

# QUEENSLAND ULTRALIGHT CLUB

May 2003 News Letter

Watts Bridge Airfield Silver leaves Road Via TOOGOOLAWAH QLD

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## News Flash

### **Annual Subscriptions Over Due Now**

Please be sure to send your annual subs to the treasurer as soon as possible as all funds will be required for the clubhouse, **only \$40.00. Try to get a new member**

**Birthday:** Richard Sweetapple turns (70) Seventy years of age today 7/05/03.

**Engine:** Six V6 Chev engines have been ordered for fitment to the new Spitfire aircraft. John & Tanys hope to be flying by the end of winter this year.

**Club House:** Major discussion on the Club and Clubhouse at next meeting, please contact Robin 5537-2165 if you are attending so she can cater for supper.

**Inglewood Fly-in:** The fly-in was poorly attended due mainly to the timing with Narromine and the fact that 90% of the Hang Gliders went to Dalby. A concert effort by the Club headed by Tanys to improve the status next year with the introduction of a Rodeo.

**New Blood:** please invite new people to the meetings, as we need more active souls to re-energise the club to its previous glory.

President: *Michael Smith* (07) 3206-3548

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

Secretary: *Peter Fraser* (07) 3267-7297

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*Flying News*

*Narromine, Easter 2003*

*Lloyd & Robin Salisbury headed off down the Highway on the Tuesday prior to Easter arriving on the Wednesday. Meeting up with our good friend Trevor Burns from Taree with the Tail dragger Jab 3300.*

*Robin & Lloyd spent the next evening at Trevor's brother's farm about 20Nm to the west of Narromine. Such a great place on the river. A must if you want to travel the distance each day back to the strip.*

*Robin made us all welcome with many cups of tea, coffee and snacks. Great to catch up with all the crew even if I couldn't see them properly.*

*Peter Fraser, Glenda and Richard Faint departed from Watt's early on Thursday morning to complete the journey via a fuel stop in Moree, getting to Narromine just after lunch. Well done to you all as a few years ago most people used to stop overnight at Moree, before doing the final leg the next day on this type of aeroplane.*

*Lynn & Beven Dryden and Mary & Don Mellow did some highway flying which they were continuing after Narromine, on an overland tour to South Australia, Victoria and back through NSW prior to their return after a couple of weeks.*

*Lloyd's Jabiru now owned by Grummo and the newly commissioned Tail Dragger 3300 with wet wings, of Sue Hopper & Bill Naylor also attended Narromine this year, We met with two more builders of the SP-T 3300 kits and they all are having problems with the manuals. Jabiru factory got quite a ribbing at the seminar conducted by Rod Stiff.*

*Well I was late getting down to Narromine as I hitched a ride with Marie Roos as she did with me the year previous. Marie was stuck in Hervey Bay with bad weather but finally got out on Friday morning. Picking me up at Caboolture at 10:30am we were on our direct track to Moree just skirting the Amberley control zone and then Toowoomba MBZ arriving at Moree just over two hours later. Poor Marie had to put up with me telling her that, she was drifting off course also up and down with the assigned Altitude. Not having flown many hours in the last year it took her a while to get back into the swing of things. The next leg was very precise and a credit to anyone. Arriving just after three in the afternoon at Narromine we were greeted by a number of people that I couldn't remember.*

*Richard Sweetapple and Ces Lee were there and no detours were experienced this trip. Richard and Ces were disappointed with all the Chequebook aircraft and the clear lack of the grass roots aircraft on which the federation was founded. Many people are building from scratch, Don and Beven to mention a couple.*

*Thanks to Ole Jensen for providing some additional excitement with his forced landing on the way down to Narromine and for bringing an opposition aircraft into the arena dominated by the Jabiru. Unfortunately Ole trying a three point landing at Moree on the return flight using a wing tip as one of the landing gear, did some superficial damage to a float and the tip.*

*The CT-2K German designed, Russian built high wing composite aircraft had some amazing spec's so I lined up for a test ride. This was going to be the ride of a lifetime as the importer's wife had told me they were cruising @ 130Knots burning 13 lph. This aircraft is strutless but has a huge wing, with a stall speed of 32 knots. Visibility from the cockpit is amazing with side by side seating. With a thorough pre flight inspection I noticed the following, a nose wheel steering, 130 litres fuel capacity, full flying elevator, rudder with horn balance, differential freeze ailerons and proper Fowler flaps with twelve degrees of reflex. This machine is looking like a cross-country machine to suit our conditions perfectly, being powered by the super reliable 100 Hp 912S. Inside the cockpit the design is superb. Then I am introduced to the noise cancelling headsets. Starting the engine, which fires up willingly, the radio is switched on and then the intercom followed by the power to energise the noise-cancelling headsets, what a difference!!! We taxi out where I asked the demonstration Pilot to perform a short field take-off and then adapt a cruise climb @ 90 knots so as to get a real comparison with other aircraft I am familiar with. This aircraft performs well with approximately 150 metres for take-off and then a consistent climb of around the 600-fpm. Straight*

