

# QUEENSLAND ULTRALIGHT ASSOCIATION

NOVEMBER 2003 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road, via Toogoolawah Qld

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Glenda and Richard on a 'Family Outing'

## QUA CHRISTMAS PARTY

In years gone by the Q.U.A. has always had some kind of end of year Christmas Celebration. Many will remember highly successful evenings at airfields such as Kooralbyn, Boonah and Watts Bridge. Continuing in that tradition is the Inaugural Watts Bridge Christmas Extravaganza: A coming together of all the Homebase Groups to organise a humungeous party for all pilots and aviation enthusiasts. This will be a great get together with a 3 course meal, superb live band, raffles, door prizes, aviation movies, parachutes and more.

**ALL QUA MEMBERS** and their families are encouraged to attend and help make this a truly memorable evening. See the attached brochure for all the information. Feel free to contact Glenda if you have any questions.



**CHRISTMAS  
EXTRAVAGANZA**  
13th Dec 2003

**PRESIDENT:** *Michael Smith (07) 3206-3548*    **SECRETARY:** *Glenda Faint (07) 3818-1988*

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## Around South West Queensland By Bantam Power. An adventure with Bert Purcell

When I purchased my Jabiru powered Bantam around two and a half years ago, I realised a dream to be able to fly simple and safe and have an adventure. Recently I was planning a trip around South West Queensland when my brother Max rang and suggested he needed a holiday, then I got excited.

I had planned a trip right around South West Queensland visiting towns, friends, relatives and properties that I used to work on to get photos and video footage, in other words go back to our roots, the country where we came from. We packed the little Bantam with our camping gear, also extra fuel and left Kilcoy early one Saturday morning in September, 2003 on the first leg of our journey to Inglewood out in South West Queensland.

It looked like a perfect flying morning, but once in the air we found we had 20 knot headwind right on the nose. We flew up Ma Ma Creek Valley and crossed over the Great Dividing Range. I found we were using more fuel than I calculated so we decided to stop at Clifton to top up. I put in 20 litres of AVGAS then after a chat to Trevor Bange, we took off for Inglewood.

On the way we passed over a property our parents once owned and got some great video footage of the property and surrounding area. After landing at Inglewood we walked into town over the railway bridge. During the 1956 floods the only way into town was over this bridge. We spent a relaxing day at Inglewood visiting friends and relatives, after camping the night we flew on to Goondiwindi.

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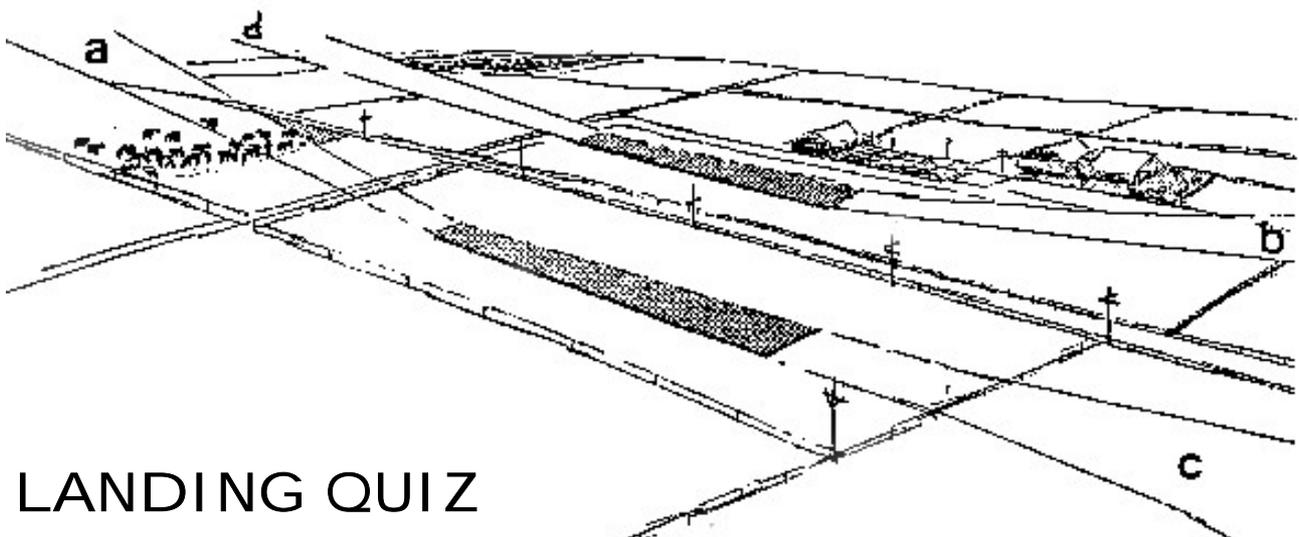
I was born in Goondiwindi and there are so many memories around there. We visited friends relatives, took video footage of a house where our mother was born, the church where Mum and Dad got married, the Gunsynd Statue near the New South Wales Border Bridge. Then back to the airstrip to fuel up and camp for the night. After an early morning start we flew on to a small township further out west called Talwood. I decided to fly low and follow the road so we could get a better video. We followed the road and climbed to 1500 feet, as we ventured further west we passed over a small town called Tooleah, and another called Bungunya, also a property called "Welltown". Over the years it became a well known merino stud, where several relatives worked in the past.

