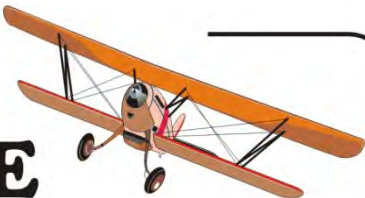


# WATTS BRIDGE MEMORIAL AIRFIELD INC.



# Watts News

FEB 2014

A newsletter issued by the  
Watts Bridge Memorial Airfield

## ALL-IN FLY-IN 2014



**Watts Bridge Memorial Airfield Inc**

**31<sup>st</sup> May 2014**

**9:00am - 4:00pm**

**Catering By: Beyond Limits**

**Supporting Youth  
For Education**

All pilots and aviation enthusiasts are invited to the Watts Bridge Airfield Open Day, showcasing the diversity of all forms of recreational aviation. The All-In Fly-In is an all day event with on-field catering and coffee available.

Entry is free with no landing fees.

Aviation fuel is available on the airfield.

Richard

0412-317-754

Liz

0419-369-983

**If it flies - It's welcome at Watts Bridge!**

**[www.wattsbridge.com.au](http://www.wattsbridge.com.au)**



**SEE DETAILS INSIDE**

A recent view (8 Feb) of the field, looking to the South

## UPCOMING EVENTS

The following events are advised for your information.

LOCAL EVENTS		INTERNATIONAL EVENTS	
8 March	Murgon Breakfast	April 12 & 13	Red Bull - Croatia
8 March	Sunshine Coast Aero Club Spit Roast Dinner	May 17 & 18	Red Bull - Malaysia
9 March	Clifton Fly-In	July 19 & 20	Farnborough Airshow UK
15 March	Dunwich Stradbroke Island breakfast	July 26 & 27	Red Bull - Poland
16 March	Cooloola Cove Airpark Breakfast	July 28 to Aug 03	EAA Oshkosh USA
29/30 March	Redcliffe Aero Club – Roma Flyaway	Aug 16 & 17	Red Bull - Ascot UK
25 April	Watts Bridge Anzac Day Remembrance – Start 0730	Sept 6 & 7	Red Bull -Fort Worth USA
4 May	David Hack Classic Toowoomba	Sept 10 to 14	Reno Air Races USA
4 May	Wings over Illawarra – Albion Park NSW	Sept 13 & 14	Duxford Air Show - UK
11 May	Gatton Airpark Breakfast	Oct 11 & 12	Red Bull – Las Vegas
24/25 May	Old Station	Nov 01 & 02	Red Bull - Shanghai
<b>31 May</b>	<b>All In fly-in Watts Bridge</b>		
5 July	Fun Fly Poker Run BVSAC – Watts Bridge		
5 July	Christmas in July AAC – Watts Bridge		

We welcome details of any events that you are aware of, including contact details.

## ALL IN FLY IN – CALL FOR MARSHALS

We need volunteers on 31 May to act as aircraft marshals. No experience necessary, you will be briefed, a sexy high visibility vest and ping pong bat paddle will be provided. I am looking for two teams of 4-5 volunteers each, one team to cover the 0800 – 1000hrs timeslot and a second team to cover 1000 – 1200hrs. Please let me know on if you are willing to help.

**PETER BIDDLE** [petergeoffrey.b@bigpond.com](mailto:petergeoffrey.b@bigpond.com)





## PRESIDENTS CORNER

There have been many happenings in the airfield. The Builders Assist Programme seems to have taken wings. Some of our members have loaned or donated tools and equipment to assist builders in this programme. In addition, Ron Dunn has just received his engine and propeller for his Sopwith Camel. The propeller is really a Work of Art!

Jackie and Mark Bolsover's air chalet extension is in progress and they have engaged the services of our local builder for the job. Good on you Mark and Jackie. It is good to keep the locals happy.

On a different note, the BoM has also received several complaints from members regarding dogs and their poo. Remember to keep your dog on a leash when you take them for a walk and clean up the mess that your dog leaves behind. Your dog should not be running around the airfield on its own. Nobody likes to be cleaning up after others' mess. So please be considerate and keep your dog under control.

