

# BRISBANE VALLEY FLYER

May - 2015



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



The Zigalo. Read all about it on page 2

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# - Brisbane Valley Flyer -

## The Zig-Zig-Zigalo MG12 is here

The Aviad Zigolo MG12 is a single seat ultralight aircraft designed and manufactured in Italy by AVIAD di Francesco Di Martino. The Zigolo MG12, it is reported, was inspired by Mike Sandlin's Goat Airchair, and



AVIAD has developed the concept to production kit stage. This super ultralight concept might be taking a walk back through time but there are many people out there who miss the days of the early ultralights, who consider a Drifter a top-of-the-range heavy beast that borders on being too sophisticated. The kit is available to customers as a high tech design construction kit with low cost and certification in countries where necessary. Zigolo MG12 offers an alternative flying experience to the modern Tecnams and Foxbats. It has superb slow flight characteristics and its landing and takeoff

distances are each listed at just 100 feet. This is a new departure (read turn back in time) in the form of a minimal ultralight aircraft specifically designed and suited for fun flying.

The 95 kg empty weight aircraft has a traditional tubular frame structure and simple bonded fabric covering thus providing a very robust design. It incorporates several additional novel design features, a forward pilot cockpit protected by the fuselage frame work. The rear mounted pusher engine with propeller and the fuel tank are also contained within the airframe offering further protection. A novel feature in fixed wing aircraft, the Zigalo has a joy stick mounted engine throttle control. Additionally, the shock absorbing undercarriage and the frame design that incorporates a keel skid beneath the pilot's seat further



protects the occupant in cases of heavier than desired arrivals. A ballistic parachute recovery system is



Vittorazi Moster 185

included as a standard item for ultimate emergency use.

For the home-builder, the Zigolo's design provides easily constructed airframe assembly modules and the finished aircraft is ideally suited for road trailer transportation.

It can be supplied with a storage racking system design for home use but which may easily be adapted for a transportation trailer.

With its production single cylinder 2 stroke Vittorazi Moster 185 engine, producing 25 hp at 7,800 RPM, its speed range is said to be from 35-75 km / hr (19 to 42 knots) and burning just 4.6 litres per hour. It weighs in at just 13.5 kg for the pull-start version.

Flight-wise, the MG12 is said to be very stable with "good" handling

qualities throughout its speed range.

This aircraft is also flying with electric power. No, no long cords to the aircraft, but batteries driving a French Electravia GMPE 102 motor through an E-Screen electronic monitor to read battery performance and remaining charge. This GMPE motor also produces 25 hp so the performance is only slightly reduced by the 25 kg increase in weight with the electric system

There is an excellent website available and it is easiest to link with by Googling Zigalo MG12. It is good to see a return to the grass roots of flying.

----- ooOOoo -----

# - Brisbane Valley Flyer –

## The continuing Story of Arthur and his Sapphire Incident

I inadvertently serialised Arthur's story in the last issue. When I cut and pasted his work across from the material that he sent me I never checked that I had grabbed it all. As part of Arthur's work was left behind please read below the continuing story of Arthur and his sad incident. (Sorry about that, Arthur!)

### Continuing from last month's Flyer.....

When I had initially acquired the plane, one of the first things I had done was to completely replace the existing fuel line with low permeation hose. The Sapphire's tanks are only just above the carburettors, and in order to have the fuel filter in a vertical position, I had run the line slightly over the level of the tanks. I had noted the air lock at the time and remember bleeding it out of the system. A few months before the accident, I had installed a new fuel filter but had not bled the fuel line. I had forgotten to.



After noting the empty fuel filter, I washed out the fuel lines into white cloth and found nothing. I disassembled the fuel pump and found it in good order.

### Conclusion

I have concluded that the air lock above the fuel filter was the cause of the engine failure. But why was I able to fly the plane at all? And why were the carburettor bowls full of fuel after the accident?

