

Queensland Ultralight Association

SEPTEMBER 2004 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road, via Toogoolawah Q'ld

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The BFR

The biannual flight review seems to come to soon for most people. It is especially daunting if you haven't had an opportunity to fly all that often. Not having a plane of your own also adds to the stress. You're paid a small fortune and spent a lot of your valuable time to qualify for a pilot certificate, so you can't walk away without losing a sizeable investment. It's an ideal time to gain some further endorsements if you don't have them already and receive the BFR in the process.

So where do you find a training school in the south east Queensland region? It depends on the type of plane you'd like to fly. Two of the club members are CFI's running their own flying schools which are both only 30 minutes west of Ipswich.

Qualified and experienced in GA and Ultralight training.

They can be contacted on:-

Phone 0413452547 or (07) 54 26 4 614 for John Walmsley

Phone (07)54658888 for Kevin Walters

Scout



In this Issue

An Article Submitted by: Mal McKenzie

Minutes of August 2nd Meeting

An Events Calendar

The Editor's Note / For Sale

Photo credits Mal McKenzie

PRESIDENT : GAVIN McGRATH 5426 2118 SECRETARY: BEVEN DRYDEN 0409771004

TREASURER: RICHARD FAINT (07) 3818 1988



The QUA Home Field

A Report on QUA morning tea with Peter Frazer at Watts Bridge.

On Sunday morning the 7th August QUA members met at Watts Bridge to spend some time with Peter Frazer, along with friends and family.

Peter had come out to supervise the preparation of his aircraft for sale due to illness.

The aircraft is a very well presented Rans S6 Coyote. As part of the preparation the Coyote was given a wash and cleanup.

Later with the help from Darryl, Peter had the opportunity to go for a fly in the local area.

With encouragement from Glenda many members had bought out some light refreshments to share with everyone during the morning.

Members had either driven or flown their plains to Watts. Some of the Watts based aircraft had also been flying as well. It was an informal morning for people to share with Peter and the other folk who come and made it happen. The QUA hangar once again proved it's usefulness in providing a venue for a gathering of members. We look forward to when the QUA meeting room can be built so that more permanent facilities can be provided for catering and club functions.

Any enquires regarding Peter's Coyote aircraft may be directed to Beven Dryden who is graciously handling the sale on Peter's behalf.

.....Mal McKenzie.



Rans S6 Coyote

WALTERS FLYING SCHOOL



07 5465 8888

lyn@uq.net.au

ULTRALIGHT FLYING TRAINING IN THE LOCKYER VALLEY NEAR GATTON.

Learn to fly with a current crop duster pilot on Drifter 582 aircraft. No junior instructors. CFI/ROC with 10 years experience with Drifter training.
GA Instructor. Ag Instructor.

Flying is fun if your taught like a gun. Flying is sad if your taught to fly bad.

AUF/RAA

- Pilot Certificates
- Instructor Ratings
- Low Level (for mustering endorsements)

GA (by arrangement)

- Private Pilot License
- Aerobatic Endorsements
- Tailwheel Endorsements
- Tiger Moth flights.

Theory Training all levels.

Accommodation for Full or Part Time Students.

FIRM FAIR AND FRIENDLY

Month:OCTOBER

Year:2004

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
31					1	2 Defence Force Airshow RAAF Amberly 1800 621 783
3	4 Club Meeting SAAA Building Archerfield	5	6	7	8	9 Gold Coast Sports Flying & Darling Downs Fly-in.
10 Old Station west of Gladstone 07 4934 6619	11	12	13	14	15	16 Try and find a club member at the home field Watts Bridge
17 Flying Tigers Club meeting Fly-in Boonah	18	19	20	21	22	23 Try and find a club member at the home field Watts Bridge
24 Kilcoy BBQ	25	26	27	28	29	30 Try and find a club member at the home field Watts Bridge

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*Contact John Walmsley at Coominya
Flight training or an information package.*

Phone 04 1345 2547

Phone-Fax (07) 5426 4614

Email walmsleyjl@hypermax.net.au

The Editor's Note.

Hello All.

I'd like to start this month by extending our (club) condolences to Peter's wife and family. He was a regular at Watt's and always made time for a chin wag after a flight. I shall miss him.

A few week ago I book into Kevin Walter flying school for further training and a cross-country endorsement, for the last two years my flying has been limited to strip running and a few low altitude circuits. I was apprehensive about flying a Drifter (as my view of the plane was like sitting on a slippery irrigation pipe looking into oblivion.) but, with a short flight around the Bradfield area I became confident enough and quit liked the plane.

Hell, Wayne Fisher treats his like a Pitts Special so they are very strong. I just have to get use to having nothing to grab in turbulence.

With the plane I've being flying the control input was a lot and you would wait for a result. The Drifter responds with very little input and in an instant, that's a nice change. I don't think I'll be flying the BR-1D again. (see the members market.)

