

Queensland Ultralight Association

JULY 2004 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road, via Toogoolawah Q'ld

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Renegade Spirit

QUA XMAS IN JULY & Fun Fly Poker Run 3rd July 2004



Watts Bridge Memorial Airfield

Tea, coffee and cake available all day.

Warming wholesome soup for lunch.

*XMAS Dinner starts at 6:00 PM at
The Exchange Hotel - Toogoolawah.*

Trophy Presentation about 8:00PM

RSVP NOT REQUIRED - Just Come !!



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PRESIDENT: *Michael Smith* (07) 3206-3548 SECRETARY: *Colin Thorpe* (07) 3208 0461

TREASURER: *Richard Faint* (07) 3818-1988

The Bert Purcell Story –Part 2

Here We Go Again.

You may recall last year in September my brother Max and I flew right around South-West Queensland, visiting relatives and friends and calling into Grazing Properties that I worked on in my younger days. Last year we had a Westerly on the nose for a bit of the trip, so this year we decided to go in May to dodge the Westerly Wind.

so after detouring a little from Inglewood to take video and photos of a property Mum and Dad used to own we were getting a little low on gas. I always carry 20lts of AVGAS in the back so we decided to land on a straight country road near Mt Bodumba and top up. As we lined up on the road I noticed two dead trees, one on each



We left Kilcoy on Friday the 30th April, 2004, heading to the Fly – in at Inglewood, but as we approached Gatton we ran into low black cloud coming over the range. It was as black as the inside of a black cat at midnight, and we were down to a 1,000 ft to get under the cloud so we decided to stay at Gatton Airstrip. We intended to put our sleeping bags into the old bus and wait until morning, but then we found a snake skin in the bus, so I called a mate and we spent the night at his house in a real bed. Next morning bright and early we flew up over the range and would you believe a light westerly on the nose,

side of the road so I decided to put on a bit of power until the wings cleared them, and that was a good decision because I noticed an old telephone wire running between the trees, but we landed without incident. After putting the 20 litres in we taxied down the Mt Bodumba Homestead driveway where we sat and warmed up the motor but no one came outside, maybe they see planes land there quite a bit. After lining up on the road the little Bantam lifted off with ease while Max took video footage of the surrounding country side. We then had a nice flight to Inglewood, when we landed we were one

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of the first planes to arrive but there were hang gliders everywhere.

We got a lift into Inglewood and after visiting relatives and friends we went back out to the airstrip where we had an interesting day, kicking back and talking to people while we watched the dragonfly pull up the hang gliders one after the other. One incident which gave us some concern was a hang glider almost landing on the Dragonfly after it landed.

Next Morning we flew on to Goondiwindi where we spent a relaxing day with relatives before going back to the strip. We could not get AVGAS because of the long weekend unless se spent \$100.00 emergency call out fee, so we decided to try Ultima 98 octane unleaded. We headed for a small town further out West called Talwood, but 30 minutes out I noticed the head

temperatures drop below the 100 mark which Jabiru recommend. At first I thought I was cruising too slow so I advanced the R.P.M. and the temperature went up again, then went down at one stage I turned back over open country to find a landing spot then the temperature went up again so we headed for Talwood.

The airstrip at Talwood was a shocker, after recent heavy rain and lots of horses walking over it in the mud it really gave the undercarriage a work out, plus as we came into land there were horses grazing on the middle of the strip but we landed without incident. We walked around Talwood looking for AVGAS, finally we found a helicopter pilot who brought out a 44 gallon drum and filled us up. We used a car track to take off.

Continued Next Month



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MINUTES OF MEETING

10th May 2004

Meeting opened 8.00 pm

APOLOGIES

John & Tany's McCarron, Gavin McGrath

VISITORS

Lynton Hodson (now a member),
Brian Forbes & Colin Chapman, Peter Holtham

MINUTES OF PREVIOUS MEETING

Accepted: Richard Faint Seconded: Beven Dryden.

TREASURER REPORT

Account Balance: \$18874.21

Yearly subs due, members voted for a nil increase in fees.

Approximately 15 members have not paid, are you one of them?

SECRETARY REPORT

Nil.

CORRESPONDENCE

Nil In and Nil Out

PRESIDENT REPORT

Nil.

RAA REPORT

The international expert on stall/spins (also a Navy, Ag & aerobatic pilot) Wayne Handley spoke for 2 hours at Jacobs Well on 6/6/04. There were at least 80 people there for this very informative session,. Michael Coates has done a video of it & the club hopes to get a copy to show.

One piece of advice from Wayne was – never never give up, continue to fly the plane to the ground & have a controlled crash if it is inevitable.

GENERAL BUSINESS

Do not forget Xmas in July at the Toogoolawah Exchange Hotel on July 3rd.

A new aircraft rotary engine invented by Colin Clifford was shown. The 5 cylinder radial has only 23 moving parts, no valves, intake & exhaust is by porting, it is small light & efficient, hopefully we will see one mounted on an ultralight soon.

Thank you to Robin Salisbury for preparing the supper.

MEETING CLOSED

9.00 pm.

**WATTS
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happening at our homebase
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