

# Queensland Ultralight Association

## APRIL 2005 NEWSLETTER

*Watts Bridge Memorial Airfield, Silverleaves Road, via Toogoolawah Qld*

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### More Bert Purcell Adventures

*I always enjoy flying to Banges at Clifton up on the darling downs for their annual fly in, it's always friendly with lots of planes, so this year I decided to do it again. I decided to fly up with my mate Brian Gardner while his wife Lorraine and Alice drove up in the car with all the camping gear and extra fuel to take some weight off the little bantam.*

*Brian was keen to go when I picked him up on Friday night the 11th march, then we drove out to Kilcoy and fueled up the bantam ready for an early start Saturday morning. We had an early rise on the Saturday morning, the weather was looking good, we could see some cloud banks in the distance but we were hoping they would not worry us. We lifted off around 7am Saturday morning and the little bantam climbed like a home sick angel to get over Mt Brisbane, then we leveled out and headed towards Gatton.*

*There were several cloud banks in a line, but they were not very wide so they did not give us any concern. As we neared Gatton we were close to four thousand feet when we noticed a fluffy cloud mass near the top of the great dividing range. As we neared the top of the range, the fluffy white clouds were drifting underneath us while Brian was taking video footage, then he became excited, because as we flew over a fluffy cloud he saw the pilots rainbow. The shadow of the bantam was circled by a rainbow, a very pretty site, one which I had only seen once before at Kilcoy. Brian tried to capture the moment on video, and you can definitely see the rainbow in the cloud, but shortly after we passed over the great divide, we made our decent into Clifton where we landed to a welcoming committee led by Trevor Bange.*

*Shortly after we arrived planes started flying in, including Ross Stenhouse and his daughter who flew from Watts Bridge in their tiger moth, so as the pilots pitched their tents, everyone talked and mingled, we just loved the atmosphere. During the afternoon a Russian bi plane flew in, it is commonly known as Big Bird, apparently the largest bi plane in the world. Big Bird is powered by a huge motor which spins a big prop at around eighteen hundred revs, so when I took a video of it doing a low pass I could see the prop turning around because it was turning so slow. Saturday night everyone ate well and chin wagged for hours, while being entertained by a young local country singer, before climbing into the sleeping bag.*

*Sunday morning was a glorious day, planes started flying in from around Southeast Queensland and lining up in the paddock, including one which flew from Dululu up central Queensland way. I sat under the wing of my bantam and talked almost non stop all day, gee those country people ask a lot of questions. Two gentlemen and their families spoke to me for about an hour and a half each, if I had taken them for a fly I feel sure they would have wanted to buy the bantam, but I resisted. Every time I sit under the wing with those fluffy white clouds about I get sun burnt, and this year was no exception.*

*I saw quite a few local fryers there including Mike Smith and Richard Faint but, in the afternoon aircraft were taking off for the trip home, so Brian and I decided to wait until Monday morning to fly home. We rose at daylight to prepare for the trip home, the weather on the downs was great but, there was black cloud on the range, and we were eager to get going. We had a great flight over the range then run into cloud and rain squalls near Gatton, so we kept going from strip to strip in case we had to put down. As we neared Esk we wanted to fly over Mt Brisbane, but we couldn't see Mt Brisbane, it was covered in very low cloud, then it started to rain so we poured the power on and raced the rain to Watts Bridge where we just had time to cover the motor with a tarp before it got heavy.*

*After a forty minute stay the rain passed and we could see sun shining through near the Somerset dam wall, so we took off and stayed under the cloud all the way back to kilcoy. As we approached Kilcoy we couldn't see the town for a rain squall, then it started to rain again, so after a short circuit we landed safely, and as we pulled the bantam back into the hangar , down come the heavy rain. We had an awesome flight up to Clifton and back, Brian got some great video footage, the Banges made us welcome, we saw some new aircraft, so all in all we had a great weekend. Brian and I had a great time, the little bantam performed well and got us home safely, so until our next adventure everyone take care and happy flying.*

**By....BERT PURCELL**

## MINUTES OF GENERAL MEETING

DATE	04/04/2005
OPENED	08.00 pm
APOLOGIES	John & Tanys McCarron, Bryan Schollum
VISITORS	Dan Fowler, Brian Gardner, Peter Ratcliffe
MINUTES OF PREVIOUS	Moved Gavin McGrath Seconded Mike Smith Carried Yes
PRESIDENT'S REPORT	No comment
TREASURER'S REPORT	Balance end of March \$19,036.54 At time of meeting \$18,411.00
SECRETARY'S REPORT	One response for hangar sale vote prior to meeting. Two responses since the meeting.
SOCIAL DIRECTOR'S REPORT	Christmas in July date changed to July 23 rd to avoid a clash with other activities. Tanys has organised the menu.
BUSINESS ARISING FROM MINUTES	Hangar sale vote held In favor to sell 5 Against 15 Abstain 1 Note postal votes included
GENERAL BUSINESS	<b>Membership fees of \$40.00 due NOW</b>

The Easter Flyin at Narromine was mentioned. Comments recorded are...  
500 plus aircraft attended Mostly plastic with some metal ones.  
Airfield ran out of aviation fuel Generally a good turnout of people  
with good forums presented.  
Good trade exhibits including Howard Hughes' new products.  
Some older ultralights came including a Scout that flew.  
The Wright Flyer replica was on display in one of the hangars.  
A discussion on fuel and oil dyes was made with mention of the difficulties  
in checking if oil was mixed in. Those who fly with two stroke engines need  
to be certain oil is mixed in the fuel.  
A basic need that can be costly if a mistake is made. Mention of fuel life  
and freshness was also made. CASA has a new DVD showing the  
procedures when flying in controlled airspace and using light aircraft transit  
lanes near the main cities. The DVD shows actual flying sequences so we  
know what to look for. The DVD is to be issued free to all pilots.

The new security device legislation was mentioned again. Yes it does affect our  
recreation aircraft.

## **BUILDER'S REPORT**

Congratulations to George Edwards for completing his J1-B after seven years effort.

## **NEXT MEETING**

**8 th May at 07.30 pm to be held at:**

**Richard and Glenda Faint's residence.**

**21 Redgum Court  
Bellbird Park  
Phone 07-38181988**

Discussion and an inspection of their T1 and T2 projects will be given.  
All welcome.

## **NEW MEMBERS**

Our three visitors all expressed interest in joining the QUA.  
Welcome to Dan, Brian and Peter. This trio is involved in building some Zenair CH701  
aircraft.

## **THANKED**

Robin Salisbury in preparing the supper once again. Thanks again.

**MEETING CLOSED**

**08.46 pm**

# AIRCRAFT DESIGN SEMINAR

The Aircraft Design Seminar by Bill and Eric Whitney on the ninth of April was well attended with about fifty participants. Both Bill and Eric gave talks and answered questions on various aspects of aircraft design. Mention was made of the approach when working through a design project and the areas that need to be considered.

Course notes were given out to aid the talks. We need to be thankful that Bill and Eric are available to give assistance like they do to the homebuilt aircraft fraternity.

An Idea from Richard Sweetapple.

While in my 'reading room' with the latest RAA's magazine I noticed that some of the clubs have their own web page(s).

If our Association want to increase membership numbers I can't think of a more effective way than having our own Web page. Unfortunately I don't have the know how to do it but some one in our group may be able to make one.

Would you care to mention this in the newsletter for discussion at the next meeting?

## Progress

