

QUEENSLAND ULTRALIGHT ASSOCIATION AUGUST 2011 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

www.qua.org.au

www.wattsbridge.com.au

Love is in the Air – Richard and Glenda's new Jabiru



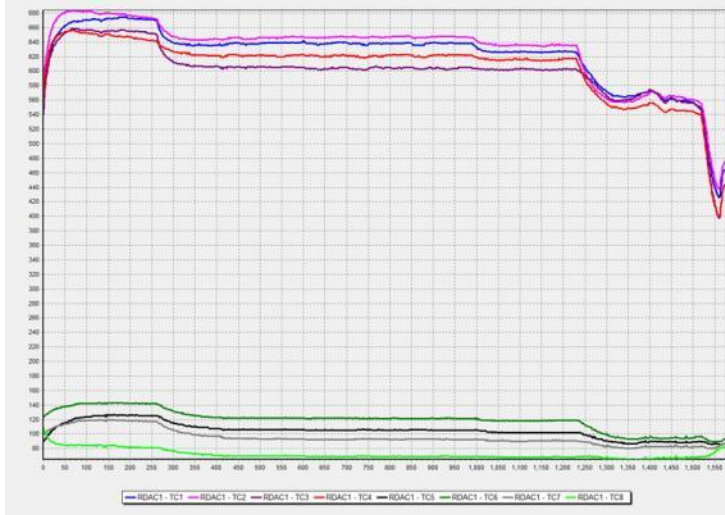
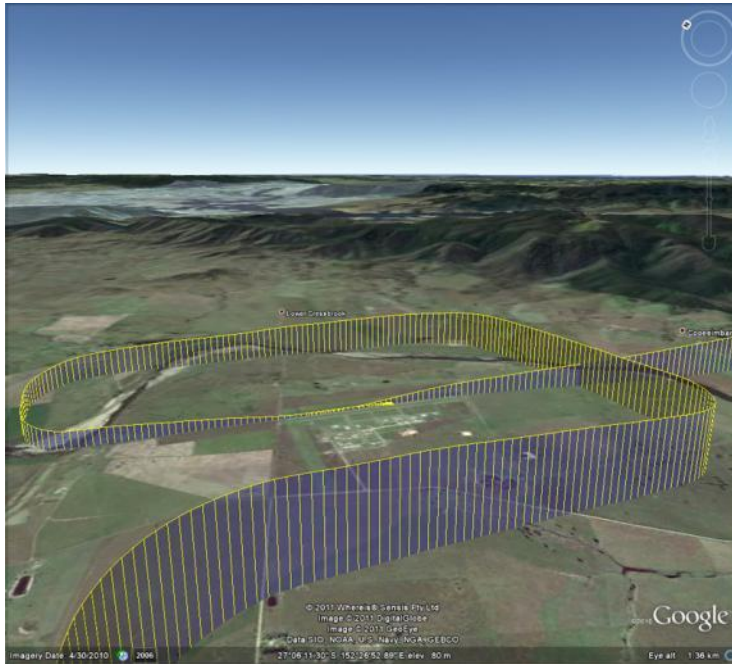
Everywhere I look around

Richard and Glenda Faint just couldn't wait for their Waixex project to be completed before going flying together. So they lashed out and bought a Jabiru. Not just any Jabiru either. It is an SP model built by someone they know well. It is virtually brand new, only 25 hours of flight test time on it. All the required Jabiru engine modifications have been done and, not only that, the fellow who did the test flying is a Jabiru owner himself and also an engineer. He spent a lot of time adjusting the cooling of the engine so that all cylinders run well within approved CHT ranges. The aircraft comes equipped with a very elaborate instrument panel and is immaculately finished inside and out. A very beautiful aircraft indeed.

