

WATTS BRIDGE MEMORIAL AIRFIELD INC.



Watts News

SPRING EDITION
2016



JG Fitzpatrick
photographer



WATTS INSIDE

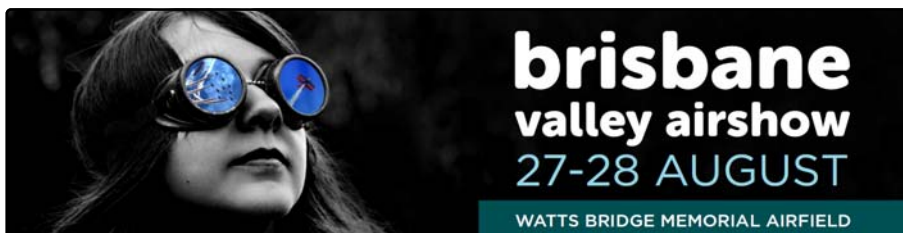
Welcome to the Spring 2016 Edition
of the Watts Bridge Newsletter.

- Brisbane Valley Airshow Photo Gallery.
- Airshow Director James Crockett reports on the facts and figures of the Brisbane Valley Airshow.
- AAC-QC Competitions and Winners.
- Vale Bob Hoover. The best stick and rudder pilot there ever was.
- A new Kubota ZD Series Zero Turn Mower is coming to the field.
- Watts for Breakfast attracts pilots and partners on the last Sunday of selected months.

Thank you !!

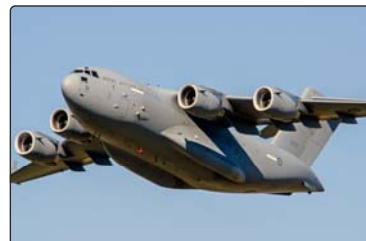
To all the photographers for the magnificent photo's reproduced within the newsletter.

Jeff Fitzpatrick, Kevin Litchfield, Liam Quinlan, Mark Greenmantle, Mitch Esler, Mitch Vayro, Rob Crutcher, Jake Single, Mal McKenzie, Focused On Props.



Wow!! Two whole days of unparalleled aviation magic. Blue skies. Deep blue skies literally filled with historical airplanes, spanning the entire era of powered flight. WWI replica's sitting right alongside absolute classic aircraft from the 20's and 30's. Military aircraft from the dark days of WW2, the Eastern Block and Asian conflict, as well as modern day general aviation aircraft for unlimited racing, aerobatics and sport flying. The RAAF C-17A Globemaster was a spectacular and fitting final curtain for the airshow.

People!! With upwards of 10,000 visitors to the airfield, everywhere you looked families were enjoying the warm winter weather, the air display, military re-enactors, classic cars and military vehicles. There's no doubt that by any measure the inaugural Brisbane Valley Airshow was a fantastic success, enjoyed and supported by pilots, aviation enthusiasts and the general public alike. A big "well-done" to all who made it happen!!





Air Display Director's Report

by James Crockett.

Well we did it. I'm pleased to report that the inaugural Brisbane Valley Airshow was a massive success. Built on the hard work done in creating the Festival of Flight, the All-In Fly-In and the Gathering of the Eagles, The Brisbane Valley Airshow was keenly taken up by the flying community, the public from all over Southeast Queensland and further afield. Clearly we have tested the water and as expected we have highlighted that the broader community will support this type of event going forward.

The air display itself was as planned, safe, relaxed and a professional event that showcased Watts Bridge and assets from our region. We had one or two minor issues with non air-display aircraft attempting to enter or depart Watts Bridge during the air display, however on a whole it ran very well. CASA also commented on the event in a very positive way and are looking forward to assisting us again in the future.

The airshow saw many aircraft participate in the event and even more fly in. Over 225 aircraft flew in for the weekend.

Attributing numbers to the inbound motor vehicles was not as easy. Cars arrived and departed throughout both days. At the lunch break on Saturday an aerial photo indicated around 2000 motorcars and 200 campers.

Clearly the image also shows cars arriving and departing. Unfortunately without a dedicated gate counter we will never know the exact number. Total ticket sales were over 7500. This number included a little over 1000 family tickets. From these figures alone we are confident that we saw north of 10500 people over the weekend. Considering the additional free entry of;

- Kids below 12 years of age
- Vintage and classic car
- Members and Volunteers
- Airshow participants
- People bypassing tickets
- Flying in
- Walking through
- Driving through

Estimates are between 12000-14000 people attended the Brisbane Valley Airshow.

The final profit for the event will settle between \$114,000 and \$110,000. Profit and loss will appear in the minutes to be published soon.

I would like to highlight the hard work and months of sleepless nights endured by the main stakeholders, the sub committee, volunteers, aircraft owners, pilots and everyone that made the Brisbane Valley Airshow a success.

