

QUEENSLAND ULTRALIGHT ASSOCIATION

MARCH 2007 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

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DREAM FANTASY BY ROBERT BASLEE

Aircraft of the month this time is one of the most basic two seat aircraft, one can buy as a kit from Airdrome Aeroplanes in the United States. The Dream Fantasy is a slightly larger version of the single seat Dream Classic that is reminiscent of the Demoiselle type aircraft from the dawn of aviation and the early ultralight aircraft such as the Wheeler Scouts and the Robinson B1-RD of 1980's vintage. Airdrome Aeroplanes is a small company run by Robert Baslee who also supply a growing range of WW1 replica fighter aircraft kits, in aluminium tube and riveted construction. Recently Robert and crew constructed four full scale Nieuport 17 flying replicas in fifty-two days for the epic WW1 movie called 'Flyboys' about the Lafayette Escadrille that is currently in our local cinemas.

AIRCRAFT OF THE MONTH

“DREAM FANTASY” TWIN ULTRALIGHT TRAINER

COMPLETE AIRFRAME KITS \$4495 US

PRODUCED BY :
AIRDROME AEROPLANES
THE ANTIQUE AVIATORS CHOICE



Two Place

GENERAL INFORMATION FEATURES

- WEIGHT 312 LBS
- ALUMINUM TUBING & RIVET CONSTRUCTION
 - USEFUL LOAD 320 LBS
 - STALL SPEED 27 MPH
 - CAD DESIGNED & DETAILED
 - CRUISING SPEED 52 MPH
 - QUICK BUILD 200 HOURS
 - TOP SPEED 63 MPH
 - REMOVABLE WINGS
 - RATE OF CLIMB: 550 FPM
 - MODERN 2-STROKE ENGINE
 - ENGINE: 503 ROTAX 52 HP
 - LIGHT RESPONSIVE CONTROLS
- COMPLETE AIRFRAME KIT \$4495 US

All aluminum tubing to complete fuselage , wings, landing gear, cabanes, lift struts. All aluminum sheet metal to construct gussets, All machined parts for control systems, lift struts, axles, & wings. All AN hardware to build aircraft, eyebolts, locknuts, thimbles, nico-press swages, aircraft cable (rudder cables, drag/anti-drag braces). Ball bearing rod ends for control system. steel pull rivets. Main wheels, tail wheel, plans and builders video. All covering supplies through silver.

PRE -BUILT AIRFRAME KIT \$7495 US
PRE BUILT AIRFRAME CONSISTS OF AIRFRAME READY FOR COVERING
AND ENGINE INSTALLATION.

ENGINE OPTIONS: TWO STROKE: ROTAX 447 40 HP THROUGH ROTAX 582 65 HP
FOUR STROKE: HALF V/W OR ENGINES UP TO 98 LBS



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PROS AND CONS OF AIRCRAFT SYNDICATES

Syndicate is a word bandied around a lot these days in the ultralight aircraft and motor boat areas. I guess many are more than familiar with their operation and often mention their disadvantages, but it appears to me that more and more people are joining ultralight aircraft syndicates. In fact I find many of my nautical friends have joined a syndicate to realize their dream of owning a boat.

When mentioning the concept usually the first response is that one has to share, in our case an ultralight aircraft (UA), with several other people and therefore the possibility of a clash of times when the aircraft is to be flown. While this is true in theory in practice it happens much less frequently than people suggest. According to the RAA most UA pilots don't manage 50 hours a year flying after the first year of obtaining their license. So on average that is about an hour a week or less. With 3-4 people in a syndicate, even if all can only fly on the weekend, there is a very small likely hood of a clash of times. Another drawback mentioned is what if one can't get along with someone else in the syndicate. Again a possibility, but again not that very frequent. In the two syndicates that I know of it hasn't been an issue at all. Ask yourself are there another 2-3 people in QUA that you get along with that you could share a UA with. By and large people in recreational aviation are reasonably considerate and thinking people that work together, rather than groups like CBers or rev heads.

On the positive side the benefits of a syndicate are:

- 1) a sharing of costs that makes the ownership very affordable (more of that later);
- 2) a sharing of the time involved in operational maintenance duties, which can be very important if your family includes children;
- 3) allows one to be involved in say a couple of syndicates (maybe one with a single seater and the other as a dual seater) for around two-thirds the cost of owning just one aircraft by an individual.

Point (3) does need the clarification that it depends on the number of people in the syndicate. If there are 4 people in each syndicate then an individual in both would have a share in two UA for the cost of around two thirds of owning a UA by themselves. Whereas if there are 3 people in each syndicate then the cost rises to around 83% of the cost of a single aircraft. See the figures later. Obviously if one is involved in two syndicates then they double the possibility of having a fly when they want.