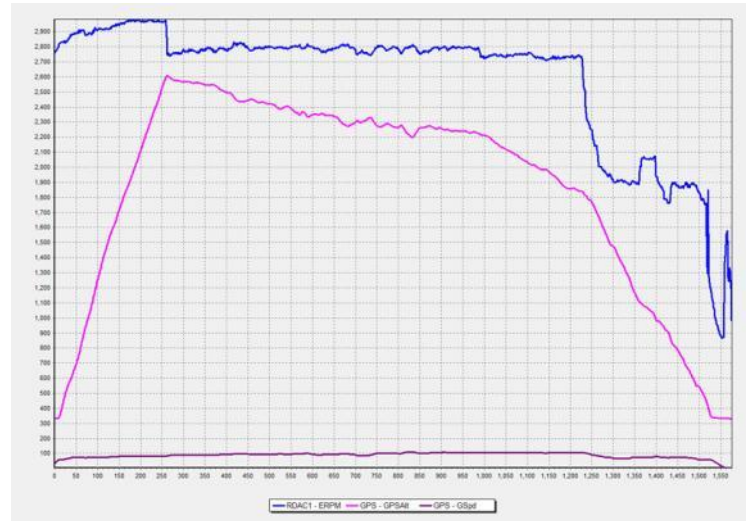
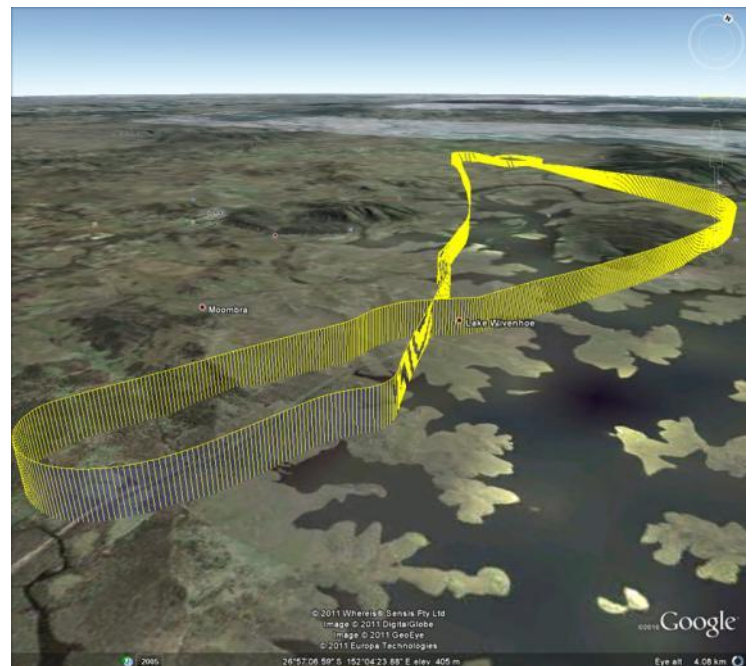


Every sight and every sound

Richard and Glenda's new Jabiru is equipped with some very sophisticated instrumentation. The flat screen display not only provides them with all the real time flight information they need, it also records it all for later analysis. These data plots area a sample from a set sent to me by Richard. They show how a complete profile of a recent local flight he and Glenda undertook out of Watts Bridge was able to be accessed after landing. The computer also records all the engine settings, temperatures and pressures, etc. You name it, it's on file! CASA just has to ask for the disc.



In these two lower photos, the MGL Avionics box displays CHT values across all four cylinders. It points out the uneven cooling on Cylinders 2 (hottest) & 4 (coldest), but all four CHTs are well within the approved range.



Mal McKenzie's Skyranger

Greg Robertson is the local dealer for Bestoff Aircraft, a French company that markets a relatively easy to build aircraft called the Skyranger. Greg has just set up shop at Watts Bridge. He has already sold the VH registered plane (photo right) to someone from the Northern Territory. Greg has also sold a kit to our worthy, hard-working secretary, Mal McKenzie. Mal's kit was delivered about a month ago and he has already started putting the aircraft together in a shed belonging to his mate Max at Marburg. He has been getting some assistance, as well, from Scott Hendry, who has bought a kit from Greg too. Scott's Skyranger kit is currently on its way from France. The photos below start with the delivery of many international parcels, all of them bearing Mal's name. He quickly opened them, sorted all the bits into piles and then the fun began.



Mal's Skyranger (continued)



Mal has the wings on, all the control surfaces fitted and operational, and the throttle lever fitted as well. He has also installed the 90 litre fuselage fuel tank and fuel lines. Additionally, he has installed the elevator trim control and has the flaps working. As can be seen from the photo at right, he has the panel installed and is mocking up the instruments too. He told me just this week that he is covering the rear fuselage.

