

QUEENSLAND ULTRALIGHT ASSOCIATION

MARCH 2008 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

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QUA CLUBHOUSE UPDATE



The above picture shows the new slab for the QUA clubhouse project. The site and slab were prepared on the 18th / 19th of February when the rain held off long enough to allow access to the heavy vehicles required for the project. It is expected that the construction of the building to the lock up stage will proceed within three weeks of the slab being poured. The further work to complete the building will be done as required. A small working bee of QUA members helped clean up around the slab and mow around the QUA hangar on the following, very warm weekend. A good clean out of the accumulated items in the hangar will be required in the future to allow easier access to the six aircraft in residence there.

THE NEXT QUA MEETING IS ON MONDAY 3rd MARCH FROM 07.30 PM
ALL MEMBERS AND INTERESTED PERSONS ARE WELCOME
SUPPER WILL BE PROVIDED THANKS TO ROBIN

NEW RUNWAY AT INGLEWOOD AERODROME

The Inglewood airfield was recently upgraded as part of a \$500,000.00 Queensland Government Rural Airfields Grant. A new extended sealed runway, taxiways, aircraft parking area, windsocks with a full lighting system for night time operations was provided by the grant. The new runway has now been re-aligned to reduce flying over the main built up areas of the town.

A new tarred access road to the airfield has also been constructed. An industrial park for future business developments was included along the entry road. It is encouraging to see how much inland towns appreciate the convenience of their local airfields compared to the coastal councils who are hell bent on redeveloping any open areas and destroying many fine, popular, historic aerodromes.



The main reason for the upgrades was so that the Royal Flying Doctor aircraft can once again land to transport patients from Inglewood for medical treatment. For the past six years the larger aircraft in service now were unable to operate from the shorter grass airstrip.

The new airport improvements will also be of benefit for future activities such as the next Inglewood Fly-in in May this year.

On Saturday, 26 January 2008, Inglewood Shire celebrated Australia Day in conjunction with the opening of the new airstrip at the Inglewood Aerodrome and the arrival of a Royal Flying Doctor aircraft.



The opening ceremonies commenced when the founder of Angel Flight , Bill Bristow landed.

An article published in the MacIntyre Gazette on 31 January, 2008, ("*RFDS Officially Welcomed*") gave details of the event and praised the day, saying:

"...There were a few nerves around the Inglewood QRFS fire trucks prior to the RFDS arriving as they prepared to officially welcome the plane. The arch of water task was performed brilliantly by the local team who made the plane's entrance an impressive spectacle..."

"...The airstrip was alive with activity as planes of various descriptions landed. From ultralight aircraft to the impressive sound of the Trojan fighter bomber which saw service in Vietnam..."



QUA AIRCRAFT OF THE MONTH

GURÍ AFFORDABLE AND MODERN ULTRALIGHT

A true "Composite" ultralight by BAeer

The design goal for the Gurí was not only to create a highly versatile ultralight but also to make an airplane kit that is easy to build and offers exceptional value for your money. The Gurí design is an innovative concept that combines metal and composite structures into one integrated package. A true "composite" lightplane! Rather than choosing a single material and then designing an airplane around that material's strengths and weaknesses, the Gurí team used each type of material where it made the most sense from an engineering and a construction standpoint.

The Gurí wings are aluminum and fabric. For an important wing surface, constant-chord wings and slotted ailerons and flaps (for better lateral control and more lift), aluminum and fabric offers an unbeatable combination of light weight and ease of construction.

For the sleek compound curves of the Gurí cockpit, on the other hand, fiberglass composites are the material of choice. Fiberglass fabrics and the excellent epoxy-vinyl ester resin factory molded cockpit, landing gear and several parts insures a mirror-smooth finish and a quick, simple assembly project. Rear fuselage is a 6 inch diameter aluminum tail boom with aluminum tube and fabric tail surfaces. A choice of several engines is also available for the Gurí.

If your dream is fly a new ultralight plane that combines technology, performance and affordability, the answer is the Gurí lightplane. The BA-5 Gurí is a very affordable plane with quality and performance like other similar ultralight aircraft models.

The BA-5 Guru Kit is available from BAeer BA Aeroplanos in Buenos Aires, Argentina. More information is available on the following webpage.

Web www.baaer.com.ar/



BA-5 Gurí Kit continued.

The construction of the Gurí kit is designed so the amateur constructor would have to make the least amount of parts himself. The main goal of the constructor is the assembly of parts supplied, covering the flight surfaces, installation of systems, engine, upholstery and painting. The kit does not include an engine, propeller, paint and instruments.

The demand of the constructor's work is selected in a way, where it can be handled with the help of basic manual tools only. The average skilful constructor will spend approximately 500 working hours in construction.