Until next time, keep safe and fly safe

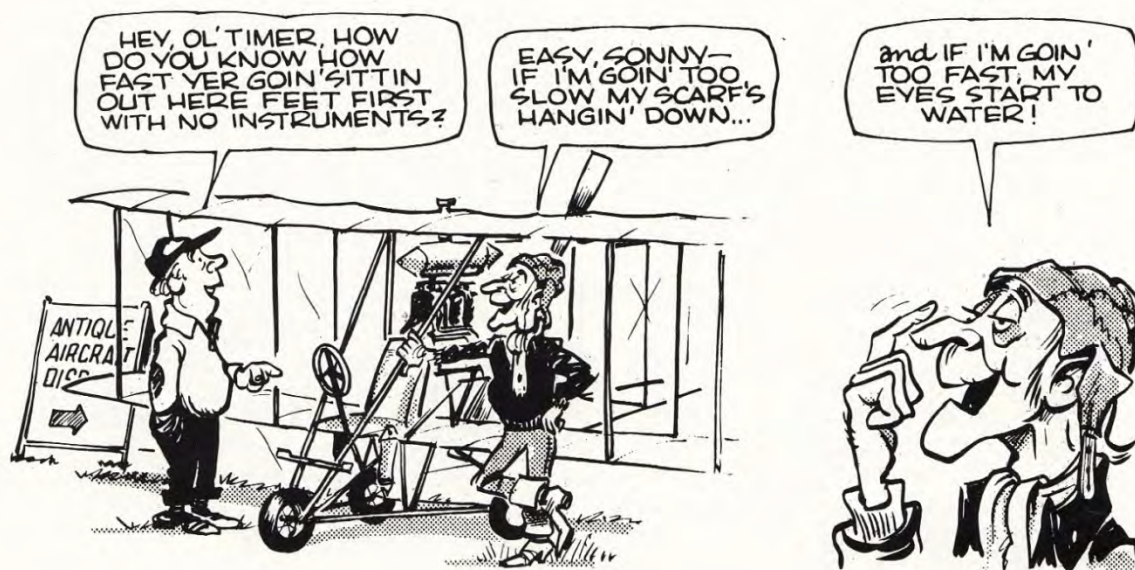
*Bruce Clarke*

President BoM



Watts Bridge Memorial Airfield Council		Board of Management	
Richard Faint	BVSAC	President	Bruce Clarke
Steven Hudson	Aerobatic Club	Vice-President	Ron Dunn
Peter Biddle	QVAG	Secretary	Liz Cook
Mal McKenzie	Lease Holders group	Treasurer	Cheryl Brown
		Maintenance & Infrastructure Officer	Rod Mill

Thanks for the contributions, please keep them coming. NEXT 'WATTS NEWS' DEADLINE – 15 APRIL 2014  
Please send articles and pictures to: [dnl.s@bigpond.com](mailto:dnl.s@bigpond.com)



Courtesy Bob Stevens

## QVAG EARLY AVIATION SEMINAR – HELD 26 JAN.

Over the last few years there has certainly been a groundswell of interest in the early days of aviation resulting in the construction of replica aircraft reflecting that bygone era. The Australian Vintage Aviation Society (TAVAS) recently joined forces with the Queensland Vintage Aeroplane Group (QVAG) to present a one day seminar promoting the activities being undertaken by many individual builders.

QVAG President Ross Stenhouse opened the seminar and outlined the day's agenda. TAVAS founder Andrew Carter gave a great presentation outlining the international and Australian projects that are currently underway. Dave Walsh followed with an engineer's perspective into some of the many challenges that must be faced when attempting to bring back to life these enigmatic flying machines. Bruce Clarke gave the final talk of the morning outlining progress on his current project, a full scale Sopwith Camel replica. Bruce encouraged anyone with an interest in building this style of aircraft to get involved with an open offer to help out wherever possible.



After lunch everyone was invited to Bruce & Mary Clarke's hangar where several construction projects were on display. This was a great way to get a feel for what's involved in aircraft construction, to ask questions and generally get to meet like-minded enthusiasts. With more than 50 people in attendance, the seminar was a great success! Expect to see more early aviation aircraft gracing the skies above Watts Bridge in the years to come.

## AIR TRAFFIC CONTROL – VISIT

Are you curious about what happens on the other end of the radio? Do you have any questions about air traffic control (ATC) but never had the chance to ask them? Then come along to one of our Pilot Information Nights to learn about the air traffic system and what impact pilot activities, decisions, and operations can have.

The next session at Brisbane Air Traffic Services Centre is on Tuesday 4 March commencing at 1830 hrs. (which is fully booked) The following nights are scheduled for **May 6<sup>th</sup>, July 1<sup>st</sup> and Sept 2<sup>nd</sup>**. Special sessions can be arranged if there is about a dozen to attend.



The night starts with an overview of ATC operations followed by some presentations on important operational safety issues such as runway safety and airspace infringements. You will then get a chance to visit our facilities and watch controllers at work. This tour includes a visit to our air traffic control simulator for a closer look at the equipment used by controllers.