After a great flight to Talwood we turned South towards Mungindi on the New South Wales Border, because years ago as a teenager I worked on a property called "Willarie", and I wanted to see what it was like today. We flew all around the property, over the Barwon River on the New South Wales Border, then back to where the homestead used to stand, it was burnt down years ago. The shearing shed and shearing quarters is all that is left, so after circling around I lined the Bantam up on a black soil flat not far from the shearing shed and made a perfect landing.

We had almost finished our landing roll when a kangaroo jumped up in front of us, when we walked over to a creek and startled a wild black pig. I took some photos of a room in the shearing quarters when I stayed for a while before moving into a house at the homestead. With my first wages I brought a new battery powered record player, it turned off when the record was finished, very modern for those days and I played it all night long.

In the shearing shed was the old wool press that I stomped wool into when I was seventeen years old, it is still there and in good condition even though it has not been used for years. Willarie Station was one of the most respected wool growing properties in the area, to see it now as flattened cotton country with the rivers sucked dry was a bit heart wrenching. When I worked there I knew of a grave, and quite often when I was pig hunting there would be pigs camping on the grave site.

My brother Max was doing the family tree years later and found the grave belonged to our Great, Great Grandfather George Morrison who died in the fencers camp in 1889. In 1920 our Great Grandfather John O'Conner was carting wool from Willarie with a bullock team, but while going through a gate out of the horse



## LANDING QUIZ

This month we've got power available and all we're interested in is landing safely. It's a dairy farm. There's no wind. Which landing approach would you use? Bring your thoughts along to the meeting Monday.

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paddock he was squashed against a post by the bullock dray and killed. After a good look around and plenty of photos we returned to the little Bantam to prepare for take off. The Bantam made a perfect departure from the black soil flat, then we flew back to Talwood Township about a 20 minute flight.

The airstrip is red soil and runs through the local Town Common, so if you ever land there, keep your eyes open for horses. After a great landing we went across country to the local race track which is nearby and tied the plane down before walking into Talwood. We spent the rest of the day visiting friends and taking video footage, then after having a shower at the recreational grounds which I can recommend, we had a friend drive us out to the racetrack where we camped for the night. After a glorious night we took off early next day and flew to Thallon further out west, this town is the second last town before the end of the railway line, also where I left school.. We took more video then flew on to Nindigully, which is about halfway between Thallon and St George. The Nindigully Pub is the main building around here apart from the dance hall and the rodeo grounds.