Mal and his volunteer helpers have made absolutely amazing progress in the few short weeks since the kit arrived. Obviously, when Bestoff advertise this kit as one of the fastest of all to build, they aren't joking. Mal's Skyranger will be fitted with a Rotax 912 four-stroke motor, so with those 90 litres of fuel, it's going to be a great cross-country aircraft. Mal could well be off to Natfly at Temora next year where he might even take out one of the awards with this wonderful flying machine. Well done, Mal! We are all looking forward to seeing your Bestoff Skyranger take to the skies in the near future.



Boonah Tigers Breakfast Sunday 17th July



Boonah Tigers Fly-in (cont.)



Boonah Tigers Fly-in (fini)



Kenny Edwards admits to being a perfectionist, but he didn't need to tell me. I knew it the moment I set eyes on his immaculately constructed, Natfly award winning, Rans S7S Courier. Our encounter took place at Watts Bridge Memorial Airfield on Saturday 25th June this year. Kenny was on leave from his day job in Papua New Guinea where he flies heavy lift helicopters. He is also an experienced LAME. When on leave, he hangs out at Watts in a rented hangar building planes.



The Courier is Kenny's fourth aircraft build. His previous builds had already won major awards on the Australian homebuilding scene when he started construction on the Courier in late 2008. The plane had its first flight in mid 2010. It has been given RAAus registration 19-7222 and has now completed all its mandatory test flying.

Kenny's Courier is an exceptional aircraft, but not just for the quality of its build. It is powered by a Rotax 912 ULS driving a Sensenich bladed, Airmaster AP332 constant speed feathering propeller, giving the aircraft maximum versatility and range. The aircraft has even longer legs thanks to its Turtle Pac "Little Buddy" auxiliary fuel system. This electrically-actuated transfer, bladder contained system is easily and quickly installed into or removed from the rear fuselage without special tools (a screwdriver is all that's required). It extends the aircraft's normal cruise endurance by over two hours and weighs less than 5kg without fuel.



The Courier's all white colour scheme has been achieved using the PolyFiber system and is truly without a blemish. The instrument panel is a fully functional work of art. Honestly, there is no way to describe this aircraft other than perfect.



Kenny's Courier (continued)



The Cub-like Courier has a cruising speed of just under 100kts and a useful load of 240kg. Stalling speed clean is 40kts and 36kt with full flap. There is plenty of access through a long upward lifting door on each side. Probably the most noticeable feature of the Courier is the visibility with a long transparent ceiling panel reaching well behind the rear seat. The aircraft has toe operated differential hydraulic braking which makes it as manoeuvrable on the ground as it is in the air. It is a very beautiful aircraft indeed. Well done, **Kenny Edwards!**



Icing in Bing Slide Carburettors (continued from last month)

Last month's article on icing prompted two pilots to report that they feel they have experienced carburettor icing while flying aircraft fitted with Bing 54s. Neither of them had an engine failure and neither noticed a reduction in power, however, their accounts seem to be consistent in relation to the symptoms they experienced.

Ian Walker from the Boonah Tigers told me that once he was approaching an airfield and noticed two small but distinct thumps from the 503 powering his Drifter. He wasn't sure whether he had flown through some kind of turbulence or that the disturbance had been from the motor itself. He was, however, in company with another Drifter (Kiwi's) and, as it turned out, that aircraft had displayed the same symptoms at about the same time. Both pilots concluded that ice had probably collected on the jet needles of their carbies, had then broken off and gone into the motor. Ian remembers the conditions being conducive to icing.

Mike Smith, flying a Jabiru with a Bing Carburettor had the following experience:

In July 2009, I was flying my Jabiru 6 cylinder in the annual QUA poker run. After departing Heck field I flew OCTA to Bradfield dodging a few showers along the way. A card was collected and I proceeded to Kilcoy at 4000ft. No problem so far, engine running perfectly. After picking up a card at Kilcoy I departed Kilcoy and proceeded to McCarron's field adjacent to Somerset Dam. Very soon after reducing power to descend the engine at random and at quick intervals began to show symptoms of 'hydraulic icing' [Mike asks, "Is that a word?" Well, it's not in the dictionary, but we know exactly what he means, don't we! Ed]. These shudders were severe enough to be felt through the airframe as well as being heard in the sound of the engine. Having never experienced carby icing in a Jabiru before, I did not recognise the symptoms as carby icing. In fact, much worse things flew through my mind – things like imminent mechanical failure! I applied full power and began climbing and the symptoms went away quite quickly. However, still being quite fearful of what might be about to happen, I headed straight for Watts Bridge. I joined circuit on base and made a normal approach.