One member in particular who deserves extra recognition is Phillip Cooper. As the airshow organiser, he took on a very complex task. Phillip had the foresight to take many items to the BoM that some would no doubt back down on. He believed in the Brisbane Valley Airshow's success from its inception. This together with his overall management and his resolve secured the airshow into the history books of WBMA, as the largest and most profitable event ever held.

Fundamental to the success of the Brisbane Valley Airshow was the commitment and dedication of the volunteers before during and after the airshow. Our volunteers spent every waking hour over the weekend, making sure the event run as it did and was a success. They didn't have time to rest, or enjoy the air displays as many did. Given the overall lower than anticipated number of volunteers who participated, it's a credit to them, how much they achieved. The total number of volunteers was unfortunately low and as a group it is one area we will need to improve on.



The greater WBMA membership should also recognize the local Vintage, Sports, Warbird and Aviation community. Each aircraft owner and pilot volunteered not only their wonderful assets for us to marvel, but also their professionalism and generosity. Generally speaking as an airshow pilot myself, displaying aircraft usually requires some sort of remuneration. Clearly the local aviation community got behind this event and have helped Watts Bridge Memorial Airfield, secure it future as a hub for local recreational aviation.

One of the main reasons we saw such high number attend at the airshow was the Advertising and Marketing package that was put together by Brad Bishopp the CEO and owner of Bishopp Outdoor Advertising. Brad is a keen aviator, with a growing collection of aircraft including the P-51D Mustang. As a member of WBMA he took on the roll under the sub committee to ensure the marketing and advertising was completed to a high standard. Bishopp Outdoor Advertising donated over \$20,000 in free advertising via the 96.5 Family Radio package. They also donated free airtime on their digital billboard in Fortitude Valley. We obviously also had the free use of his assets during the air display. The Watts Bridge community should thank Brad, next time you see him floating around the airfield.

So in the wrap up many positives have come from this event. WBMA now has an asset that can and will create an ongoing income. I know many people want to know when we will hold the next airshow. This decision lies with you the general membership. We will in the coming weeks ask this question.

Graham Orphen the editor of Classic Wings recently wrote "An Unparalleled Success" "If this is anything to go by, there will be much to look forward to in the future as the show matures and grows. Our congratulations to everyone involved in this very successful inaugural event"



Display Aircraft	Pilot/Crew	Rego
Flag Drop C-182 Yak-52 Smoke	Ramblers C. Rolph-Smith	VH-YRO
One Design Unlimited Aerobatics Short Opener	A. Killpatric	VH-NIL
De Havilland Geriatrics Formation DH82 DH85 DH60 DHC1	P. Cooper B. Finlen D. Briffa R. Plackett	VH-XWL VH-UUL VH-UMK VH-RME
Spitfire & FW190 Formation	B. Scoffel C. Rolph-Smith	VH-LZC VH-FWB
T-28 D Formation Ground Attack	W. Milburn T. Berry	VH-ZUC VH-VBT
Grumman Mallard Handling Display	P. Lynch	VH-CQA
Waco YMF 5D Handling Display	R. Ginn	VH-YOW
L-200D Handling Display	P. Cooper	VH-OKP
L-39 Albatros Aerobatics/ Handling Display	C. Rolph-Smith	VH-VRO
MAAQ RC Jets and IMAC	T. Dodd	
P-51D Aerobatic Display	C. Rolph-Smith	VH-FST
One Design Unlimited Aerobatics & Commentary	A. Kilpatrick	VH-NIL
DH-104 Handling Display	M. Ennis	VH-DHI
T-6 Harvard Aerobatic Display	C. Rolph-Smith	VH-NRO
QFS Bell 214 Helicopter Water Drop	C. Wilcock	P2-MSA
Grumman TBM Avenger Handling Display	A. Freer	VH-VTB
WWII Fighters Formation Handling Display	J. Crockett G. Kubank C. Rolph-Smith	VH-YOV VH-MFT VH-FST
Yak-3 SteadFast Aerobatic Display	J. Crockett	VH-YOV
C-17 Flypast/Handling Display	R.A.A.F.	

Queensland Aerobatic Championships

The 2016 AAC Queensland State Chapter's Championships, held over the weekend 29th to 31st of July was fantastic; beautiful winter weather, blue skies, plenty of sunshine, warm days and cool nites. We could not have asked for better conditions, on the ground or in the air.

We had 15 starters for the competition; not a large field but very competitive in all grades. Thanks to Steve Hudson our Competition Director, who with the help of Competition Judge Greg Diedrich, kept the comp running smoothly over the three days.

Place getters of the Advanced Level 1st to 3rd were Cassandra Moller, Peter Townsend and Chris Lee. Congratulations all. With Peter and Cassandra having a spanking brand new Extra 330 SC, they will no doubt be taking home lots more trophies in the future.



