

QUEENSLAND ULTRALIGHT ASSOCIATION OCTOBER 2009 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

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Hello everyone. Happy October to you all.

No news on projects! I thought that every second one of you had the car out in the street to make room in the garage for the fuselage, wings and other bits and pieces. Oh well, let's start with our forum page.

MEMBERS' FORUM

Firstly, the EPIRB/RAA issue and Kiwi Dunning's original email:

Concerned Members Group, 26th June 2009

Dear RAAus Members

Re: RAAus Failure to Consult With Members.

This affects you.

I was very concerned to read in the RAAus June magazine, that the operations manager announced the removal of our exemption to the carriage of emergency beacons (ELTs). I consulted with my board member and he informed me that although he personally was against the exemption removal it was a majority decision by the board not to contest CASA's proposal to remove the exemption.

The implication of this decision is far reaching and has the potential to affect every member of the organization. It will cost the combined membership between one and three million dollars, but my main concern is not simply about the cost to members.

Currently, the board has the power to make any change, without consultation, regardless of how it affects its members. Nothing should be made compulsory without a cost/benefit study being done first and then not until after consultation with all the membership. I believe it is imperative that the constitution be changed in order to prevent the potential for the board to make operational decisions that adversely affect the majority of its members without prior consultation with the membership.

I have consulted with numerous members from Queensland, NSW, Victoria and Tasmania. We have decided to set up a website, containing a petition, to institute a change in the constitution. This would ensure that members are consulted on items which could significantly impact them financially or operationally. Any urgent questions/opinions can be directed to my mobile phone in the first instance. Emails can be directed to kiwidunning@optusnet.com.au although I have only weekly access. If you approve of what we are doing, call your board member to ask why they are giving away your rights without any consultation with the members.

Yours faithfully,

Andrew Dunning (Kiwi)

An alternative view from Peter Freeman:

I cannot help but have a view on the two issues here. Firstly, it is pointless to have a board if it does not have the power to make decisions. If the members of the board do not consult with or do not have an understanding of the wishes of those people they individually represent, the time to do something about it is at the time of their re-election. Simply put your hand up to take their place.

As for the requirement of a 406 ELT, it would seem to me to be a part of the progression towards obtaining a greater maximum allowable gross weight for RAA- registered aircraft and the increased performance of the incoming as well as current range of recreational aircraft. As a recreational GA pilot coming to RAA-registered aircraft only in recent years, I have noticed this progression taking place for a period far longer that I have been involved with this class of aircraft. There has been an indisputable change taking place from the paddock bug bashers of the 80's and early 90's to aircraft capable of cross-country journeys that could only be done previously in a heavier class. Whilst the mandated carriage of ELBs may well be an overkill for the person who still wishes to fly only in his local semi-populated area in a slow machine, it would be hard to grant them a relaxation of the rules as the more capable machines are registered under the same umbrella and there has been many documented stories of even the slower ones undertaking long cross-country flights.

Portable ELTs range in price from around \$500 up, and I am sure there would be an opportunity for the RAAus to purchase them in bulk and pass a saving onto members. Is this too high a price to pay for safety in the case of a forced landing or mishap in our vast country? The total GA fleet has had to bear the cost of the change from 121 to 406 in February this year with no government assistance. It has been indicated that the new system makes being found a whole lot easier. Not too many would say aviation is cheap, no matter how much we try to make it that way.

Peter Freeman

So, is this a case of the bug bashers versus the GA types? This letter is from Ian Walker (a Boonah pilot who saw our newsletter):

First of all, I have no particular argument with ELBs, as it makes good sense to carry one if you are flying over remote areas where help is not readily available. However, I am unimpressed by the mandated carriage of these devices as I feel that it has more to do with bureaucracy than safety, and is a further manifestation of the nanny state. As with any such measure, there are all sorts of inconsistencies in the results to be achieved. As I understand it, it is perfectly allowable for a single-seat aircraft to fly anywhere (including over tiger country) without an ELB, but we cannot fly from Boonah to Watts Bridge (over all very landable country) in our two seaters without one because it's over 50 nm. Perhaps the rule should be changed to exempt a two seater flown without a passenger, as the presence or not of a passenger seems to be the only significant difference from a safety aspect. I really think, though, that the issue should be a matter for the pilot with consideration for the remoteness of the area of the planned flight.

ELBs are definitely an important safety feature in remote or unpopulated areas (or over water, eg., Bass Strait), especially if not flying in company with other aircraft, but with most of our fatalities in recent years, the carriage of an ELB would have been absolutely irrelevant as a life saving measure.