I breathed a sigh of relief after pulling up outside the Faint's hangar. I then pulled the plugs out for inspection and they appeared to be a normal colour. I did a compression test and all cylinders came up within normal operating limits. Rotating the prop by hand didn't reveal any unusual noises. I put a new set of plugs in and ran the engine. Perfect. I went and did a couple of circuits and all seemed well. Still pondering what had happened, I changed one plug in each cylinder back to the old plugs and did another couple of circuits. Perfect. I then changed the rest of the plugs back to the old ones and two more circuits. Perfect. What the hell??

Contemplating the problem, I wondered if I had experienced carby icing. I'd had that occur in Cessnas a few times over the years, but the symptoms were totally different. I decided to ring the factory on the following Monday and describe the symptoms. The factory suggested the problem was icing and that it can definitely happen in a Jabiru with a Bing carby. They also suggested I check the prop bolts and flywheel bolts for correct tension, which I did and found all to be in order. I have since sold the plane; however, I flew a number of local flights in it after that incident, as well as a trip to Natfly, all on the same plugs that were in the engine at the time, with no further problems. I am now quite convinced that I did in fact have icing in some part of the induction system.

These two accounts (Ian's and Mike's) seem to indicate that perhaps ice can form somewhere in a Bing 54, and then repeatedly break away, resulting in the motor ingesting it in solid lumps. As Mike so well points out, this is quite a different manifestation to the gradual reduction in power we were all taught to look for.

Finally, Col Thorpe told me a story about another pilot flying a Bing equipped aircraft who had a power problem, switched his motor off, landed and then saw an oily emulsion exuding from the air filter. This pilot believes that oily ice (i.e., ice infused with two-stroke oil) had formed in his Bing carburettor and had then melted at the lower altitude. Interesting!

Thank you very much, Ian, Mike and Col for sharing this valuable information with us.

QUA Mailouts

It seems that no one has a problem with taking the 1Mb limit off the size of mailouts. Also there seems to be consensus that mailouts should be aviation oriented in some way or another. So aircraft photo files, aviation stories, your own photos of aircraft or flying events, construction project photos, etc, are all welcome. Just remember, though, that if they are really good, send them to me first, so that I can put them in the newsletter!

Tank Sealers – was going to be this month. Not enough space. Now September.

Draft protocol for Air-to-Air Photography

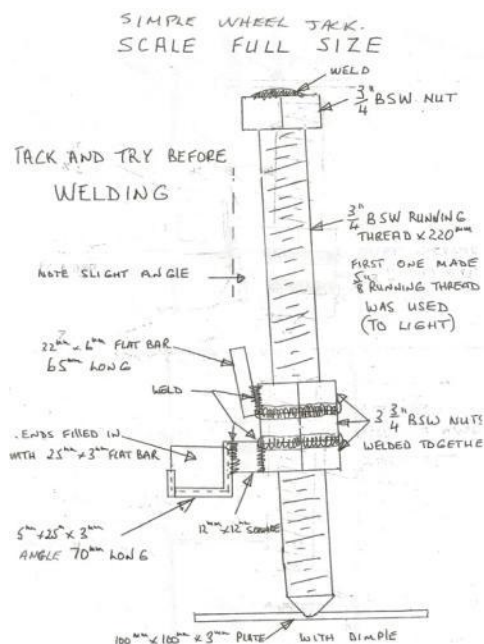
Have any of you engaged in air-to-air photography? Have you read anything about it? Please give me some feedback on this. I'm interested in coming up with a safe, workable procedure.

Obviously, two aircraft are involved (at least). One is the camera aircraft and the other is the target aircraft. A good camera aircraft is a two-seat open cockpit type that can fly reasonable slowly. A Drifter is the perfect example of a good camera aircraft.