Fuel was reaching the carburettors under three circumstances. Firstly, when taxiing or when flying in turbulent air, the sloshing fuel in the tanks overcame the effects of gravity and poured fuel into the top of the fuel filter. Secondly, at higher engine speeds (somewhere above 5500 rpm), the fuel pump was overcoming the air lock. Thirdly, in a sideslipped approach and when the plane was leaned over on the ground after the accident, fuel simply poured into the top of the fuel filter due to gravity. To some extent, the carburettor bowls would have buffered these situations.

The plane had only done two flights before the Millmerran flight after installation of the fuel filter. One was to Watts Bridge in the company of another plane. The other was to Clifton for circuit practice. Neither of these flights was done slowly, and, although circuit practice involves low engine speed descent, it was my habit to slip the plane from the base turn.

I realise now that the fuel line arrangement in this aircraft was not failsafe in its design. It allowed for the incorrect installation of a replacement filter. Furthermore, although in the past I had sometimes completely drained old fuel out of both tanks; if I had ever run the tanks dry I would have created a new air lock. So, from hard-earned experience, I recommend fuel line loops should be under the filter and never over it.

Thus endeth the second lesson.

There is even a third lesson to be had from this accident. Millmerran was a close enough call and the trip home from Clifton that day probably even closer. Once home, however, I should have spent a lot of time looking at the aircraft's fuel system and seriously thinking about it, perhaps ground running it, before flying the plane again. At the very least, when I removed the carburettor bowls, I should have let the fuel flow out onto the ground for a sufficient length of time to know that I had continuous flow from tank to carburettors.

----- ooOOoo -----

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## The 2015 Easter Airshow at Omaka (in New Zealand) (by Peter Freeman)

Recently several WBMA members, some of whom are also BVSAC members, ventured over the ditch to NZ for the Omaka airshow over Easter. For some it was their first visit, for Julie and myself it was our 3rd and for Mary and Bruce Clarke it was their 4th visit. I believe the show was enjoyed by all. It goes without saying, I took my camera once again and I have many, many photos over the 3 days at Omaka plus the Omaka Museum and the Airforce Museum at Wigram.



The intrepid itinerants



Replica WW1 Fokker Triplane



Replica WW1 Nieuport



Warbirds formation flypast



Replica Bleriot monoplane



WW2 Chance Vought F4U Corsair

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DHC-2 Beaver. Ex cropduster



Australian based Beechcraft Staggerwing



Pulling high "G" in a glider



Replica WW1 Scene



Chance Vought F4U Corsair



Replica WW1 Fokker Dridekker



Replica WW2 Doodlebug Flying Bomb



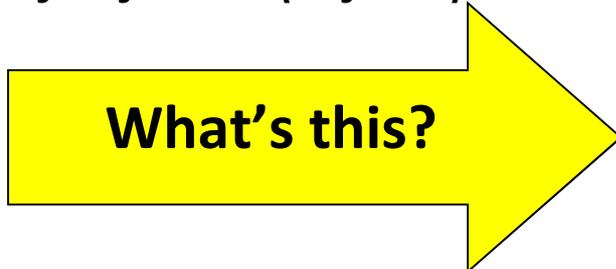
Replica WW1 Fokker D7s

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## FLY-INS Looming

May 09	Murgon	Angelfield Brekkie Fly-in	
May 18-19	Toowoomba	Oakey Army Museum Fly-In	
May 30	Watts Bridge	All-In-Fly-In	A MUST SEE FOR EVERYONE

### Mystery Aircraft (May Issue)



### Mystery Aircraft (Last Issue)



Rearwin Sportster, a 7000 model built at Rae Rearwin's Kansas factory in 1939. One of just 75 built.

Congratulations to Mal McKenzie for getting this one as well. He's a bit of a sleuth, is our Mal!

### Jokes:



## 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  
Aerobatics**

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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## STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS

At the BVSAC's June 6<sup>th</sup> Meeting we are going to have a guest speaker - Peter Biddle.

Peter is a Watts Bridge member and was a founding member of the Queensland Vintage Aeroplane Group. He currently flies a Cessna 170a having also owned an Auster and Tiger Moth.

Peter recently undertook a 5 day advanced flying course in Alaska, learning the finer points of remote flying and operating aircraft with skis on snow. He has generously agreed to speak at our June 6<sup>th</sup> meeting recounting his Alaskan adventures along with photographs etc.