Kevin reduced the cost of the theory day as there were several people attending, things like that help when your on a tight budget. There are a few maps and books which you need to buy along with a E6B calculator (Wiz wheel). I see this calculator as a step backwards for modern man in this technological age where every thing from the microwave to the car dash is digital but, it gets the same result. You just have to learn it's language. I think everyone throws these E6B's into a draw and buys a GPS, the digital tool for the modern man.
.....to be continued....

Members 4 SALE Adds are **FREE** but, must be aviation related !

(**Non** QUA members pay an up-front flat \$10 charge per add and receive the newsletter edition containing the add. The club is non-profit but, it's not a benevolence fund).

Send your info to: COL HOOKER
60 Riverside Place
Morningside Brisbane Email: colhooker@yahoo.com

Members Market.

Single seat Thruster good condition.
Mb.040 949 8229



Single seat Robertson BR-1D
Phone 3343 2537



A Switch Is a Switch...Or Is It?

Art Bianconi submitted the following thoughts.

Some years ago I work alongside engineers from Underwriters Laboratories (UL) during destructive testing of electrical devices as part of my apprenticeship with a major electrical manufacturer. During this period I acquired an appreciation for the real-world differences between AC (alternating current) and DC (direct current) and the impact those differences have on switch design and applications.

I am growing increasingly concerned at the widespread lack of awareness most homebuilders demonstrate when selecting switches for the cockpit environment. Each time a builder asks me to perform a pre-FAA inspection of an aircraft, I carefully examine the switches. To date, more than three-fourths of the projects inspected have turned up AC-rated or non-rated switches in DC circuits.

Current is current—what difference does it make whether it's AC or DC? The difference between AC and DC load-carrying capabilities is dramatically non-linear and best appreciated by carefully inspecting a high-duality switch carrying both AC and DC ratings.

Typical of this is the roller and bar micro switch made by MICRO Corp. Rated at 10 amps at 125 or 250 volts AC, the same switch can carry only 0.15 amps at 250 volts DC! In real terms, we have lost more than 98 percent of the original load-carrying ability, and all we did was go from AC to DC! The voltage stayed the same.

But I'm using 120-volt AC switches with only 14 volts DC, you say.

Those of you who can still remember the old Kettering coil ignition systems will recall that when the condenser in the distributor went bad, the points generally turned blue and melted down in just a few minutes. Cockpit switches don't have the benefit of condensers to absorb the electrical inertia present in a DC circuit. As a result, the gap temperatures get hot enough to weld contacts. That includes AC-rated switches, even those made with an exotic high temperature alloy.

AC current changes direction 120 times in a 60-cycle circuit. As a result, there are 120 times each second when there is no current flow at all. The current actually helps turn itself off the moment it sees a gap.

In DC circuits, however, the current is constant even when the points begin to open, and the resulting flash is DC current's way of demonstrating its resistance to termination.

But won't my circuit breakers protect me? No, they won't. Fuses and circuit breakers provide overload protection. A welded set of contacts will not, by themselves, cause an increase in circuit load.

What often happened during the UL testing was that the points welded shut, making it impossible to open the circuit. Cycling the switch to the open position was often misleading. Yes, the lever moved, but inside the switch, the cam had separated from the welded points. While it had appeared to break the circuit, it was, in fact, still hot.

If the consumer product involved was your fuel boost pump and you thought it was turned off when in fact it was still running, what would the consequences be? If it were a flap or elevator trim device or a landing gear motor, how would a tripped circuit breaker save you if the activating switch was welded closed and in a mode other than that required for a safe landing?

A DC-rated switch will cost you about three times more than an AC-rated switch of identical current capacity. If your panel sports 10 switches, the difference would be less than \$50. You've gotten this far. Is it worth jeopardizing your safety by cutting corners with even one cheap or improperly rated switch?

Editor's Note: There is a considerable difference of opinion concerning the use of AC- or DC-rated switches in aircraft. Some experts think that using AC switches is an acceptable practice while others do not. Use your own discretion. ✈

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MINUTES OF GENERAL MEETING

2ND AUGUST 2004

OPENED 8:00PM

APOLOGIES

Nil

NEW MEMBERS

MINUTES OF PREVIOUS MEETING *Moved* *George Edwards*

Seconded *Rober Cousins*

CARRIED

TRESURERS REPORT

Balance \$18,165.05

BUSINESS ARISING FROM MINUTES - Nil

GENERAL BUSINESS

- 1. The Secretary is still to approach Michael Coates for a copy of the videos of the Wayne Hanley Safety Seminar.*
- 2. President/Chairman suggested we have a membership drive. One idea is to offer first year membership free.*
- 3. Club looking for a social director!*

Thanked you to Robin Salisbury for preparing the supper.

Meeting Closed: 9:00pm