Both pilots and photographer liaise prior to the exercise. A suitable area is chosen. This area is on the least busy side of the airfield and not too close to it. The altimeters in both aircraft are checked for consistency prior to departure. Then the camera aircraft takes off before the target aircraft, climbing to a pre-designated altitude where it embarks on a pre-designated flight path (sort of like a holding pattern). The target aircraft enters the designated area, climbing to an altitude 500ft below the camera plane. The target aircraft does not exceed this altitude without the camera aircraft in sight and positively identified. It descends immediately to 500ft below the camera plane after losing visual contact and does not climb again until it is once again visual with the camera plane. If both aircraft are radio equipped they may have continuous contact on the chat frequency, however, this will prevent them from listening for other traffic in the area.

There are statutory limits to the horizontal distance that must be maintained between aircraft. Normal VFR requires 500 ft separation. With a reasonable telephoto lens, on a calm morning, it should be possible to take good photos at this distance.

Mike Smith's light weight jack design.



Some amateur built aircraft are faster than others.
This photo was taken at Watts Bridge Airfield on Saturday 25th June.



Two-stroke fuel storage time

Have you ever wondered how long you can keep pre-mixed fuel? I have. Col Thorpe says that he kept a container full of two-stroke for over six months before putting it through his Flightstar's Rotax. Apparently, the motor purred like a kitten. I find this to be a reassuring piece of information, not that I would make a habit of mixing my fuel six months in advance. Col says that the most important thing is to always store fuel, pre-mixed or not, in a light-proof container. This is the same advice that Professor Sweetapple gave us a few months ago. The best containers to carry mogas around in are probably the Rheem heavy duty, black plastic ones. The cheaper red plastic ones would not be as light-proof.

Will Miller and his vintage ultralight project

Will is our Web manager. He is also keen on ultralight history. Not so long ago he drove to Longreach to collect a Winton Sportsman. He then got side-tracked into helping his dad restore an old boat. However, just recently he contacted a fellow in Melbourne about a Sander Veenstra prototype. They got talking and somehow decided to swap aircraft. So off went Will to Melbourne. He travelled 3500km in 4 days, some of it on 4 cylinders (out of six, that is). He said 5km/litre killed his wallet.



The Veenstra is closer to being airworthy than the Winton. In fact, Will says that if he was stupid enough, he could even fly it now. It mainly needs a few things re-positioned like the centre-mounted instrument panel) so Will can fit himself into the very small cockpit. Will told me that he thinks it was designed for midgets. He says that it has a stabilator like the Sapphire, and was apparently very sensitive in pitch during test flights. He will obviously have to pay careful attention to that feature of the plane before trying to taking off.

It's actually a prototype two-seat trainer. Apparently, Mr Veenstra was planning to start building them for cheap flight training, but he tragically died before getting the assembly line up and running. Will thinks that only two or so were made. I searched the Web for facts about Sander Veenstra, but, with the exception of a Thermite on display at the Moorabbin Aviation Museum, and two crash investigation reports involving Veenstra planes, there is nothing there. I



seem to remember that he was killed while testing a new design – he was seen to enter an inverted spin from which he couldn't recover. Has anyone got any information about Sander Veenstra? Neither of these two blokes is Will, by the way.

Sport Pilot Magazine (the good, the bad and the disappointing)

It seems we have much the same mix of advertorial and commercial spin, albeit without some of the managerial monologue. The letters to the editor section hasn't lived up to the sentiments expressed in the first issue, with most of the "de-intentified" (an interesting new word but forcing anonymity on contributors is nothing but a long established technique for controlling dissent) discussion being about the magazine's name and format, with copious responses from the editor taking up half the space. Sub-editor Kreisha Ballantyne is quite approachable, though, and may print some of our stuff from next month. For the magazine to be a genuinely disinterested forum of ideas for the greater association, however, is probably always going to be a pipe dream. These are my thoughts. I am very interested in what you think about the new magazine. Please send me your opinions and I will print them next month (with full credit – unless you specifically request de-indentification).

Meanwhile, back at the Ratcliffe Aircraft Works

These photographs were taken about two weeks ago. Peter, Ian and David have been hard at work on their new Zenith 701. Remember, this is one of three concurrent projects. This plane will be fitted with a Corvair flat four converted auto motor that has been especially modified for aviation purposes. This motor will provide the aircraft with outstanding STOL performance.



