

# QUEENSLAND ULTRALIGHT ASSOCIATION

## OCTOBER 2005 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

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## QUA CHRISTMAS PARTY

Monday evening the 5<sup>th</sup> December 2005  
from 07.00 pm on at the SAAA club room.  
Special guest is QUA Member Bill Finlen who  
will give a talk on his solo around the world tour  
in his V-tail Beechcraft Bonanza in April 2002.  
More details provided at the next meeting on  
Monday 3<sup>rd</sup> October from 07.30 pm.



Bill Finlen on arriving home in 2002.

# WESTWARD HO THE BANTAM

Part two by Bert Purcell



Ian Davies and Bert Purcell

Day Six.... We awoke to another beautiful day, but everyone we speak to says, THE RAINS ARE COMIN, but what would they know. It only rains out here once in a blue moon. After dodging the cathead burr that can puncture a car tyre we lined up on the tarmac for takeoff. As we lifted off we appreciated the big fence to keep the roos out, then we banked left to head for St George an hour away. When we landed I noticed a big cloud bank coming from the west, and everyone said, THE RAINS ARE COMIN naaah ?

We spent a relaxing day walking around town talking to the locals, looking up people I know. Then we had a long walk along the Ballonne River. We were getting exhausted so we returned to the airfield to fuel up and prepare for the next flight. We met a pilot flying a Crusader for the flying surgeon who goes throughout the west doing elective surgery. A friend from years ago came out to see us, so after a good chin wag we settled for the night.

When we awoke at St George the air was still. Like the lull before the storm. With a big cloud front coming from the west, the locals could be right when they said, THE RAINS ARE COMIN naaah? The airstrip also has a big fence around it to keep the kangaroos out and as we were lining up for takeoff, we noticed one inside trying to get out. I turned the little Bantam onto the strip, aimed straight at the huge black cloud front from the west and poured the power on.

The Bantam jumped off the tarmac and climbed like a homesick angel to five hundred feet into a twenty knot headwind. Needless to say we were having a slow trip. At one stage, there was a farmer ploughing below and for a few seconds I thought he was passing us, so we decided to break the trip and land at Begonia Station, which recently changed hands. After spending an hour meeting the new owners, we pointed our nose for Mitchell, our next destination. We fought the wind all the way and finally landed

there safely. After tying the plane down we walked into Mitchell for breakfast. Because the airstrip is a long way out of town we were really ready for it. Soon it was time to see what the town had to offer. Like the river walk that goes under the bridge and over the Maranoa River, then it was down the main street to have a swim in the hot thermal pool.

In its day Mitchell was a thriving country town with six hotels and a taxi service. These days it is famous as the town where the Kenniffe brothers were caught. They were Australia's last bushrangers and one of them was the last man to be hanged at Boggo Road Gaol. We had a meal at one of the hotels and the owner offered to run us back to the airfield with the fuel. After hearing a weather forecast I decided to cut the trip short and head for Roma, so we settled down for the night nervously watching the weather.



The next morning as we were loading the Bantam, a large black storm front came over us heading for Roma, our next destination for that day. We were keen to get going so we warmed the little Jabiru engine up, taxied to the end of the sealed strip, pointed down the runway and opened the throttle. As we gained speed I lifted the nose ready for take off, when I noticed a movement on my left. It was a kangaroo coming fast across our path, so I lifted the Bantam off the ground as the roo went right under our nose. Phew that was close!

The trip to Roma was smooth, but as we got closer the sun was shining rays through the black cloud. We could not see where we going, so had to rely on the GPS to find the town which we did not see until five miles out. After landing safely I phoned a friend called Charlie Fleeting who came out to take us into Roma for breakfast. We had a McDonalds breakfast, then checked out the town before heading back to Charlie's place for a cuppa and to catch up. As it started to rain a friend came out to open up the aero club so we were set with showers, toilets and a TV. Next morning the cloud base was less than five hundred feet, so we were not going anywhere.

Next day we took off and tried to outrun a large black cloud front as we headed for Chinchilla to refuel. As it looked clear over the Great Dividing Range I decided to make a run for Kilcoy. We had a great flight home....So bring on the next adventure !!!

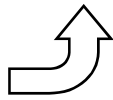




**Current state of the "Lil Tinnies" Project**



**Canopy Latch**



**Front Undercarriage  
Strut and Steering Linkages**



**Instrument Panel and Coaming plus Canopy Framework  
under construction. A 55 Litre fuel tank will be  
positioned between the Instrument Panel and Firewall.**







Steady progress continues to be made on our "Lil Tinnies" building project. The last 2 to 3 months has seen the Windscreen, Coaming, Canopy and Instrument Panel areas starting to take shape. Slow and at times tedious work but finally the overall lines of the aeroplanes are becoming apparent.

The undercarriage components are now largely complete with the Rudder Pedals, Front Strut and Steering Linkages installed. The Control Columns (lower right) are ready for installation and from there it is onto control systems etc.

The current goal is to get to the point of being able to do an accurate weight and balance measurement so that details such as engine mounts etc can be finalised.

As always, visitors are most welcome to come view progress, but please phone first to make sure someone will be around.