Optional equipment list:

- wheel pants
- instruments
- floats
- ballistic chute
- propeller

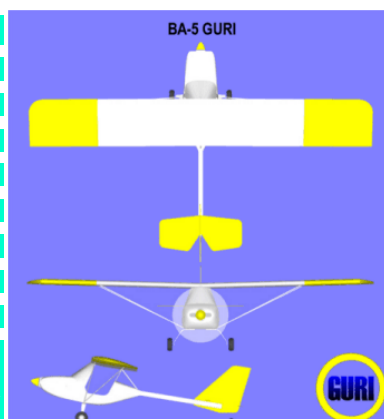
**Price: Basic Kit from Us \$ 11.900
(without engine and instruments)**



BA-5 Gurí Characteristics

Performances				
Engine	Rotax 503 50 HP (2T)	HKS 700E 60HP (4T)	Rotax 582 64HP (2T)	Rotax 912 80 HP (4T)
Cruise speed @ 75%	110 km/h (70 mph)	120 km/h (75 mph)	130 km/h (80 mph)	150 km/h (90 mph)
Stall speed	55 km/h (35 mph)	55 km/h (35 mph)	55 km/h (35 mph)	60 km/h (38 mph)
Rate of Climb	3 m/s (600 ft/m)	3.5 m/s (700 ft/m)	4 m/s (800 ft/m)	5m/s (1000 ft/m)
Never exceeded speed (VNE)	190 km/h (120 mph)	190 km/h (120 mph)	190 km/h (120 mph)	190 km/h (120 mph)
Range	500 km.(313 m.)	840 km.(525 m.)	500 km.(313 m.)	800 km.(500 m.)
Takeoff Distance	150 m.(500 ft.)	150 m.(500 ft.)	100 m.(330 ft.)	80 m.(260 ft.)
Landing Distance	150 m.(500 ft.)	150 m.(500 ft.)	150 m.(500 ft.)	150 m.(500 ft.)
Glide ratio	12:1	12:1	12:1	12:1
G Loading	+6 -4gs	+6 -4gs	+6 -4gs	+6 -4gs
Fuel Consumption	15 lts/hora	10 lts/hora	18 lts/hora	12 lts/hora
Fuel capacity	70 lts.	70 lts.	70 lts.	70 lts.

Dimension	
Span	10 m.(33 ft.)
Lenght	6 m.(20 ft.)
Wing surface	14 m2.(150 ft2)
Chord	1.4 m.(55 in)
Empty weight	225 kg.(495 lb.)
Gross weight	450 kg.(1000 lb.)
Cockpit width	1.05 m.(42 in)
Baggage capacity	15 kg.(33 lb.)
Seats	2



QUEENSLAND ULTRALIGHT ASSOCIATION

MINUTES OF FEBRUARY 2008 GENERAL MEETING

MEETING OPENED	08.05 pm
APOLOGIES	Glenda Faint, Richard Sweetapple, Danny Fowler, Vern Grayson
VISITORS	Robin Salisbury, Priscilla Smith
PRESIDENT'S REPORT	The Esk Shire Council has approved the clubhouse application. The recent rain has delayed the laying of the clubhouse slab. The building should be assembled two weeks after the slab is laid. The clubhouse will be lined with gyprock and painted inside after the power cables have been run. The first priority will be to connect the power followed by the plumbing, toilets and fitting a tank to make the building useable. The rest will follow as time and funds allow.
TREASURERS REPORT	Cheque Account \$ 2,301.53 Monies Banked\$ 1,272.00 Investment Accounts.....\$ 23,629.49 Approximate Interest.....\$ 1,200.00 Total QUA Funds.....\$ 28,403.02
SECRETARIES REPORT	No incoming mail.
WATTS BRIDGE REPORT	The rain has encouraged the grass to grow more. Two personnel gates have been installed in front of the clubhouse to allow easier access to the aircraft apron and tie down areas. A vehicle gate is planned at the Silverleaves Road end to allow an alternative access to the airfield to minimize damage to the road ways in wet weather. Termite and ant control needs to be done. The fire breaks need to be cleared and mowed. The application for the government grants for a replacement mower has not been successful. There is a need to re-apply. The grants for the zero turn mower, 800 litre fire fighting tank and pump were successful and the items have been bought. The Watts Bridge web page is due to be updated.
GENERAL BUSINESS	Payment for the soil test needs to be made. QUA president, Peter Ratcliffe donated the meat for the Christmas Party, which made a profit of \$350.00.
SOCIAL DIRECTOR	The Poker Run 08 is set for Saturday 12 th of July to coincide with the Watts Bridge "Christmas in July" dinner being organized by Liz Cook and the WBMA. Richard Faint is to distribute the envelope cards.
SPECIAL THANKS	to Robin for preparing the supper this month
MEETING CLOSED	08.30pm

