

# BRISBANE VALLEY FLYER

April - 2015



Watts Bridge Memorial Airfield, Cressbrook-Caboonbah Road, Toogoolawah, Q'ld 4313.



The Watts Bridge Wanderers. See Story next page.

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Richard Faint (Secretary) 0412 317 754  
Rob Knight (Editor) 0400 89 3632

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## **Wondai – Here we went!**

Following the BVSAC March meeting a group of us decided we should go for a fly. Didn't really matter where, or how far, just get out of the Watt's circuit area and land somewhere else. So on Sunday morning Wayne and Lyn, Mike and Priscilla and Glenda and I packed a thermos and a packet of bikkies and set sail for Wondai which would be less than an hour in the air each way.

It was a nice morning flight; we followed the upper reaches of the Brisbane River and dodged the few puffy Cu as we climbed up to cruise at 4,500'. Linville and Moore quickly passed under behind our struts and headed on past Nanango and Kingaroy. Then the Wondai airstrip opened up before us – that long, well formed grass strip that would take a concerted effort to miss.

All our landings were uneventful (we agreed to stick to that story) though it must be said that Wayne sure used all the circuit area!! He left the rest of us wishing we'd brought a packed lunch. We taxied in and shut down at the Aero Club.

On the Wondai Aero Club veranda we attacked the tea and biscuits. However the morning was wearing on, there was a meeting to attend, the air was heating up and the thermals were building, so it was a case of "all-aboard and retrace our paths back to Watts Bridge. For me, one of the personal highlights of any trip is when the final destination comes into view on the horizon and you set the aircraft up for a long gradual power on descent into the airfield. Today was no exception. Nose down throttle back and here we come! And that was it really. Three hours of aviation fun.

It's our intention to do more of these short trips, perhaps on a monthly basis. Just little, low key affairs, to an airfield somewhere near. Naturally we would love to expand the numbers involved and encourage anyone who would like to get involved to do so. It's all good!!

Regards,  
Richard

*NOTE: I was asked recently is anyone would be interested in a trip to McIntyre/Palmer Island Airfield. Friends of mine run the Ashton Motel in Yamba and could supply accommodation as well as transport into and back from Yamba. Please contact me if you are interested. Tel: 0400 89 3632. Rob Knight.*

## **Past Sport Pilot Cover**

The answer, for those who contacted me regarding the Tecnam on the past Sport Pilot Magazine Cover that appeared to have no registration, has been passed to me by Mike Smith.

In the terms and Conditions, on page 4 of the issue, it is stated:

*"NOTE: All aircraft featured in the magazine are registered and legally permitted to fly. However, photographs of them may be altered without notice for editorial purposes."*  
The Tecnam had NZ rego on it and I don't like putting foreign rego on the cover if I can avoid it.

And therein lies your answer.

Thanks Mike.

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## The Clifton Trip

By Peter Freeman

The good flying condition saw a remarkable number of aircraft make the journey. There seemed to be a steady stream of aircraft over flying Watts before Bruce, Mary, Julie and I departed in EKY for Clifton shortly after 08.30 hrs. The radio on 126.7 was going non-top with Clifton arrivals once we were airborne. There were considerable numbers of BVSAC & WBMA members in attendance, many of whom had driven in.

As you can see in the photos there were a couple examples of the Just Aircraft in the line up. A serious STOL version seen in flight was attracting a lot of interest. The suspension setup on the Hornet was also attracting interest.

The Clifton famous steak burger for lunch made the trip all that more worthwhile.

Peter

Also attending the function were several RA-Aus officials, Michael Linke (the RA-Aus CEO), Neil Schaffer, Tony King, Andy Saywell as well as our local man Trevor Bange.

The day was well attended with a reported 121 aircraft and several gliders adorning the field.



Bert Percell's immaculate B22 Bantam.



A pristine example of AAK's Hornet.



David Watson's delightful Drifter with its unique colour scheme.



Cessna 206.

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An attractive stranger.



Tony King's Koala over from home base at Forest Hill..



Nicholas Kendall's ubiquitous Piper Colt.