The two-and-a-half hour session ends with light refreshments and the opportunity to ask questions and raise any issues of concern. All recreational, general aviation and professional pilots are welcome.

For further information please visit our web page:

<http://www.airservicesaustralia.com/about/industry-forums/ga-pilot-information-nights/>

To make a booking please email the name/s of attendees to [pilotinonight@airservicesaustralia.com](mailto:pilotinonight@airservicesaustralia.com).



## THE UBIQUITOUS JABIRU.

A twin-engine version of this Australian-designed and built aircraft has been flown for the first time in South Africa. It is a modification of the J430, with engines mounted in pods either side of the redesigned nose, and is a joint project of the Jabiru's Bundaberg-based headquarters and Jabiru Southern Africa.

The idea came from South Africa to enable customers to fly at a higher altitude over areas where a forced landing is not a great idea, due to the prevalence of wild animals and AK47'S ! These are areas where one can become nervous about out-field landings and the comfort of two engines is hard to replace.



Initially, the concept proved a problem because mounting engines on the wings meant a total wing redesign and the engine pods would obstruct entry to the cockpit. Then the idea came to mount the engines on a short canard mounted on the firewall. Some quick calculations on the weight & balance were not too frightening and it made it possible to get the propellers quite close together to reduce the amount of asymmetric thrust on one engine.

The structure and moulds were made into a kit in Australia, which was then shipped to South Africa and fitted to the nose of a new aircraft. Eventually, Jabiru hopes to be able to offer the twin kit to Australian and US customers for fitting to J430's registered as experimental.

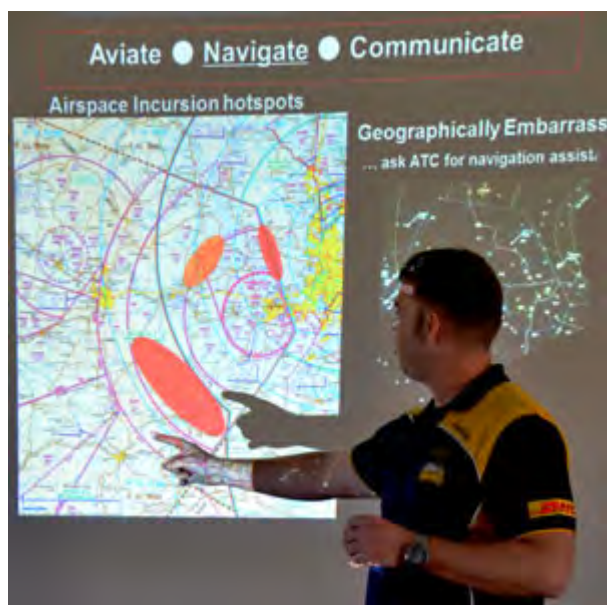
## AIRSPACE BRIEFING 8 FEB 2014

Pilots operating from Watts Bridge have to contend with some of the most complex airspace in Australia with the Brisbane, Archerfield, Amberley, Oakey, Gold Coast and Maroochydore Controlled Airspaces all requiring careful consideration.



So it should come as no surprise that over 50 (53 at one count) pilots of all manner of aircraft and all levels of experience took the opportunity to attend a safety briefing conducted by two air traffic controllers FltLt's Straun de Krester and Andy McWatters, from the RAAF Base at Amberley. They presented candid and practical advice on how to operate in and around controlled airspace. It was also good to see them fly in by Cessna.

The morning concluded with a presentation from David Wiman, Safety Programs Specialist from AirServices Australia who highlighted airspace incursions and how much assistance was available in times of uncertainty or emergency from the Air Traffic Controllers.



## THE DECISION TO BUILD...?? Part 1

Nick Potter

I guess there are different reasons why builders build their own aircraft; saving money isn't one of them! What attracted me was the challenge of building something that requires lots of thinking in combination with hand working skills – neither which I had, but I figured that if hundreds of others have done it before me, then why couldn't I?

The next question to answer was which aircraft? This was actually easier answered than I thought. I wanted an aeroplane that I could tour the outback with. This meant it had to be a solid aircraft with STOL characteristics; a 1,000+ km range; and be able to carry a passenger and approximately 50kg of camping gear. That ruled out RA-Aus aircraft!



There is actually very few all-aluminium, high wing STOL aircraft kits out there. If you eliminate tubular steel frame with fabric covering, then you are left with the Murphy Rebel. It is no coincidence that the Rebel looks similar to the De Havilland Canada DHC-2 Beaver. The designer of the Beaver, Dick Hiscock, was involved in the design of the Rebel. The Beaver might be a bit "agricultural" but it is rugged –this was the clincher for me.