Richard and Glenda Faint Phone (07) 3818-1988



# QUEENSLAND ULTRALIGHT ASSOCIATION



## MINUTES OF SEPTEMBER GENERAL MEETING

MEETING OPENED	07.55 pm
APOLOGIES	Richard Sweetapple, Glenda Faint
VISITORS	Robyn Salisbury, Tony Wright
MINUTES OF PREVIOUS MEETING	MOVED Colin Thorpe SECONDED Bert Purcell CARRIED
TREASURERS REPORT	BANK BALANCE \$18,350.72
SECRETARIES REPORT	No Correspondence
SOCIAL DIRECTORS REPORT	Christmas Party date set for Monday 5 <sup>th</sup> of December 2005. More planning is required in coming months including a prop-clock raffle, thanks to Richard.
BUSINESS ARISING FROM MINUTES	Rodger Kelly has advised the QUA regarding his investigation into making the QUA funds work harder. \$15,000 will be moved to an at call account to earn 5% interest per annum with NAB.
GENERAL BUSINESS	Beven Dryden and Myles Breikreutz have been elected as RAAus delegates for South Queensland. We wish them well as they work on behalf of the local members. Bert Purcell mentioned that there is a petition in process to discourage closure of the airstrip at Teewah. A book is available in a white box at the airfield for placement of signatures.
TECHNICAL	A suggestion has been put forward to use Penzoil instead of Penrite oil which has been discontinued for the two stroke engines.
MANY THANKS	to Robyn for preparing the supper.
MEETING CLOSED	08.13 pm

# SOCIAL CALENDAR

- October 1-3<sup>rd</sup> NAC Wright Flyer Replica Launch at Narromine  
Buzz Aldrin (second man to walk on the moon) will dedicate the Wright Flyer Replica which will be piloted by Col Pay. Other activities are also being planned over the weekend. Richard Sweetapple made the propellers for the Flyer that was designed by Bill Whitney.
- October 3<sup>rd</sup> QUA general meeting at the SAAA clubroom at Archerfield Aerodrome, Beatty Road, Archerfield. from 07.30 pm. All welcome. Supper will be provided.
- October 6<sup>th</sup> Invitation to QUA members to attend the SAAA meeting to meet with Howard Hughes from Lightwing as special guest speaker. Howard is planning to have the new Lightwing Speed aircraft available for inspection at Archerfield during the meeting if the weather permits the flight from Ballina. If the weather is not kind Howard will attend anyway to give a talk on the Speed. This is a good opportunity to meet other local aircraft builders and aviators on Thursday 6<sup>th</sup> Oct from 07.30pm.
- October 16<sup>th</sup> Fly-in, BBQ and swap meet is planned at Heckfield Airfield at Jacobs Well by the Gold Coast Sports Flying Club Inc. Contact Rodger Porter for more details on 07-38070790.
- October 29-30<sup>th</sup> QVAG Flying Weekend at Watts Bridge.  
Contact Shane Winter 07 33003357 or 0407122219
- October 29-30<sup>th</sup> The Jacaranda Muster Fly-in by the Grafton Aero Club with ultralight, recreation and general aviation aircraft.  
Contact Trevor Heinz on 02-66424364 or 0409456708
- November 7<sup>th</sup> QUA general meeting at the SAAA clubroom at Archerfield Aerodrome once again.
- December 4<sup>th</sup> Christmas Party to be held by the Gold Coast Sports Flying Club Inc. at Heckfield at Jacobs Well.
- December 5<sup>th</sup> QUA Christmas Party at the SAAA Clubroom, Archerfield  
Details to be advised. Special guest speaker is Bill Finlen who will give a talk on his adventures when flying his Bonanza solo around the world.
- Dec 30<sup>th</sup> – Jan 2<sup>nd</sup> The Great Eastern Fly-in at Evans Head NSW. No rego or landing fees. Activities planned over the four days.  
Contact is Gai Taylor on 02-66215592.

## AIRCRAFT FOR SALE

	
<p><b>MUSTANG P51B</b> Amateur built 2/3<sup>rd</sup> scale standoff replica.</p> <p>Cruise 90 Knots, Stall 40 Knots. Powered by a Rotax 503 - 52 HP, DCDI, E Type Gear box. Electric start complete with muffler and propeller. Instruments include ASI, Altimeter, Slip/Skid, Compass, Rotax Tachometer, Dual EGT, CHT, Hour Meter and Voltmeter. Fitted with Powermate Regulator and Battery. Engine and Airframe 105 Hours. Excellent condition.</p> <p>Price \$20,000 complete or \$15,500 without engine, propeller and muffler. Aircraft was flown regularly until 3 years ago (deceased estate). Contact Richard on (07) 3818-1988AH or 0412-317-754</p>	<p><b>JILLAROO 95.10</b> Ultralight complete with purpose built trailer.</p> <p>Cruise 75Knots, Stall 28 Knots. Powered by a Rotax 503 - 52 HP, DCDI, B Type Gear box. Pull start complete with muffler and propeller. Engine 240 Hours. Very good condition. Instruments include ASI, Altimeter, Compass, Rotax Tachometer, Dual EGT, and CHT. Airframe 750 Hours. Fair condition, needs a little TLC.</p> <p>Price \$6,200 complete or \$2,600 without engine, propeller and muffler. Aircraft was flown regularly until 3 years ago (deceased estate). Contact Richard on (07) 3818-1988AH or 0412-317-754</p>

### NEW PROCEDURES FOR NON-TOWERED AIRFIELDS

To be introduced on 24<sup>th</sup> December 2005 are new procedures at non-towered airfields to provide simple, standardised methods of operation for all aircraft. These procedures include radio procedures, circuit operations, approach and departure procedures. An information pack with a booklet and a DVD has been sent to all pilots. Further information is available on the Department of Transport and Regional services website [www.dotars.gov.au/airspaceform](http://www.dotars.gov.au/airspaceform) or 1800007024.

The main area of interest I noted is the emphasis on the use of radio communications and the different circuit height requirements for different classes of aircraft. Slow aircraft below 55 knots maximum and helicopters to use five hundred feet AGL, single engine piston aircraft to use one thousand feet AGL and high performance aircraft (jets/turbo-props) with a normal downwind speed greater than 120 knots to use one thousand five feet AGL. For most of us not much will change except for some of the slower 95.10 aircraft that will be required to give way to faster aircraft.