



Watts News

A newsletter issued by the Watts Bridge Memorial Flying Field Air Chalet and Commercial Owners Group

May 2003

Greetings

As promised here is the email list of our members. Thanks everyone for providing these. We had another constructive meeting at no.1. Ed and Graziella once again looked after us really well. Here is a summary of what was achieved. Jeff Underhill has been voted our representative at Management Committee meetings.

A new constitution working party now has a draft in line with the Abnett recom-

mendations. (big thanks all round for the good work done). This has gone to the M.C. for consideration (see initial reaction in M.C. summary).

Rod Mill has undertaken a look at appropriate trees and watering arrangements for the field.

Bill Finlen gave us a report on inaccuracies with survey pegs. Such inaccuracies will not occur with future development. It was

also recommended that owners secure liability cover on their sites.

Everyone on the airfield owes a vote of thanks to Jeff who at the meeting offered a short term loan to secure the near-new tractor.

Next meeting is at Bill Finlen's no.12 on June 1st at 1pm.

Mike Nelson ph 33599018, email [mikejanelson @ powerup.com.au](mailto:mikejanelson@powerup.com.au)

Personality Profile: Glenda Faint

In this issue we feature Glenda Faint. Originally, Glenda was introduced to the world of flying by a friend, Suzy Bedford who was associated with the Boonah Sports Aviation Centre. She gained her AUF Pilots Certificate under flying instructor Bill Dinsmore. Having a desire for cross-country flying it wasn't long before Glenda gained comprehensive Navigation Endorsement.

Her first aircraft was a bright red Kestrel a 95:10 aircraft.

In 1994 Glenda was awarded the Airmanship Trophy at the Southeast Queensland Competitions here at Watts Bridge.



In 1995 Glenda teamed up with Kestrel designer/engineer Cec Lea to build her own aircraft named the Corella. One can only imagine the hours, the difficulties and dedication involved in starting this project

from scratch. Together Cec and Glenda created a masterpiece with comprehensive avionics in keeping with Glenda's requirement for long distance flying. Its completion fittingly coinciding with

the birth of the new millennium. Glenda's pride and joy can often be seen doing its thing at Watts Bridge. The snapshot was taken while Glenda was taxiing Corella past Rod and Noelene's place just before taking the right hand turn to its hangar.

A Summary of the Management Committee meeting Tuesday April 15

1. Acquisition of the new tractor was confirmed. A vote of thanks to Jeff Underhill. The tractor and the mowing equipment will be housed, as a temporary measure, under the roof in the recreational area. Also a vote of thanks was given to Ian Sganzerla (gyros) for the hours of labour required to match the mowing equipment to the tractor.
2. Bill Finlen observed that we have only \$5000 in the bank and that the current revenue stream is insufficient to advance the airfield. Ways to overcome this are being investigated.
3. The Committee agreed that a permanent toilet/amenities block was needed as the next priority. Members will be given the current plans for comment. Once the plan is finally confirmed an approach will be made to the Shire Council to assist with the cost.
4. Agreement to proceed with a removable fence on the Silverleaves Road boundary was confirmed.
5. The proposed new constitution was discussed. Concerns were raised on the need to clearly define the current airfield groups' 'right of presence' on the airfield and also reassurance that the new processes will not allow a 'takeover' of the now smaller Board of Management by individuals with their own agenda. It was agreed that M.C. suggestions be emailed to Mike Nelson for distribution to the working party with any changes made in the draft to be presented at the next M.C. meeting.

Memory Lane cont...

When it became apparent that Watts Bridge was becoming insolvent due to an insufficient revenue base, relations became strained with the airfield owners. The threat of closure was apparent. It was at that time that another plan was discussed involving the construction of airchalets. Sites could be sold generating one revenue base and annual leasing costs would assist in developing another. This plan has been successful to a point. However difficulties still existed between the homebase groups need to keep airfield costs to a minimum and the requirements to maintain and develop the airfield. Also it became apparent that management itself was becoming more difficult. Homebase representation was more about advancing the interests of particular groups rather than providing expertise in airfield manage-

ment. This need for expertise in airfield management was becoming more urgent as the airfield developed.

Added to these tensions were the differing agendas of the Esk Shire Council, wanting development in the economically stagnant northern end of the Brisbane Valley, and the Water Corporation. One concern of the SEQWC is that substantial airchalets on the field contravene an earlier understanding that avoids permanent residence at Watts Bridge. Incongruous as it must seem, given the large number of livestock already polluting the catchment area, the rationale provided is that effluent from residential development may contaminate the catchment area of Wivenhoe Dam. The Abnett report provides a way forward through these present tensions to a potentially bright future.



A Chippie at the Bowser