What would have a huge effect on casualty numbers would be an improved training culture (and this includes GA training as well as recreational training). There seems to be an impression out there that with the proliferation of four-stroke engines in use these days that engine failures are a thing of the past. This is just not the case. It does not matter how well maintained an engine is - it is still liable to stop unexpectedly. It is much less common than it was a few years ago but it happens - even Lycomings occasionally fail. There may be no inherent mechanical problem with the engine itself but pilots, being human, are still capable of making errors with flight planning and running out of fuel, or being distracted while doing a preflight and perhaps leaving off an oil filler cap, or something else similar. The result is the same - sudden silence (except for the pilot's pounding heartbeat and nervous heavy breathing). This is where training methods seem to be falling down. When flying cross country (even if only for a few miles), if it were drummed into the heads of trainee pilots to *never* fly in a straight line across unlandable terrain (unless within gliding distance), then an engine failure would be much less likely to cause a major problem.

Part two of this issue is the matter of the now RAA-preferred training technique of powered approaches. I was taught to do glide approaches in both Drifters and Jabirus (as well as gliders). I find it difficult to follow the current line of thought (as explained to me at a Narromine safety lecture last year) that with some of the new LSA aircraft in use now, a bit of lift on final can make it impossible to make the landing without overshooting. If a glider pilot can be expected to land an 18 metre glider on an annual check flight *without* the use of the airbrakes (and this was not an uncommon request), it would seem to me that landing a Technam or Jabiru from a glide approach should not be particularly difficult. One of our club members who owns a taildragging Jabiru regularly lands in good distance from a full glide approach (and this is not an easy aircraft to land at any time). I would think it should be possible to do the same with most aircraft.

I am not saying that powered approaches should not be used - sometimes they are the only option, especially on a very short field. I am saying, though, that glide approaches should be used regularly, preferably *at least* fifty percent of the time, and more if possible. This would mean that if the unthinkable happens and the engine does stop enroute, the pilot would at least be completely familiar with the engine-out glide and approach angles and would be much less likely to hit the trees at the front of a paddock, or the fence at the other end. And if the engine were to stop on final, then the pilot would have no trouble making the field as he is already on a glide approach. Most importantly, the constant practice of glide approaches would help to prevent the mindset that "the engine will never stop on me" from ever developing.

As the preference for powered approaches would seem to be originating from the current group of RAA instructors (who are possibly GA trained and are most comfortable with these techniques), then maybe there needs to a change of philosophy in the training of instructors. If they find glide approaches uncomfortable, then perhaps more practice and refinement of their skills is needed.

In summary, it seems to me that in terms of safety results, a change in pilot training as regards decision making, route selection and approach techniques would be much more fruitful than simply mandating the carriage of ELBs to help locate the sites of crashes that should never have occurred in the first place. If the current culture continues, we may find that the carriage of ELBs is a self-fulfilling prophesy in that they will be needed more and more frequently to locate remote crash sites. Of course, this is only my opinion, and no doubt lots of people will be offended by my point of view, but that's life. However, that's the way it appears to me. If we can get more debate going it can only help.

Frankly, I suspect that the only people I'll upset will be those who don't feel comfortable doing glide approaches and don't want to start, or feel that diverting around tiger country is a complete waste of valuable time and fuel (as their four-strokes engines "are just so reliable" now).

Regards,

Ian Walker (Flying Tigers)

Finally, there is the matter of the RAAus magazine snow job:

Hi Arthur,

I have just received a copy of the QUA newsletter - a pirate copy, as I am not a member, and noticed your comments regarding the RAA response to Kiwi's petition. I too felt that the RAA response to a legitimate complaint completely missed the point. The petition was not about the mandatory carriage of ELT's but about the fact that decisions were being made without any recourse to members. The RAA in this instance should be ashamed of itself in the way it vilified those members that signed the petition, rather than addressing the real issue.

You may mention that I was a member of the AUF Board.

Martin Hone

THE XMAS PARTY

Some like the idea of the Jazz Club:

Arthur,
Our 'Big Night Out' is a movie twice a year! The Jazz Club sounds OK to me.
Jim Bowling

OK by me, Arthur.
I will be back in Australia by then, have been there & it is a good night out.
Roger Kelly

Hi Arthur,
Sounds like a great venue. It will give an opportunity for our ladies to show off and not have to listen to aerospeak. I am looking forward to it.
Keith

But others think we should make use of the club house:

Hi Arthur,
You missed another bad point - Jazz!! :-). However, I do not have an alternate venue to suggest, so I will go with the majority. On the other hand, we have a shiny new (and reasonably expensive) clubhouse... Perhaps the members would all like a camping weekend. Those with aircraft could fly in like we used to do in the old days. Make it simple and just get together so everyone can get to know everyone else. Just a thought.
Gavin

Robin was even gracious enough to offer to do the catering (as, I take it, she has done in the past):

Re the Xmas party. In the past it was held at Archerfield to keep costs down. The question is whether members would donate the equivalent of the cover charge to the club if I do the catering? I have spoken to several members at Heck Field and they seem very keen to offer any assistance to the QUA if it was central to the majority. I have also spoken to Peter Ratcliffe. He tells me Watts Bridge seems a popular idea and we would discuss it at the coming meeting.
Cheers, Robin Salisbury

And the date?