Come along to the meeting and hear of his experiences in a different climate.

Richard Faint

### Unhelpful Help

There I was dreaming about flying; not a rare occurrence to most who will be reading this article. Specifically, I was dreaming about flying around some of the more western parts of QLD and my first hurdle was to get a set of up to date maps and WAC charts.

"Simple", I thought, "Let's go to Air Services Australia [www. internet shop](http://www.internet.shop)". The computer promptly spat out that before I could order anything off their site I needed an ARN number. "Damn it, I'll have to ring them to place an order. I then spend some time collating a list of WAC's ,VTC's, and VNC's appropriate to my plan".

I called Air Services Australia and asked to be connected to where I could order maps and charts.

"That's Contracts and Procurement", I was informed. "But I have to tell you they do not open for business until after 10am", said the receptionist.

"That's ok", I replied. "Can I leave a number for a call back when they get in so I can place my order please?"

"I can't do that", stated the receptionist. "We're not allowed to take messages. But you can ring back after 10am".

It went very downhill from that point. I was placed on hold four times while the receptionist took advice from a supervisor about their company policy and what she could and couldn't do. I waited longer to have a conversation with the receptionist's supervisor about why she couldn't write down a telephone number.

Even more galling was the defensive stance taken in order to provide no service and continuous regurgitation of company policy preventing a person from taking messages.

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I was inordinately aggrieved by this poor service and arrogant attitude. I felt the taxpayer was not receiving good value for his dollar and the consumer was being fobbed off in the "TOO HARD" basket. Being in a service industry I decided I would help improve their methodology by discussing my experiences with a senior person in the organisation and asked to be connected to the Manager of Contracts and Procurement.

This person was also in a meeting but rather surprisingly had an assistant who took my message for a return call.

I got my call back later that same day and described my experiences at the hands of his subordinate staff to the Manager of Contracts and Procurement. Amazingly he was as disinterested as his charges were and wanted to defend Air Services position. I left their problem right there as I was going backwards.

I was particularly flabbergasted, not by the response, but by the sheer lack of one. That's one and a half hours of my life that I'm not going to get back and nothing has improved.

I have subsequently discovered that Air Services Australia administrative staff are all contractors and are employed by ADECO Australia Pty Ltd. Draw your own conclusions as to why they are not doing their job. Draw your own conclusions as to why the staff is demoralized and disinterested.

I really would like the CEO of Air Services to explain publicly the purpose for which they retain a receptionist if it is other than to direct calls and take messages or those who are absent or unable to receive voice mail at their desk.

p.s. I still have expired maps. I still plan to fly.

ANON

### **Aircraft for Sale: Murphy Rebel.**

Reg. VH-BHI. Useful Load 315 kg, Take-off/Landing Roll 100 m/130 m, 1,600' / min Climb, 6 hours endurance @ 92 kts @ 27 lt/hr, Room to sleep in the aft fuselage.

Superb ground handling due to excellent forward visibility, differential hydraulic braking, a steerable Scott 3200 tail wheel, and the wide-stance gear.

CoA 2014, TTIS 45, Lycoming O-320 E2D 150hp, TSN 4113, TSO 1961, STOH 45, Vetterman Cross-Over Exhaust, Culver Maple 74x53 Propeller, 44" Wide Cabin, Dual Controls, Icom IC-A210, Landing, Navigation + Cabin Lights, Whelan Strobes, AH, DG, Volt/Ammeter, Carburettor Temp, EGT x 4, CHT x 2, MGL FF-1 Fuel Computer and Hobbs Meter.