Dion Pastar's delightful and classic 1953 Cessna 195.



Greg Robertson's flawless Nynja. It flies as good as it looks!



A Savannah S.

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## - Brisbane Valley Flyer –

Recently I received a phone call from Arthur Marcel, the past editor of this newsletter. He was not a happy chappie as he told me that he had experienced an engine failure in his Sapphire and the best available field was a hay paddock. Whilst he was fine, alas his aircraft was not quite so lucky. Here's the story in Arthur's words.

### **Sapphire Accident** (Arthur Marcel)

On 7th March I crash landed my Sapphire aircraft, causing extensive damage but luckily was not hurt. There are two lessons to be learnt from this accident, both of which I would like to share with other pilots.

#### **Lesson 1: The Effect**

An incident prior to the accident

On the way back from the DDSAA's outing to Millmerran a few weeks before the accident, I had a partial power failure in my Sapphire. It lasted only a few seconds; ten at the most. At the time I was doing quite an extended cruise descent to get under a head wind. It was a hot day and the air was becoming more turbulent at the lower level. I was directly over a large, newly cleared field at the time and immediately commenced an orbit. After the power kicked back in, I climbed the plane back up to a couple of thousand feet above ground level while staying directly over the field. When I felt a little safer, I resumed the flight.

Back at Clifton, I looked in the carburettor bowls but they were full and clear. It was suggested that perhaps a drop or two of water had made its way through the system. I flew back to Forest Hill without further incident. How psychology plays a part in this accident

I once read about a psychology experiment in which laboratory rats were put into a bucket of water and left to swim for their lives. After an hour of desperate swimming, when the exhausted rats were on the verge of drowning, they were plucked from their would-be watery grave and saved. A week later, though, they were put back in the bucket. Much to the researchers' surprise, this time they leisurely paddled around for a full 24 hours before rescue, the memory of their first survival experience having sustained them.

How is this experiment relevant?

On the morning of the accident, I hadn't investigated the Millmerran incident any further when I departed Forest Hill heading back up to Clifton for the club's pre-fly-in working bee. After turning left I reduced power and was climbing slowly when the plane suffered another drop in power. I immediately commenced a shallow right hand turn back to the field. I clearly remember thinking that this time I had better take a closer look at the fuel system. Like a rat in a bucket, I was expecting power to kick back in and fly me home safely. Instead of looking for a place to put down, I was totally focussed on flying the plane for minimum sink (no pun intended).

However, unlike the previous occasion, the power didn't come back. In fact, it seemed to drop out further. It was probably only in the last 30 seconds that I accepted an out-landing as inevitable. My guardian angel was with me, though, and the thickly grassed field directly in my path was absolutely perfect in terms of preserving life and limb. The landing was very low stress and only the expensive crunching noises coming from under the seat told me that I was seriously bending the plane.



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It is best to say that I arrived at this field. By turning back I had significantly limited my options as to where I might have put down. An ATSB study several years ago showed partial engine failures to be hugely more dangerous than complete engine failures. At first sight this finding might seem counter-intuitive; however, the key factor is that when the engine fails completely, full and immediate attention is given to putting the aircraft safely on the ground.

Thus endeth the first lesson.

### Lesson 2: The Cause

Before removing the plane from the accident site, I inspected the carburettor bowls. As with the previous incident, they were both full and the fuel was clear. I thought this rather strange as I was convinced the power failure was fuel flow related (Rotax CDIs are magneto type and a double failure is virtually impossible). The fuel lines from the wings needed to be cut in order to disassemble the plane, but the fuselage remained in an upright position from paddock to hangar. However, upon examination of the fuel system a week or so later, I noted there was no fuel in the fuel filter. This was probably because I had examined the fuel bowls again back at the hangar and some fuel had escaped the float valves, but it got me thinking about the geometry of the fuel line near the filter.

Thanks for sharing that Arthur. We all look forward to seeing you back and airborne in your Sapphire as soon as you are able.