I won the bull ride at the local rodeo here many years ago, and the Nindigully Pub was where a movie was made called "Paperback Hero" starring Hugh Jackman. Another bit of trivia, the Nindigully Pub along with the Hebal Pub are the two oldest continuous licensed Pubs in Queensland.

On to St George where we spent the rest of the day visiting friends and taking advantage of the local hospitality before heading back to the airstrip to prepare for the next leg of our journey further out west to Mitchell. The weather looked great when we awoke at St George, but after a smooth take-off we noticed 20 knots right on the nose. After crossing over some very inhospitable country and using more fuel than I calculated, we decided to land on Begonia Station to put more fuel in.

After landing on Begonia Station the westerly wind picked up and blew all day long, but luckily for us Begonia is a farm stay property complete with a coffee shop. We spent a glorious day at Begonia looked after by our host Don Kellop, it was brother Max's birthday so they gave him a cake and sang happy birthday, it was a day I will never forget. On the property are several points of interest, like the first bridge built over the Maranoa River for cars built in the 1930's out of rough bush timber and could still drive over it today.

In the Coffee Shop was a large Honour Roll Board for boss drovers and men who worked the St George to Mitchell Stock Route, I knew many of the names on the board including Lindsay Cant who was Alice's father. We had a choice of accommodation from the ringers quarters to the shearers quarters, but if you ever stay there go for the overseers

## **FLYING QANTAS !!**

*All too rarely, airline attendants make an effort to make the inflight "Safety Lecture" and their other announcements a bit more entertaining and.*

*For those of you have done a lot of travelling, you will be aware that Qantas has always had a more "relaxed" approach. So, here are some real-life examples that have been heard or reported from Qantas*

- ◆ On a Qantas Flight with a very senior flight attendant crew, the pilot said, "Ladies and Gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."
- ◆ On landing the hostess said, "Please be sure to take all your belongings. If you're going to leave anything, please make sure it's something we'd like to have."
- ◆ "There may be 50 ways to leave your lover, but there are only 4 ways to leave the aircraft."
- ◆ "Thank you for flying Qantas. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."
- ◆ As the plane landed and was coming to a stop at Canberra, a lone voice came over the loudspeaker.. "Whoa, big fella. WHOA!!
- ◆ After a particularly rough landing during thunderstorms in Adelaide, a flight attendant on a Qantas flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as shit everything has shifted!!"

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All good things must come to an end, so next morning early we took off from Begonia Station, and as we lifted off I was amazed at the amount of kangaroos below us. Westward ho to Mitchell still pushing 20 knots on the nose, but after a great landing we tied the plane down then into town for a swim in the hot thermal baths which we soaked in for a good hour. Feeling refreshed we walked down town to have breakfast and found Alice's Mother Muriel Cant standing outside the Mitchell Café.

We spent the day visiting friends, the the new owner of the Mitchell Café drove us back to the airstrip where we spent another glorious night under a full moon. Next morning we lined up on the new bitumen strip, so new the lines have not been painted yet, then we pointed our nose for Roma. We had a great flight to Roma with a tailwind all the way, but thirty minutes after landing a strong gusty westerly wind blew up and blew a gale all day long. The day was spent with relatives and friends, we visited points of interest before heading back to the Bantam to check over for the next leg of our journey to Chinchilla.

The morning was clear as we left Roma and a tailwind, what a bonus. We did a 100nm in an hour which was pleasant after pushing 20 knots headwinds all the way out. As we came down to land at Chinchilla a strong easterly wind caught up with us, but luckily it was blowing straight down the strip and we landed without accident. After refuelling we put the Bantam in a hangar and spent a pleasant day around town before going back to the airstrip where we had a caravan to sleep in and a television.[It's tough camping like this but someone has to do it.]

The next morning which was Sunday, we departed from Chinchilla in clear conditions for our final leg to Kilcoy. As we lifted off we had to dodge thousands of Galahs which flew along beside us, and we climbed steeply to avoid them our speed across the ground was reading 75 knots, so we knew it was going to be a good trip back.