\$65,000 ONO Email: [nikpotter@web.de](mailto:nikpotter@web.de) Located: YWSG



### **Aircraft Hangarage available.**

At Boonah. Large weatherproof hangar with several spaces available now. Easy access for a top spot! Contact Ian McGregor. Tel: 0407 334 456

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

1. Select from the following the most correct option considering the effects of taking off with a tail wind gradient.
  - A. Airspeed is hard to maintain because of the increasing tailwind effect.
  - B. The climb angle is shallower because the aircraft needs to accelerate because of the gradient.
  - C. Gusts change the feel of the controls as the airspeed changes.
  - D. All of the above are correct.
2. Considering the change in Wind velocity (W/V) with night fall, which of the following most correctly depicts the evening change in wind? The wind:
  - A. Veers and decreases.
  - B. Backs and increases.
  - C. Veers and increases.
  - D. Backs and decreases.
3. Which of the following sets of conditions would be most likely to produce radiation fog?
  - A. A warm night with a low overcast and calm.
  - B. An approaching low pressure area with closing isobars and a low overcast.
  - C. A cool, clear night with a light breeze of about 2 to 8 knots
  - D. A clear night with high relative humidity and calm conditions.
4. Because of coriolus force, a geographic area with rising wind speed is likely to see a wind change of,
  - A. Backing.
  - B. Veering.
  - C. Mechanical turbulence.
  - D. B and C are both correct.
5. Carburettor ice often forms in a process called “deposition”. Deposition is:
  - A. Ice forming in large deposits in the carburettor throat that may cause it to cease running.
  - B. Ice forming from water vapour without passing through a liquid state.
  - C. Ice collecting in the carburettor throat from deposits in the air intake.
  - D. Ice forming as deposits around critical carburettor components such as the main jet(s).

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

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

--ooOoo--

## - Brisbane Valley Flyer –

# BRISBANE VALLEY SPORT AVIATION CLUB Inc

<b>MEETING LOCATION:</b>	Watts Bridge Memorial Airfield – BVSAC Clubrooms
<b>MEETING DATE:</b>	11 <sup>th</sup> April 2015
<b>MEETING OPENED:</b>	10:11AM
<b>MEMBERS PRESENT:</b>	17
<b>APOLOGIES:</b>	John Innes
<b>VISITORS:</b>	1
<b>NEW MEMBERS:</b>	Rodger Connolly
<b>MINUTES:</b>	March 2015 meeting of the BVSAC Inc.  Proposed: Mike Smith    Seconded: Bill Oates Acceptance motion carried.
<b>PRESIDENT'S REPORT:</b>	Nothing to report.
<b>SECRETARY'S REPORT:</b>	Richard Faint outlined the inward and outward mail for the month.  The replacement solar inverter has been installed. The South East Queensland Astronomical Society (SEQAS) will be using the BVSAC Clubrooms on two weekends in 2015.
<b>TREASURER'S REPORT:</b>	Priscilla Smith provided a financial statement summary and advised that the BVSAC ING account balance is \$543.87 and that the BVSAC NAB account balance is \$4,560.62.  Priscilla tabled financial documents for those members requiring additional details.
<b>WBMA REPORT:</b>	Bruce Clarke noted with the recent rains the airfield is soft in places.
<b>BUSINESS ARISING:</b>	The failed solar inverter was offered to Max Bain for spare parts.
<b>GENERAL BUSINESS:</b>	The SEQAS dates will be 17 <sup>th</sup> – 19 <sup>th</sup> June 2015 and the 9 <sup>th</sup> – 11 <sup>th</sup> October 2015.  The floor coverings for the clubrooms was discussed (again) at some length. It was agreed that vinyl “timber planks” of a commercial standard would be used. The cost will be in the mid \$2,000's with the club handling the laying.

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Wayne Petty is to make the final purchasing decision regarding quality, finish and supplier.

The WBMA All-In Fly-In is to be held on the 30<sup>th</sup> May 2015.  
BVSAC will be selling drinks as usual.

Peter Biddle will be guest speaker at the June Meeting. He will be speaking about his recent adventures in Alaska where he undertook advanced flying training on snow and skis.

### **NEXT MEETING:**

The next meeting will be 02<sup>nd</sup> May 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 11:09AM.  
A BBQ lunch was held after the meeting.

--ooOoo--



An aircraft for just "nosing around".

### **Wanted to buy**

Aircraft VHF radio. Anything operating considered. Selwyn Somerfield, Mt. Isa.

Please contact me through Rob Knight tel.: 0400 89 3632