Chris Lee (3rd) Peter Townsend (2nd) Cassandra Moller (1st)

Intermediate Grade saw two of our members fight it out over the weekend with Scott Yates taking out first place and Martin Woodhouse in second place. Well done gents. The Sports Person level was won by Natalie Korrum from Victoria, 2nd place by our own Peter Bess, and 3rd place Moray Clowes from NSW. Natalie also had the overall highest percentage and her name will go on the Tony Gordon memorial trophy. Well done ladies and gents. I would also like to thank all competitors, judges and other volunteers for their time to compete, travel, and help make our state championships a great success.

by Brendan Scilini - AAC QC President



..... Watts For Breakfast



The fifth Watts For Breakfast fly-in was held on the last Sunday in September. The radar showed showers coming through from the West so there was a lot of upward gazing from ground level. Luckily, the weather didn't hang around and the day turned out just fine.

Despite the early weather, the final count was 23 aircraft. The Focke Wulf replica showed up along with aircraft from Gympie and Oakey. There were also a number of repeat attendees and a lot of socialising with new and old acquaintances. Late shows were students from Caboolture RA on a cross country exercise.

Watts For Breakfast continues in 2017. Watch the Calendar for the January and future month's dates.

Thanks for all the support throughout the year. If you have any feedback or want to become involved, please contact the organizer markpurdie@yahoo.com



R. A. “Bob” Hoover

called *“The greatest stick and rudder pilot of all time”* by Gen. Jimmy Doolittle, passed away on October 25th at his home in Southern California. He was 94.

Born January 24, 1922 in Nashville, Hoover learned to fly at Berry Field while working at a grocery store to pay for lessons. At 18, he enlisted in the Tennessee National Guard and was sent for pilot training with the Army.

During World War II, his first major assignment was test flying aircraft in Casablanca to ensure they were ready for service. He then was assigned to the 52nd Fighter Group in Sicily, flying Spitfires. In 1944, on his 59th mission, he was shot down off the coast of Southern France and taken prisoner. He spent 16 months at the German prison camp Stalag Luft 1 in Barth, Germany. Hoover managed to escape from the prison camp by stealing a Fw 190, and flew to safety in the Netherlands.

After the war, he was assigned to flight test duty at Wright Field. There he befriended Chuck Yeager. When Yeager was later asked who he wanted for flight crew for the supersonic Bell X-1 flight, he said Hoover. Hoover became Yeager’s backup pilot in the Bell X-1 program and flew chase for Yeager in a Lockheed P-80 Shooting Star during the Mach 1 flight.

Hoover left the Air Force for civilian jobs in 1948. This included a brief stint with Allison Engine Company, followed by work as a test pilot for North American Aviation, where he went to Korea to teach pilots in the Korean war how to dive-bomb with the F-86 Sabre. During the 1950s, Hoover visited many active-duty, reserve and air national guard units to demonstrate the plane’s capabilities to pilots. Hoover flew flight tests on the FJ-1 Fury, F-86 Sabre, and the F-100 Super Sabre.

In the early 1960s, Hoover began flying a North American P-51 Mustang at airshows around the country. After his first Mustang was destroyed in an ground accident when an oxygen bottle exploded, he then flew “Ole Yeller,” which is now at the Legacy Flight Museum in Rexburg, Idaho.

Hoover is best known for flying the Aero Commander Shrike Commander in airshows, demonstrating the strength of the plane as he put it through rolls, loops, and other manoeuvres, which most people would not associate with business aircraft. As a grand finale, he shut down both engines and executed a loop and an eight-point hesitation slow roll as he headed back to the runway. He touched down on one tire, then the other, before landing. After pulling off the runway, he would start engines to taxi back to the parking area.



His airshow aerobatics career ended over medical concerns, when Hoover’s medical certificate was revoked by the FAA in the early 1990s. After a well-known battle to get his medical back, he finally had it restored, and continued performing until 1999.

He retired at age 77, having passed an FAA medical, but unable to obtain insurance for airshows. Following his retirement, his Shrike Commander was placed on display at the National Air and Space Museum’s Udvar-Hazy Center in Dulles, Virginia. While no longer performing, Hoover was a fixture at airshows, receiving honours and speaking to crowds about his storied career.

Kubota ZD Series Mower

The current Hustler mower has served Watts Bridge Memorial Airfield's vegetation management well over the past 9 years. This machine has now been sold to the South East Queensland Sport Aircraft Club at Kilcoy, so it will continue its life maintaining another airfield not that far away.



The proposed Kubota ZD Series Zero-Turn Mower that has been ordered is a 72" rear discharge, 29.1hp diesel powered machine.

The Kubota has been chosen because of its features and a plan to standardise the product make of the airfield's mowing equipment.

A rear discharge machine has been the choice for 2 main reasons.

It will allow close mowing to obstacles on both sides of the deck and will greatly reduce the propulsion of object such as rocks into buildings which has been a problem on a few occasions in the past.

Mowing the airfield runways, taxiways and building areas is a major airfield maintenance task made that much easier by utilizing appropriate modern equipment.

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SWAMP
by Gary Clark