Anyway to an example.

In my example people joining the syndicate would be putting in a capital of \$10,000. The yearly costs are UA registration \$150, Hangarage \$2,000 (using Caboolture as a guide, of course it is cheaper for QUA people at Watts Bridge), maintenance \$1,000 (this would reduce depending on how much the members contribute in time) and insurance \$3,600 (again if it is a 2 stroke engine then a pool could be set up for much less). So if we assume around 15l/hr for mogas usage and around \$1.30 for the premium stuff, then we are ready to do some calculations.

I'm basing my calculations on each member of the syndicate flying 50 hours/year.

		Fuel/hr	Cost/hr	Annual cost
1 owner	\$135.00	\$19.50	\$154.50	\$7725.00
2 owners	\$ 67.50	\$19.50	\$ 87.00	\$4350.00
3 owners	\$ 45.00	\$19.50	\$ 64.50	\$3225.00
4 owners	\$ 33.75	\$19.50	\$ 53.25	\$2662.50

AIRCRAFT SYNDICATES cont.

The first column is the cost/hr of the ground costs (i.e. registration, hangarage, maintenance and insurance). The third column is just the sum of the first two columns to give an overall cost/hr and obviously the fourth column is the annual costs for the number of owners.

Regardless of whether you take the hourly or annual cost if there are 2 people in the syndicate each is only paying 56.3% of the costs that a single owner is. For 3 people they are only paying 41.7% (hence with the person in two syndicates for 83% as mentioned above) and for 4 people 34.5% (again this is where the two-thirds came from above).

As can be seen from the table of figures 3-4 people in the syndicate provides an optimum group. Even with only two people the costs are nearly halved. This is something to think about.

Gordon Clarke
QUA Member

Gordon is interested to speak to any members interested in establishing an aircraft owners syndicate to purchase and operate a suitable, enclosed one or two seat aircraft to be based at Caboolture Airfield. Gordon estimates that for a syndicate of three or four people, the initial costs to be \$7,000 to \$9,000 to cover the aircraft purchase with ongoing costs to cover hangarage , insurance and maintenance. A minimum 'wet' hourly rate for flying operations would be determined to suit the aircraft purchased. Interested persons can contact Gordon Clarke on 0437878375 or 07 34252551(h) or via email gordon@adf-serials.com to discuss further details.

ANNUAL CLIFTON FLYIN 11 MARCH 2007 CLIFTON (BANGE)

This fly-in has become a premier event for all types of aviation in southern Queensland with recreational ultralights/ homebuilt/ sport and vintage aircraft/ and any other flying machine catered for (even amphibians with wheels)

Come late Saturday 10 March for BBQ and drinks (your shout)

FLY IN OR DRIVE IN/ ON FIELD CAMPING/ ADVISE FOR CATERING

contact Trevor Bange at trevorbange@bigpond.com OR 07 4695 8541

The QUA hangar repairs should commence soon as approval has been given by Owl Insurance to proceed with the quote from Chris Gratton Sheds. We need to thank our treasurer, Roger Kelly for his efforts to negotiate this process with Owl

QUEENSLAND ULTRALIGHT ASSOCIATION
MINUTES OF FEBRUARY 2007 GENERAL MEETING

MEETING OPENED	07.52 pm
APOLOGIES	Bryan Schollum, Richard Sweetapple, Glenda Faint Danny Fowler, Peter Ratcliffe, Gavin McGrath
VISITORS	Robin Salisbury (honorary member)
MINUTES OF PREVIOUS MEETING	MOVED Colin Thorp SECONDED Richard Faint CARRIED
PRESIDENT'S REPORT	Absent
TREASURERS REPORT	Bank account \$ 4,898.00 Investment account \$15,887.75
SECRETARIES REPORT	Advertisement from American Express.
WATTS BRIDGE REPORT	Violent storms at Watts in December 2006 causing damage to most buildings on the field including the QUA hangar. Some members came out to help secure the hangar doors. The main runway was also damaged by some of the debris. Rod Mills advises that the filled holes may be soft after any future rain activity so caution may be required when landing. Frequency of such storms is every four to five years.
GENERAL BUSINESS	Chris Gratton Sheds provided a quote of \$11,550.00 to effect repairs to the QUA hangar. Owl Insurance has requested that a second quote be provided also. Owl Insurance quoted \$2,000.00 per annum for the \$10m public liability insurance for the hangar. By linking onto the joint Watts Bridge insurance policy, this cost has been reduced to \$300.00 per annum. Ivor plans to build a 1,000 metre airstrip on his property adjacent to the Logan River. The north/south runway will have wires at the end and along one side. Other topics discussed included the trip to Narromine, sources of sponsorship for the QUA, and how the early ultralights are becoming less popular as time progresses. Not as many appear to be still flown on a regular basis. Robert Shaw mentioned the Tyros that are still being flown. Richard Faint mentioned there are up to thirty Sonex aircraft being assembled in Australia, including Beven Dryden who recently flew his new Sonex at Gatton South Airpark
TECHNICAL QUESTIONS	Mike Smith reported his experiences with his Jabiru's airspeed indicator that appears to read higher and higher. Discussion talked about the static system and tests including disconnecting the static line to check airspeed variations.