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*and level at full power was 118 knots (which could be, slightly improved with the correct pitch) and was comfortable cruising at 110 knots at 20 lph or 5200 RPM.*

*The handling characteristics of this aircraft are nothing short of fantastic with absolutely no vices and excellent for those pilots of which we know none in the ultralight fraternity that are paralysed from the waist down. The whole flight was conducted by the demonstration pilot without the use of rudder in the air.*

*The landing was conducted at minimum speed with 40 degrees of flap flying the whole runway a few feet above the ground at 36knots touching down at the far end of the runway on the piano keys stopping in less than 60 metres. Disc brakes are controlled by a single lever with no differential braking. The nose wheel steering offers a very small turning radius. The only disappointing part of the flight was when I removed the headset. The cabin noise was unbearable. Priced at \$114,000AUS this aircraft should offer other Australian manufacturers a very competitive edge with a similar design.*

*Rod Stiff in the Jabiru seminar waffled on about everything and nothing until close to the end of the seminar when he announced that they had redesigned the wing on the J200 & 400 aircraft. Surprise Surprise! After my test flight in Joe Mikus' J200 it was quite obvious that this aircraft required a wing with a much bigger chord. Rod said that the wing span has been increased somewhat and are claiming a loss of only 10knots in the maximum performance. In my opinion this will mean they have achieved a much safer design with a probable cruise of around 100knots @ 22 lph fuel burn. This, if they fix all the inherent problems with their 6 cylinder engine and their wing tank problems should produce an excellent cross country machine with a very comfortable cabin size.*

*Saturday night for the Natfly trophy presentation dinner held at the Narromine RSL was easily the best catered food that has been experienced for the duration of this event. MC for the night was a partially en-ebriated Operations manager Mr Paul Middleton. Our very own Richard Faint received a trophy for doing 1800 hours flying in his Sapphire aircraft. Tom Cadet received a trophy for offering assistance to other fliers building his Boorabee aircraft. The night was full of chatter and fun with everybody completely satisfied with the small increase in price for the enormous increase in quality and quantity of food. I recommend that you attend the next Natfly dinner at Narromine.*

*Returning on Sunday Marie & yours truly, Richard, Peter, Glenda and the boys from Caboolture headed back taking advantage of the fantastic weather with a gentle easterly blowing. Peter Fraser took absolute advantage ending up more than 10 miles west of track finding a rather large bitumen airstrip which he landed at as it didn't appear on his WAC chart. Finding it was the airfield of the local crop dusting and fire fighting man he was welcomed with both arms and shown around the establishment. Also finding this to be the home of the flying saucer which was sighted 3 years running at Narromine.*

*All making it safely back to their respective airfields apart from Marie who had to overnight with Margaret & I due to inclement weather north.*

*Lloyd & Robin headed east to Taree finally returning to the Gold Coast on Wednesday after a wonderful week away.*

*This year saw the biggest arrival of aircraft ever with figures quote of some six hundred aircraft attending, Terry Cronk with his 350 Cubic inch V8 powered Spitfire was very impressive. Tom Wicker proved the strength of his undercarriage when he crashed back to the runway when the engine failed on take-off in the Cobra Arrow. The general public numbers were down which made it a wonderful time for the enthusiast.*

*Maybe next year we should plan a trip commencing the weekend before Narromine picking up the original ultralighters on the way.*

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## Minutes of monthly QUA club meeting.

*Monday 07 03 2003*

**Apologies:** Ces Lea, Colin Thorpe, John and Tanys McCarron

**Visitors:** nil.

**President's report:** Boonah flyin was nit support very well with an abundance of food. A large contingent from the Gold Coast Club/ Heck field attended.

**Treasurer's report:** Richard. Cash in the bank is approximately **\$13400**. A budget for the following year was presented and it was estimated that **\$18,000.00** would be required to complete the next phase in the Clubhouse at Watts Bridge

**Secretary's report:** Nil.

**Social Directors Report:** Nil.

**AUF report:** Nil.

**General Business:** No general business arising from the minutes.

**Thanks:** A vote of thanks to Mrs. Salisbury for the supper.

**Meeting closed at:** 8:58PM

**Open Forum:** Richard described the effects of worn piston rings on a two-stroke engine.

**Next Meeting:** 12 May 03 with Roger Porter as Chairman