To save time I decided to buy a partially-built kit. I think there is a good reason why only 2 out of every 5 projects ever get finished! I had already decided I was going to work on the Rebel full-time and wanted the aircraft finished within a year – patience isn't a virtue of mine.

There are endless debates on the sense of buying someone else mistakes, but I figured I knew enough about metal work that I could tell the difference. In hindsight I knew less than I thought and would advise others contemplating the same to definitely take along someone who knows what they are doing. However as I worked on the project I realised that I had fluked it and the prior workmanship was outstanding.



The other major problem with buying a partially-built kit is that the thousands of components that were once packed neatly into a box from the factory are now spread out all over someone's hangar! I tried doing an inventory, but this was mission impossible. I gave up after 3 days and decided to trust the seller and collect everything that looked like a Rebel and pack it into shipping boxes. Again, fortune favours the brave (or foolhardy) and 99% of the Rebel turned out to be there.

Rebel 472R was on its way from Seattle. Dealing with shipping companies and Australian Customs is a story in itself.

Where to build the Rebel was not a problem. I had already decided to build it in my house at Toogoolawah (yes, people do live there). My wife had decided to give me a year off for good behaviour and had wisely determined to stay in Germany during the build.

I never knew what builders meant by "90% finished, 90% to go", but it sums up building an aircraft. During the "metal-work" phase, one has the feeling that it is all going together *swimmingly*. Every day in every little way it comes together. One can see the progress. The neighbours are amazed; small children are impressed, and my fan club of passerbyers grew. Hell, I could even send photos of how clever I was.



Then there is the "fit-out" phase.

I was working like the proverbial drover's dog, but the neighbours began to complain about the noise; the fan club dissolved and...you get the idea. There was one guy that dropped in every 2 weeks just to tell me that I haven't done much – if they don't build a swimming pool in the back yard, they won't find him!

(part two: next Newsletter)



Amberley Poster – If you would like a copy in PDF, please email the editors



## RAAF Amberley Airspace Safety – Hazards

Dec 2013

**Unit Aviation Safety Officer (UASO):** FLTLT Straun de Kretser (07) 536 13542 or 13349

**General Aviation Liaison Officer (GALO):** FLTLT Andy McWatters (07) 536 13542 or 13349

### Hazards in RAAF Amberley Airspace:

This poster provides a quick visual guide to just some of the hazards to aviation that can be found within the RAAF Amberley Airspace, comprising the CTR, R620A-E.

Pilots must clearly identify on their charts which Restricted Airspace areas are active and the base of each of these areas to ensure they either avoid controlled airspace adequately or give themselves plenty of time to receive a clearance from AMB ACD Frequency 134.6

### Watts Bridge UAV

- Operated by Insitu Pacific
- Scan Eagle is 18kg weight, wingspan of 3.1m and speed @40kts, transponder equipped.
- The aircraft markings include high visibility day-glow yellow/orange and will be displaying NAV lights and Strobe lights.
- The Operators (Pilots) are based at Watts Bridge Airfield and will broadcast on the appropriate FIS frequency every 15mins announcing position, altitude and intent of the UAV. Not above 4500FT AMSL.
- This activity will be NOTAM'd by the operators each time

### Airspace Incursion (AI) Hot Spot

The eastern boundary of R620A is an AI hotspot. The lower level of R620A is 1500FT. Terrain in this area can reach as high as 2708FT. East-bound aircraft, if you need a clearance to enter AMB's restricted airspace on climb to clear the ranges, then please ask AMB ACD Freq 134.6

### AIRSPACE CAUTION

### Parachuting Activities (PJE)

When Ripcord Parachuting is active, AMB is required:

- Inside CTA, to keep aircraft a 3nm radar separation standard of a 1nm drop zone,
- OCTA, we will advise you parachuting is active at Ripcord, it is then up to you to avoid the area.