**The next QUA meeting is at 10.00am on
Saturday 6th August at the Watts Bridge
Clubhouse**

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WATTS BRIDGE MEMORIAL AIRFIELD INC.



Gathering of Eagles
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CONTACT

John 0417 643 610 Ron 0428 747 737 www.wattsbridge.com.au

The 2011 Inaugural Watts Bridge Memorial Airfield Gathering of Eagles

Watts Bridge Airfield leaseholders have banded together to run another fly-in. However, this is not just any fly-in. Although it may be derided by some as a Gathering of Sparrows, or a Gathering of Willy Wag-tails, ... or of Tom-Tits, if you really study the bird life in the vicinity of our airfield, you will realise that no other conclusion is possible – it can only be a **Gathering of Eagles!** This one day special event is being held on Saturday 17th September 2011. The inaugural **Gathering of Eagles** is being held to provide local and visiting aviators with a venue to fly into and enjoy the facilities of a really magnificent airstrip providing two good wide grass runways, to partake in a great social atmosphere and to view a wide array of visiting aircraft.

Remember, if it flies, it's always welcome at Watts Bridge. Expect all types from the historical to the hysterical, including Warbirds, Vintage, mainstream GA types, Trikes and Gyros, the latest LSA types and maybe a Glider or two (or three)! Bring a friend, but if you haven't any friends, bring yer mate. Bring anyone you like and introduce them to the wonderful world of aviation at Watts Bridge.

RAAus Elections for hardcopy newsletter recipients (soft copy already sent)

Everyone should vote! You have until 4pm, Friday 12th August. The ballot paper was included in your Sport Pilot magazine envelope. If you have mislaid it, please contact Julie Roll at RAAus in Canberra on 02 6280 4700, or email her at admin@raa.asn.au Two of the candidates for South Queensland have contacted the club to ask for our votes. They are the incumbent John McKeown and newcomer Kelvin Hutchinson. Both men seem to have similar points of view. Remember that these guys are volunteering for rather onerous unpaid jobs. You have no doubt read what they had to say in Sport Pilot, but the following is what they have to say to us personally:

My name is John McKeown. I ask you to clearly consider the profiles of the candidates for South Queensland and cast your vote for the candidate who best fits your own values and philosophy. I ask those of you who have a similar philosophy to myself to cast your first vote for me. I will do all in my power to represent the views of the majority, and make known to the Board the views of the minority. At the moment, the biggest issue I see in the association is a push by some for total secrecy of all board matters. I fully agree in the need for some matters to be kept secret, e.g., an accident investigation, or in a process disciplinary matter, however we are an association of members, we are not a public company in the normal sense, and you, the members, have a right to be kept fully informed of what is happening in your association.

Currently, I am the only board member who has refused to sign the total secrecy document, and I have been bringing the knowledge of this document to the attention of local members. A formal motion has been passed and is still on the books binding not only all board members but now also any observers at board meetings to total secrecy. This current ruling has made every single matter discussed at board level, regardless of how trivial, or relevant to members to be kept absolutely secret unless agreed unanimously by the Board to be made public.

In the past, all association members had the right to sit in on board meetings as observers except for matters discussed "in camera". This has been my main argument for refusing to sign the document. By doing so I would be giving up my rights as an ordinary member. To overcome this objection, the total secrecy people brought in the current motion covering all association members, forcing them to total secrecy in regard to all board matters. To me, total secrecy breeds many ills, among them corruption, laziness, nepotism, and incompetence, to name a few. If re-elected, I will do all in my power to have this motion rescinded at the coming AGM and do all I can to make the workings of our association open and transparent.

My name is Kelvin Hutchinson. With many members showing concern about secrecy, lack of vision, rigor and executive oversight by the board I have decided to stand for a board position and respectfully ask for your vote. We need change, we need commitment and we need better managerial practices. If elected, I am committed to work with other visionary board members to drive the changes needed to progressively make our organisation just that bit better.

Apart from the normal confidentiality requirements associated with staff, accidents and salaries, I feel there is no need for the confidentiality being sought by 2-3 existing board members. I would not support it at all. Information relevant to members would definitely be passed on.