MINUTES cont

SOCIAL DIRECTOR

Need to plan for the Poker Run in 2007. Dates mentioned include the second or third weekend of July. Dates to be decided at a future meeting. Volunteers are required to organise and run the BBQ and other activities over the weekend. Roger Kelly is keen to push the Poker Run. A Watts Bridge Social Calendar is to be arranged for 2007.

TRAINING NOTES

CASA has issued a notice and posters to educate pilots on 'How To Avoid Skydivers' when flying near airfields with parachuting operations in progress. This may help to avoid having a pair of fast moving size ten boots bouncing off the canopy of our flying machines as we merrily bump through the sky, leisurely committing recreational aviation.

SPECIAL THANKS

to Robin Salisbury for preparing the supper.

MEETING CLOSED

08.53pm

SOCIAL CALENDAR

March 5

QUA General Meeting at the SAAA Clubroom at Archerfield Airfield. Starting from 07.30 pm with supper provided after the meeting.

March 11

Clifton Annual Fly-in at Bange's Airfield. See above for more details.

March 17 – 18

Silver City Annual Fly-in near Broken Hill, NSW. Arrive Saturday with dinner under the stars. Depart Sunday or Monday. Station accommodation available (BYO sleeping bag) On field camping welcome. Ring if fuel is required. Contact James on 0418858189 for airfield details.

April 6 – 8

Natfly 10th anniversary Fly-in at Narromine, NSW.
Contact the RAAus Office on 02 62804700 for more details.
Some QUA members may wish to drive or fly to Natfly.

Gordon Clarke is also interested to talk to any QUA members who may be planning to attend Natfly in Narromine next Easter. Whether you are driving or flying, now is a good time to start planning. Natfly is always good to visit to meet other flyers see new aircraft. Contact details for Gordon are as above.

Richard Faint has requested that members who wish to receive their QUA newsletters via email please send him an email to update his address list as some members may not be receiving their newsletters each month. Sending out the newsletters via email helps save postage, paper and time. Richard's email address is as follows rlfaint@auav.org

AIRCRAFT FOR SALE



ALL METAL ULTRALIGHT

This R.A.Aus registered 95.10 all metal fun machine is powered by Fuji Robin 440 cc dual ignition engine with a 2.55/1 belt reduction drive. Instruments fitted – Digital Tacho, CHT, EGT. Skid/Slip Indicator, ASI, VSI, Compass, Sensitive Altimeter. Optional UHF & VHF radios. Complete spare engine and propeller. Includes a Panel Rib covered trailer for transport to the airfield and storage. Floats included .Fly at 45 knots @ 5 litres p/h or 60 knots @ 10 litres p/h. Very docile machine to fly. Offers invited. Contact Richard on 07 3245 2579 or via email on rsweetapple@optusnet.com.au.

FOR SALE --- Drifter two seat aircraft with a recently rebuilt electric start Rotax 503 engine fitted. Other details include new helmets, new radio, reconditioned gearbox, and a new propeller with 17 degree pitch blocks fitted. This Drifter, which has a cruise speed of 55 knots is currently located at Clifton Airfield, Queensland. For more details please contact Jim Ben on 07-46971152. Asking price is \$17,000.00 for a well maintained aircraft.

NEXT QUA MEETING

MONDAY 5th FEBRUARY 2007

Starting from 07.30 pm at the SAAA clubroom near the main airfield gate on Beatty Road , Archerfield. Same time , Same place. Some good discussion of the building and flying of Recreational Aircraft always heard each month.

Everyone is welcome to make it a great night and share Robin's supper.

PRESIDENT Peter Ratcliffe 07 33413077 TREASURER Roger Kelly 07 32799710

SECRETARY/ EDITOR Mal McKenzie 07 33415348

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