It is, perhaps, timely to reflect on what can go wrong with an aeroplane and cause the engine to fail. In my time as a professional pilot I experienced 5 engine failures –three partial failures and two total. They were as follows:

#### Partial:

Cessna 150M - Partial failure caused by carburettor heat control cable coming loose and the carburettor heat system turning itself to "ON".

Cessna 177B Cardinal - Power loss after take-off in the initial climb. Made low circuit and landed. Cause not identified.

Fletcher FU24 - hit previously hidden sheep running across airstrip during late take-off. Killed sheep and lost substantial power. Dumped load and flew aircraft off at very low airspeed for gentle turn and return to land. Crushed engine cowling which crushed air supply to engine effectively throttling the engine.

#### Total failure

Victa 100 – Lost oil pressure and power in steep turn exercise. Was within glide distance from Ardmore (departure airfield) and carried out simple forced landing onto field. Was informed carbon deposit must have jammed the oil pressure relief valve open. Not satisfied but no other explanation.

Cherokee PA2-140 – Total failure at 9500 feet over Mt Ngauruhoe in New Zealand. Cause – carburettor ice. Initially sudden and extreme rough running and then total failure and just windmilling prop. Immediately on recognising failure I selected carburettor heat **ON**. During the subsequent glide along the planned forced landing path, there was sufficient engine warmth remaining to clear ice, Engine re-started from windmilling prop and, after some more rough running, returned to normal operation. I carried out a precautionary landing at Taumarunui where I checked the engine performance. All seemed satisfactory so I took off and satisfactorily completed the flight.

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## FLY-INS Looming

April 18-19	Toowoomba	Oakey Army Museum Fly-In
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### Mystery Aircraft (April Issue)

What's this?



### Mystery Aircraft (March Issue)



Just Aircraft Highlander.

Alas – there were no takers this month.

## Jokes;

In life you are either a passenger or a pilot, it's your choice

Truly superior pilots are those who use their superior judgment to avoid those situations requiring their superior skills.

Rule one: No matter what else happens, fly the airplane.

Fly it until the last piece stops moving.

Experience is the knowledge that enables you to recognize a mistake when you make it again.

## BirdsiPhotography

Want an air-to-air or ground shot of you and your dream machine? It's easy to arrange and will cost less than you might think. Grab the phone and contact Peter Davies or Rob Knight on 0400 89 3632, or email [kni.rob@bigpond.com](mailto:kni.rob@bigpond.com)



**Watts Bridge  
Memorial Airfield Inc.**

**30<sup>th</sup> May 2015  
9:00am - 4:00pm**

**ALL-IN FLY-IN 2015**

**Catering By:  
Kilcoy District  
Chaplaincy**

**100LL AVGAS  
Available all day**

**Recreational &  
General Aviation**

**Warbirds Gyroplanes  
Vintage Aircraft  
Homebuilt Aeroplanes  
Acrobatics**

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

The AllIn 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.

**CONTACT:**  
Richard 0412-317-754  
Liz 0419-369-963  
Or visit the website for more information.

**IF it flies - It's welcome at Watts Bridge !  
[www.wattsbridge.com.au](http://www.wattsbridge.com.au)**



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## Keeping up with the Play (Test yourself – how good are you, really?)

1. A crosswind blowing at 60° to an aircraft approach path will provide what approximate value of headwind and crosswind components respectively.
  - A. 75% head and 65% crosswind.
  - B. 85% head and 50% crosswind.
  - C. 80% head and 52% crosswind.
  - D. 48% head and 45% crosswind.
2. In regard to aircraft engine operation, which if the following statements most correctly defines detonation.
  - A. Ignition occurring before the appropriate ignition time in the cycle.
  - B. Ignition occurring at the correct time but the fuel burning much faster than it should.
  - C. Ignition being caused by compression and not by the spark plug.
  - D. Using a lower octane rated fuel than the engine specifications require
3. Comparing 98 octane rated fuel with 91 octane rated fuel, which of the statements below is most correct.
  - A. 98 octane provides more power than 91 octane at any given RPM.
  - B. 98 octane fuel has a reduced tendency for pre-ignition.
  - C. 91 octane fuel is more prone to carburettor ice than 91 octane.
  - D. 91 octane fuel has lower resistance to detonation.
4. In regard to engine operation which of the following statements is most correct?
  - A. Rich mixtures cause an engine to run hotter..
  - B. In most engines mixture varies with throttle setting.
  - C. Lean mixtures mean less fuel is being consumed by the engine so its operating temperatures will tend to be lower.
  - D. 98 octane fuel has a greater resistance to pre-ignition than 91 octane.
5. For any given aeroplane type, which of the following factors has the greatest effect in minimizing the landing distance required?
  - A. Ground speed.
  - B. IAS.
  - C. TAS.
  - D.  $C/D_{MIN}$ .