Hi Arthur,
Glenda and I favour the last weekend in November. That makes it Saturday 28th. Later than that (on a weekend) and the chances of clashing with work XMAS parties increase greatly. A restaurant sounds good.
Richard

It might be an idea to have two Xmas parties. Just a thought.

Here are some other useful dates:

There are 42 Aviation Events scheduled across Australia during the next 30 days. The full events calendar has 102 events in the next 365 days. Details at: <http://www.aeroclub.com.au/events/>

Oct 2-4 Kulin, WA, Kulin Bush Races
Oct 2-5 Narromine, NSW, Narromine Aero Club 80th Celebration
Oct 2-5 Redcliffe, QLD, ABS Service Clinic
Oct 3 Luskintyre, NSW, LAFM Lunch with the Tiger Moths
Oct 3-4 Broken Hill, NSW, AAAA Auster Rally & AGM 2009
Oct 3-4 Old Bar, NSW, Old Bar Festival
Oct 3-4 Old Bar, NSW, Old Bar Beach Festival 2009
Oct 3-4 Evans Head, NSW, 70th Anniversary RAAF at Evans Head 1939 - 2009
Oct 3-4 Oakey QLD, QLD, Rotors Wings N Wheels
Oct 3-4 Hervey Bay, QLD, Piper Society Fly-In Fraser Island & Whale watch
Oct 3-10 Canungra/ Mt Tamborine/ Beechmont, QLD, Canungra Hang Gliding Classic
Oct 4 Jindabyne, NSW, BBQ Fly / Splash in
Oct 4 Tumut, NSW, Tumut Aero Club RV Fly-In Breakfast
Oct 5-9 Lismore, NSW, Basic Aeronautical Knowledge Course
Oct 11 Mount Gambier, SA, A Feed At The Field
Oct 14 Goulburn, NSW, CASA AvSafety Seminar and BBQ
Oct 15 Mittagong, NSW, CASA AvSafety Seminar and BBQ
Oct 16-18 Mudgee, NSW, C200 Series Association 2nd Fly-In
Oct 17 Stanthorpe, QLD, Stanthorpe Country Races
Oct 17 Dunwich, North Stradbroke Island, QLD, Straddie Breakfast Fly-In
Oct 17-18 Jamestown, SA, Jamestown Fly-In and Air Spectacular
Oct 17-18 Cobden, VIC, Cobden Aero Club Annual Flyin
Oct 18 Maitland, NSW, Club Flying Day and BBQ
Oct 18-31 Bankstown, NSW, Out'N'Back Flying Tour
Oct 20 Warrnambool, VIC, CASA AvSafety Seminar and BBQ
Oct 23-25 Roma, QLD, Australian Piper Society AGM weekend
Oct 24-25 Temora, NSW, Temora Aviation Museum Flying Weekend
Oct 24-25 Lightning Ridge, NSW, QRAA Lightning Ridge Tour
Oct 24-25 Watts Bridge, QLD, Aust Aerobatic Club QLD Chapter
Oct 24-Nov 1 Canungra/ Mt Tamborine/ Beechmont, QLD, Canungra Paragliding Cup
Oct 25 Yarrowonga, VIC, YFT Croissant Breakfast

Jimbo Gollagher on finals in his Sportstar. Definitely not a glide approach!



Oakey Airshow Fly-in (but perhaps it's a bit late to register):

On Saturday the 3rd and 4th of October, The Army Air Show will be held. This is an excellent chance to view all the latest on show. Helicopters, F111 plus the new RAAF Hornet, etc, are planned to be at the show. Rick Allen from the Army Base and one of our trainee instructors is planning a fly-in from Clifton to Oakey on the Saturday morning. Briefing will be at 9am and departure at 10am. All who are interested, please contact Ches Priebbenow on his mobile 0407133621 by the 26th September, which is our meeting day.

Sincerely,

Ian Mutzelburg (Secretary DDSAA)

Two intrepid aviators with their X-Air at Caboolture:



Parachutes? What are your thoughts about pilot emergency rigs? Are they life savers or just expensive cushions? Who wears them and why? Send in your opinions for next month's newsletter.