SOCIAL CALENDAR

- March 3rd QUA Inc General Meeting from 07.30 pm at Archerfield Aerodrome. Meet at the SAAA Clubhouse off the Beatty Road entrance. Supper will be provided after the meeting as usual, thanks to Robin.
- March 8 - 9th The Annual Clifton Fly-in is again hosted by the Darling Downs Sport Aircraft Association Inc. at Bange's Airfield at Clifton. On field camping, bring your swag, BBQ on the Saturday evening. Drive, fly or walk in. Contact Trevor Bange 07 46958541 or email trevorbange@bigpond.com
- March 21 - 23rd Natfly 2008 at Narromine. Come for the eleventh anniversary of Natfly For more information contact the RAAus office on 02 62804700.
- April 26th Lismore Airshow at Lismore Aerodrome, NSW. More details to follow.
- May 3rd - 5th Inglewood Fly-in. More information when available.
- May 4th The David Hack Classic Meet at the Aerotec Hangar on Toowoomba Aerodrome. From 09.00am to 03.00 pm. Contact Scott Williamson.
- July 12th The annual QUA Poker Run at Watts Bridge. More details later.
- July 12th The Christmas in July Dinner and Party at Watts Bridge. Venue is the AAC Clubhouse. Contact Liz Cook on 0419369963

David Hack
CLASSIC MEET

AEROTEC HANGER TOOWOOMA AIRPORT

ALL AVIATION IS WELCOME - WARBIRDS, ANTIQUE, VINTAGE, SPORT AND G.A.
FOR MORE INFORMATION CONTACT SCOTT WILLIAMSON: EMAIL SKWILLIAMSON@AAPT.NET.AU
PH- 0427 332192

**10TH ANNIVERSARY
SUNDAY, 4TH MAY, 2008
9AM TO 3PM**

A PROJECT OF -
ROTARY CLUB OF TOOWOOMBA NORTH
& IN ASSOCIATION WITH
AEROTEC QUEENSLAND



THE NEXT QUA MEETING IS ON MONDAY 3rd MARCH FROM 07.30 PM

MID AIR COLLISIONS

In the past couple of months there has been an increasing number of fatal mid air collisions between light aircraft, both in Australia and overseas. The need to be vigilant in keeping our eyes looking out of the cockpit to scan the sky around us is paramount in our flying. We need to constantly scan the instrument panel, the sky ahead, to the side and if possible behind. Even when we are performing a radio listening watch, we can never be sure if there is an aircraft nearby that either has not broadcast their position, or has no radio fitted. An aircraft approaching us head on will appear very quickly in our vision as the closing speed can be two or three times our cruising speed. When approaching airfields with different forms of recreational flying operations we really need to have a good look out at all times. Small gyro-copters and helicopters can be very hard to detect when flying. Helicopters can

be more interesting to observe as there are more options in detecting which direction they may be traveling. They could be moving backwards, sideways as well as forwards. Small, fast moving aerobatic aircraft such as a Pitts Special can use up a lot of sky when performing maneuvers. It is not a wise move to travel through the aerobatic box adjacent to an airfield such as Watts Bridge on certain Saturday afternoons. Glider operations also have unique hazards due to winch cables or aero towing. Mid week in some areas, we also need to be on the look out for low flying military aircraft that may not be using the area frequencies that we are using. There is also no guarantee that they will follow the routes outlined in the Notams for a certain area. We need to constantly look, listen and observe to detect potential hazards that could cause us extreme grief and trauma if not seen early enough to take evasive actions.

MEMBERS MARKET

For Sale Lea Kestrel, 95.10 single seat ultralight aircraft with an enclosed trailer included. Fitted with an electric start Rotax 503, Brologa propeller, and a well equipped instrument panel . TTIS 450 hours. Great value at \$10,500.00
Contact Keith on 07 38627740 for more information.

For Sale Tyro Two, 95.10 single seat ultralight aircraft. Fitted with a Rotax 377 and a Sweetapple propeller. Usual set of instruments including an hour meter. TTIS 160 hours, hangared at Watts Bridge. Flies well with great visibility. Just add petrol / oil and go flying.
Give away price at \$4,500.00. Contact Mal on 07 33415348 or 0414723049 for details.

For Sale.....A single seat project.

Aircraft is a full metal wing variant of a "Tyro" with one wing almost finished, spar and ribs of the other complete. Fuselage complete. All metal sheet to finish wing covering, and ailerons. Other stuff includes wing struts, engine mount (503), joystick assembly etc. Lots of brackets and a fiberglass shell. The workmanship to date on all parts is exceptional. I purchased this project based on the quality of the work done by the previous builder / owner. I can send digital pictures if requested. Asking \$3000 (or sensible offer). Please contact me (Ian Mitchell) on 0409 764 477 if interested. I've bought an aircraft, so I have even more motivation to sell. Plus the wife wants her garage back!

PRESIDENT Peter Ratcliffe 0418159429 TREASURER Mike Smith 0418735785

SECRETARY/ EDITOR Mal McKenzie 07 33415348 Email mmc80789@bigpond.net.au

QUA Inc TECHNICAL DIRECTOR George Perez

MEMBER PROFILE

NAME

OCCUPATION

AIRCRAFT OWNED

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AIRCRAFT BUILT

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FLYING EXPERIENCE

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INTERESTING INFO

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RECENT MEMORABLE FLIGHTS.....

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The idea of this form is to provide some information that QUA members may wish to disclose so that it can be printed in the newsletter with a suitable photograph in member profile articles. It was mentioned at a meeting last year that it might be a good idea to help new members get to know who the other members are. It is up to the individual what is said.