We crossed the Great Dividing Range near Cooyar which was one of the lower sections, and as we got closer to Watts Bridge and Kilcoy I called to let other aircraft know my intentions because being such a beautiful morning I expected the skies to be full of aircraft, but no one was sited. The Darling Downs country is looking a picture right now after some good falls of rain, we took plenty of video and had an awesome trip.

I know Max enjoyed the trip as much as I did, travelling like this is a great bonding exercise, the little Bantam performed great, and the Jabiru motor never missed a beat, so now we are planning another trip next year.

Bert Purcell

2003



## QUA TOOL POOL.....

Building your own aircraft can be a highly rewarding undertaking. New skills are learnt, new "how to do it" challenges met.

Trouble is: You often need a highly specialised tool to do a one-off job, which most likely may never be used again.

SO it has been suggested that forming a "QUA Tool Pool" could be a good way to go. If you have any specialist tools that you would be prepared to loan to other builders, let me know and I will keep a list of what's available and publish it in the Newsletter.

E-mail: [rfaint@auav.org](mailto:rfaint@auav.org) or Phone (07) 3818-1988

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### MINUTES OF MEETING

OCTOBER 2003 - MEETING OPENED AT 7.55PM

#### APOLOGIES

Malcolm McKenzie

#### VISITORS

Bill Whitney, Robin Salisbury, Alice Purcell

#### CHAIRPERSON

Mike Smith

#### MINUTES OF PREVIOUS MEETING

MOVED AND ACCEPTED AS CORRECT

Moved by - Bevan Dryden, 2<sup>nd</sup> by Don Mellow

#### TREASURER REPORT

Account Balance \$15,822.59

MOVED AND ACCEPTED AS CORRECT

Moved by - Richard Sweetapple, 2<sup>nd</sup> by Tanys McCarron

#### SECRETARY REPORT

Glenda Faint

#### INCOMING CORRESPONDENCE

Nil

#### OUTGOING CORRESPONDENCE

Justice Department

#### NEW MEMBER

Robert Shaw, Tyro builder and flyer.

#### A.U.F. REPORT

Don Mellow

Name change for the A.U.F to Recreational Aviation Australia to be put to a vote by members.

Paul Middleton resigning next year, expressions of interest talked about.

C.A.S.A. Spoke to Don Mellow and Bevan Dryden at a meeting with other recreational aviation sporting groups about the difference between airshows and fly-ins and C.A.S.A. approval .

Questioned Medical Certificate to be filled out by members renewing pilot certificate.

#### SOCIAL DIRECTORS REPORT

Glenda Faint

Christmas Party at Watts Bridge Memorial Airfield 13<sup>th</sup> & 14<sup>th</sup> December, 2003

Lions of Toogoolawah doing the catering.

#### GENERAL BUSINESS

Good article by George Edwards in last newsletter, good work George, thank you.

Guest Speaker Bill Whitney

Aircraft Design Package Available \$121 inc. GST. 3 DVD plus 80 pages notes.

Weight and Balance Course Lecture by Bill Whitney 15<sup>th</sup> November, 2003 9am-3pm. Lecture \$25 Lunch \$10.

Wright Flier in Narromine 17<sup>th</sup> December, 2003 to commemorate Centenary of Flight Anniversary.

#### TECHNICAL REPORT

Bevan Dryden

Bevan showed the correct method of deburring sheet metal for aircraft building, also other handy hints on use of tooling. If you were not there you missed a very good and practical talk.

Tanys suggested the formation of a "Tool Pool"

#### THANKS TO MRS SALISBURY FOR SUPPER

#### MEETING CLOSED

9.15p.m.

**Bill Whitney is a "real" aircraft engineer that has always been ultralight friendly, especially so toward builders prepared to get in and give it a go. Bill is running a very practical workshop on the critical subject of Weight & Balance November 15th - not to be missed !!**

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