MINUTES OF SEPTEMBER 2009 GENERAL MEETING

MEETING OPENED 10.20 am on 13th September, 2009.

APOLOGIES Danny Fowler , Ivor Parsons,
Robin & Lloyd Salisbury, Richard Sweetapple

VISITORS Scott Meredith, Priscilla Smith, Julie Walker.

ATTENDENCE Fifteen .

PRESIDENT'S REPORT Festival of Flight was good this year and well attended.
Thanks to the folks who helped sell soft drinks at the F.O.F.
The QUA raised \$791.81 from the drink sales.
The new BBQ was assembled this morning. The old one will be refurbished for use at fly ins. Thanks to the folks who helped to assemble and test the new BBQ.
Working bee this morning also had taps fitted to both sinks with connection to the tanks. The clubhouse lights are now also working thanks to Ian. The water proofing and tiling needs to be completed to allow the fitting of the shower.

TREASURERS REPORT

| | |
|------------------|-------------|
| Opening Balance | \$ 3,122.97 |
| Plus Deposits | \$ 2,941.80 |
| Less Withdrawals | \$ 41.00 |
| Closing Balance | \$ 6,023.77 |

SECRETARIES REPORT A quiet month with no correspondence

WBMA REPORT Preparations done for the Festival of Flight.
Fuel sales have been fair. Weekly sales have improved.
For QUA Inc drinks sales at FoF, need to check with QVAG regarding prices etc.
The new slasher has arrived for the airfield mowing.

SOCIAL REPORT Fly-Aways. Idea is fly to a local airfield as a QUA group. Have lunch and return home. Sandy Walker is coordinating this with emails to members. We could also invite other clubs or groups to join us, such as the Flying Tigers from Boonah.

GENERAL BUSINESS Sunday 4th October at 14.00 the SAAA is visiting Richard & Glenda to inspect their Waix project. An invitation is open to QUA members to attend also.
Next QUA General Meeting is at the Terminal Building at Archerfield Aerodrome on Monday 5th October at 07.30pm.
We also need to start planning our Christmas Party. Suggestions include a weekend function at the QUA Clubhouse or a venue in Brisbane on a Monday evening. Dates and venue to be discussed further.

THANKS To Peter for providing the BBQ.

MEETING CLOSED 11.07 am.

MEMBERS' MARKET

I suppose all this great stuff is still for sale (no one's told me otherwise):

VW Components QUA member John Innes has the following VW engine components for sale. **Magnetos**---Slick and Scintilla, **Complete induction system** including clamps, **Propeller** and **Hub**. All ready to fit to your VW.
For more information. **John** can be contacted on **0417643610** or email jbinnes@bigpond.com

HANGAR FOR RENT \$100.00 per month. All steel, single aircraft hangar available for long term rent at **Kilcoy**. The hangar is fully enclosed & secure with a concrete floor. **Kilcoy** is an all weather E/W grass strip, 800 metres long. You do not have to be a member to hangar there, but the Kilcoy club asks for a \$10.00 per month maintenance fee to help cover costs. Contact **Colin Thorpe** on **07 38060729** for more information.



For Sale is the **JDT Himax** as pictured on the left. This great little fully enclosed, single seat 95.10 recreational aircraft has only 150 hours recorded on the hour meter since completion in 2006. A **Rotax** 447 engine, **Sweetapple** propeller, compass, ASI, altimeter, tachometer, dual CHT & EGT, hour meter, Vertex radio and Garmin GPS are fitted. Handling of this aircraft can be described as stable with a docile stall at 25 knots and very easy take off and landing characteristics. Cruise is 50 knots with a fuel flow of 12 litres per hour from the 40 litre dual wing tanks giving a range of over three hours. Price is a low **\$9,900.00** Contact Mal McKenzie on **07 33415348** or **04141723049** for more details.

Abandoned project (Gavin McGrath). Offers over \$5000.00

WS-202 Sprint Wings are all but complete. Spars are all done. Have all the hardware. All you need to add is the engine, prop, instruments, your time and skill. Bought a complete CH701 instead. I work full time and just don't have the time to build. I bought the partially completed Palani project from Malaysia <http://lpalani.tripod.com/> but just do not have the time – come and have a look in Lowood. Contact Gavin McGrath 5426 2118 after hours or e-mail on gavin57@bigpond.net.au

The Flying Tigers would like a regular copy of our newsletter. At the Boonah drive-in (that's a windy day fly-in) on Sunday, the idea of a joint newsletter was discussed. Something to consider.

**The next QUA meeting is on Monday 5th of October at the Terminal Building at Archerfield Aerodrome at 19.30.
Be there or be square!**

QUA INC - 40 MEMBERS AND STILL GROWING - JOIN US

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