at 10am on Monday 4th
July at Archerfield at 1930hrs.**

PRESIDENT: Peter Ratcliffe 0418159429 **TREASURER:** Ian Ratcliffe 0418728238

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QUA Inc TECHNICAL DIRECTOR: George Perez 0423536380

MINUTES OF JUNE 4th 2011 GENERAL MEETING

MEETING OPENED	10.23 am								
APOLOGIES	Ivor Parsons, Bryan Schollum, Richard Sweetapple, Sandy Walker, Gavin McGrath								
ATTENDENCE	Seventeen.								
MINUTES OF FEBRUARY	No business arising. Motion to accept minutes as correct. Proposed Peter Ratcliffe, seconded Glenda Faint, motion carried.								
PRESIDENT'S REPORT	Thanks to all the members who helped at the All In Fly In weekend. Work on the clubhouse continues.								
TREASURERS REPORT	<table><tr><td>Opening Balance</td><td>\$ 9,707.86</td></tr><tr><td>Deposits</td><td>\$ 2,017.15</td></tr><tr><td>Withdrawals</td><td>\$ 159.16</td></tr><tr><td>Closing Balance</td><td>\$ 11,565.85</td></tr></table> <p>We did quite well at the recent fly in with the drink sales and raffle. Membership fees are now due. We are waiting on the outcome of the solar power grant proposal.</p>	Opening Balance	\$ 9,707.86	Deposits	\$ 2,017.15	Withdrawals	\$ 159.16	Closing Balance	\$ 11,565.85
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Withdrawals	\$ 159.16								
Closing Balance	\$ 11,565.85								
SECRETARIES REPORT	Quiet in past month. Most emails were in regard to the All In Fly In.								
WBMA REPORT	Repairs continue on tractors, mower and the toilet system. Approaches from the WBMA Leaseholders for another fly in. Date proposed is September 17 th for a Classic Aircraft Fly In.								
SOCIAL REPORT	Gatton Breakfast Fly in was well run but numbers were down. Old Station at Raglan is on again. Boonah Drifter Breakfast Fly In is on July 17 th . QUA Poker Run and Christmas in July Dinner is on Saturday 23 rd .								
GENERAL BUSINESS	<p>QUA Poker Run. Help will be required for the catering. Promotions are going out this week. QUA Sign Application – a draft sample of the artwork is to be submitted. New VNC charts have been released and are most useful. Motion to have a plasterer finish the lining of the clubhouse. Proposed Peter Ratcliffe, seconded Peter Freeman, motion carried. Proposed QUA Inc name change. Some members agree to this proposal. The QUA Inc is mainly concentrated in SE Queensland. New name should reflect who we are today and the direction the QUA Inc is going. Motion to purchase a first aid kit for the clubhouse. Proposed Ian Ratcliffe, seconded Ron Dunne, motion carried. Motion to request QUA Inc helping with the proposed Classic Fly In. Proposed Ron Dunne, seconded Deb Percy, motion carried. Redcliffe Aero Club has purchased a Tecnam P2008 for pilot training and private hire. They are also doing conversions from the recreational pilot certificate to GA pilot's license. A second RAAus registered Tecnam P2008 is planned in the near future for RAAus pilots. Flying instructor John McBride, formerly of Caloundra, is available to do flight reviews. Ask Deb Percy for John's contact details. Note that QUA members John Walmsley and Kevin Walters are also available for pilot training and flight reviews.</p>								
NEXT QUA Inc MEETING	Monday 4th July at the Archerfield Airfield Terminal Building at 1930.								
THANKYOU	To David & Peter Ratcliffe for providing the BBQ today.								
MEETING CLOSED	11.31 am.								