### Oakey Military Airspace

Oakey airspace is active most week days between 0800K – 2100K for Army Helicopter training.  
CTR SFC – 6500FT  
R643A is SFC – 6500FT  
R655A 6500FT – 8500FT

### Marburg UAV

- Operated by VTOL Aerospace Pty Ltd
- Small UAV of less than 10kg
- Not above 400FT AGL and below 1000FT AMSL
- Launch and Recovery site approx AMB 296/007
- When AMB is active, stated on AMB ATIS that UAV is active

### Airspace Incursion (AI) Hot Spot

The ranges to the south west of AMB are on average over 3000FT high, peaking at 4531FT Mt Superbus. The base of R620D is 4500FT and R620E is 6500FT. Pilots must use caution when flying through this area. West-bound aircraft, if you need a clearance to re-enter AMB's restricted airspace on climb to clear the ranges, then please ask AMB ACD Freq 134.6 **AIRSPACE CAUTION**

### Weather Phenomena:

Most of AMB's worst storm weather arrives from the west and south west. Storms that build up on the Darling Downs predominantly travel east, building in size as they pass across the ranges and towards Brisbane and Ipswich. Gust fronts ahead of the storms can see winds swing rapidly from light north-easterly winds to south-westerly winds of 30kts plus. Turbulence is often encountered when light aircraft cross the ranges below 8500FT on warm summer days.

Created by FLTLT A. McWatters

Correct as at: 1530K 18<sup>th</sup> December 2013

452SQN AMBERLEY FLIGHT - ATC



## FUNFLIGHT

At the All-In-Fly-In last year, we supported the Funflight charity. (see the happy faces in the adjacent pictures!) This charity is, in their words 'Giving Children Touched by Adversity the Flight of their Life'. At the fly in in 2013, we managed to take around 40 children and their families for a flight around the Watts Bridge area. While nothing is confirmed at this stage we are looking to do this again this year, so I am looking for volunteer aircraft owners/pilots to donate their aircraft and time to this task. The preference is for aircraft with the ability to take at least two passengers and there are some minimum experience requirements to be met. Further information may be found on the Funflight website: <http://www.funflight.org/>. If you are interested in participating, please let me know: Thanks

**PETER BIDDLE**

[petergeoffrey.b@bigpond.com](mailto:petergeoffrey.b@bigpond.com).



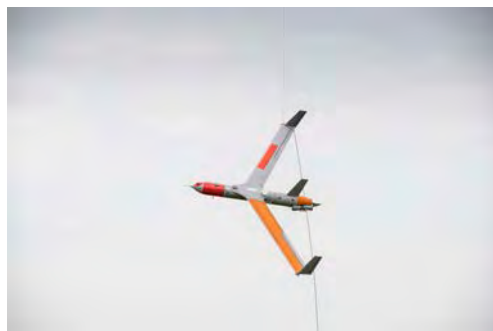
## UNMANNED AIRCRAFT: COUNTDOWN TO MISSION POSSIBLE

Queensland Unmanned Aircraft System (UAS) researchers have made what's believed to be a world-first breakthrough for small Unmanned Aircraft (UA), developing an on-board system that has enabled a UA to detect another aircraft using vision while in flight.

During the flight, the on-board system provided real time warnings back to the ground control station, resulting in a successful manual collision avoidance manoeuvre – a critical point for allowing UAs to fly in commercial airspace. The flight trial was carried out in unsegregated, class G airspace.

The research, carried out by QUT's Australian Research Centre for Aerospace Automation (ARCAA) in conjunction with Boeing Research & Technology – Australia (BR&T-A) and UAS industry leader Insitu Pacific, was successfully proven in recent trials at an airfield north-west of Brisbane (Watts Bridge).

*(Further details and pictures in the next Watts News)*



## RECENT VISITORS TO WATTS BRIDGE:



# ALL-IN FLY-IN 2014



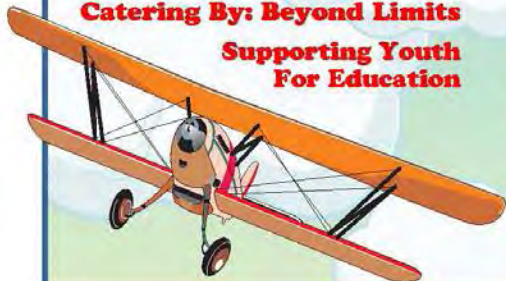
**Watts Bridge Memorial Airfield Inc**

**31<sup>st</sup> May 2014**

**9:00am - 4:00pm**

**Catering By: Beyond Limits**

**Supporting Youth  
For Education**



All pilots and aviation enthusiasts are invited to the Watts Bridge Airfield Open Day, showcasing the diversity of all forms of recreational aviation.

The All-In Fly-In is an all day event with on-field catering and coffee available.

Entry is free with no landing fees.  
Aviation fuel is available on the airfield.

Richard  
0412-317-754

Liz  
0419-369-963

**If it flies - It's welcome at Watts Bridge !  
[www.wattsbridge.com.au](http://www.wattsbridge.com.au)**