In my opinion, there are even greater issues that need to be tackled. The activities the board undertakes at the moment seem to me to be very minimal. Minutes recently released to the public show that policy, management oversight, and financial management seem to be left almost entirely to the executive team. If that is the case (and we don't really know), then this needs to change.

I also feel we need to have a maximum of 4 year periods for directors. Without this changing of the guard we can get stuck in a rut. I feel we are stuck in a rut right now!

I am an experienced professional non-executive director, have financial assessment experience, have trained to become a Senior Flight Instructor and have years of senior management experience in a range of businesses. If elected by my peers, I undertake to work with other visionary directors on the board to achieve change.

QUA members, I am seeking your votes. Please vote to create change, not more of the same. FYI I have attended many of your fly-ins and events over the past 3-4 years and have met with a number of your members. Because I have not been a director of RAAus, I have not discussed policy or mentioned my interest in becoming a director. That decision was only made a couple of months ago when I felt change was needed. I am based at Warwick, so if elected I would be able to easily visit and discuss all matters concerning members on a regular basis.

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Website: www.cabaeroclub.org.au/**



To conclude this bumper issue, photos from the QUA Poker Run

We had 25 poker players with about 50 people coming to the day. Over twenty aircraft took part. The event was won by BRENDAN SCILINI, who is a member of the Aerobatics Club (photo lower right). Brendan's aerobatic plane is behind him.



Lesson of the day: Expect wind gradient over the gully at the eastern end of the Kilcoy strip.

Quote of the day: "It's not easy, is it?" (Richard Faint)

MINUTES OF JULY 4th 2011 GENERAL MEETING

MEETING OPENED	08.00 pm								
APOLOGIES	Bruce Clark, Gavin McGrath, John Innes, Ivor Parsons, Richard Sweetapple,								
ATTENDENCE	Fourteen.								
MINUTES OF FEBRUARY	No business arising. Motion to accept minutes as correct. Proposed Peter Ratcliffe, Seconded David Ratcliffe, motion carried.								
PRESIDENT'S REPORT	Not a great deal to discuss. Final inspection with the SRC not successful. Extra work needs to be completed so an application extension has been paid for. The plumbing inspector requested a reverse flow fitting for the tank outlet. Still waiting on the plasterer to return so quotes and work can be done with the gyprock.								
TREASURERS REPORT	<table><tr><td>Opening Balance</td><td>\$11,565.85</td></tr><tr><td>Deposits</td><td>\$ 1,264.26</td></tr><tr><td>Withdrawals</td><td>\$ 835.00</td></tr><tr><td>Closing Balance</td><td>\$ 11,616.79</td></tr></table> QUA fees are still due by some members.	Opening Balance	\$11,565.85	Deposits	\$ 1,264.26	Withdrawals	\$ 835.00	Closing Balance	\$ 11,616.79
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Withdrawals	\$ 835.00								
Closing Balance	\$ 11,616.79								
SECRETARIES REPORT	Quiet in past month. Most emails were in regard to the solar grant.								
WBMA REPORT	John Innes and Ron Dunn are organizing and planning the next fly in. Date proposed is September 17 th for a Classic Aircraft Fly In. Brendan has offered to help with the sewerage system maintenance. Signs and a special bin is required for the toilets for material matter not to be flushed due to contamination and clogging of filters and pumps.								
SOCIAL REPORT	QUA Poker Run and Christmas in July Dinner is on Saturday 23 rd . Ralph and Deb have offered to do the main catering and BBQ. QUA is to look after the drinks. Glenda providing pumpkin, pea & ham soup. Richard is organizing the Poker Run.								
GENERAL BUSINESS	Comment was made on the good quality of the current QUA newsletter with relevant information thanks to Arthur. We should encourage Arthur by sending in information and photos of our projects plus topics of interest. Discussion on carburetors in Rotax and Jabiru engines plus the storage of fuels was made. Change of name proposal to be taken to the next QUA Inc Annual General Meeting. Four new members added.								
NEXT QUA Inc MEETING	Saturday 6th August at the QUA Inc Clubhouse at 10.00 am followed by a BBQ.								
THANKYOU	To David Ratcliffe for providing the supper tonight.								
MEETING CLOSED	08.55 pm.								