ANSWERS: 1. B, 2. B, 3. D, 4. B, 5. A.

If you have any problems with these questions, call me(in the evenings) and let's discuss it! Ed.

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# BRISBANE VALLEY SPORT AVIATION CLUB Inc

### MINUTES OF THE 07 03 2015 GENERAL MEETING

**MEETING LOCATION:** Watts Bridge Memorial Airfield – BVSAC Clubrooms  
**MEETING DATE:** 7<sup>th</sup> March 2015  
**MEETING OPENED:** 10:12AM

**MEMBERS PRESENT:** 18  
**APOLOGIES:** John Innes, Ian Ratcliffe, Mary Clarke  
**VISITORS:** 2  
**NEW MEMBERS:** 0

**MINUTES:** February 2015 meeting of the BVSAC Inc.  
Amendment to February 2015 minutes: WBMA Report Paragraph 5  
It was Ian Ratcliffe and not Peter Ratcliffe that spoke of the Coast Guard volunteers.  
Proposed: Peter Ratcliffe   Seconded: Mike Smith   Acceptance motion carried.

**PRESIDENT'S REPORT:** Wayne spoke about the ongoing difficulties experienced with the hangar doors.  
He thanked those that gave freely of their time to make repairs as required.  
Wayne outlined what had been found to be the cause of the latest difficulties, (the ingress of sand and other debris into the tracks) and offered a solution to help keep the tracks cleaned and serviceable (a small scoop and brush).  
He finished his report by reminding everyone that members and their participation were the strengths of the club and looked forward to the continuing success of the club.  
During the president's report, member Jim Bowling offered additional insight to the problems which had been experienced with the doors and his efforts to get the situation rectified.

**SECRETARY'S REPORT:** Richard Faint outlined the inward and outward mail for the month.  
He also tabled the poster for the Fun Fly Poker Run - 2015.

**TREASURER'S REPORT:** Priscilla provided a financial statement summary and advised that the BVSAC INC account balance is \$542.72 and that the BVSAC NAB account balance is \$2,948.55  
Priscilla tabled financial documents for those members requiring additional details

**WBMA REPORT:** President Bruce Clarke observed that Watts Bridge is "Getting along quite nicely"  
He went on to say that all clubs periodically go through a lack of man power problem.  
He has been told that Watts Bridge is the "Jewel in the crown" of the Somerset Shire and that we get it too cheap!!  
Bruce moved a vote of thanks to Peter Freeman for his outstanding efforts with airfield maintenance.  
Liz Cook moved a vote of thanks to Richard Faint for his continued efforts with the website and other publishing / promotional activities.

**BUSINESS ARISING:** Nil

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### GENERAL BUSINESS:

Scott Meredith suggested appointing a Maintenance Officer to look after problems such as the hangar doors and the solar inverter. It was generally agreed that the current system of problem solving works well enough, but the idea was worth further consideration.  
Bruce Clarke welcomed Glenda Faint back to the club meetings after yet another round of surgery.

### NEXT MEETING:

The next meeting will be 11.04.2015 in the BVSAC Clubrooms Watts Bridge at 10:00AM  
A BBQ lunch will follow the meeting.

### MEETING CLOSED:

There being no further business, the meeting was declared closed at 10:40.05AM  
The members then moved to the hangar to further discuss the doors and what actions could be taken to repair and improve them.  
A BBQ lunch was held after the meeting.

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