



Scott and Christine Hendry recently took delivery of their fantastic Aeropilot Legend.



“ I don’t think any of us would have thought 12 months ago that we would be here today as owners of the airfield. ”



WATTS INSIDE ??

Welcome to the Summer2015 Edition of Watts News.

- The President’s Corner - Newly elected President Phillip Cooper reflects on the year that has been and what the future holds for Watts Bridge.
- Introducing Vintage Aviation Experience . A new enterprise based on the airfield offering aviation adventure flights in a Tiger Moth.
- Brand new for 2016. Inviting all pilots and friends to “Watts For Breakfast?” A Sunday social get together.
- There’s a new aircraft on the airfield - Scott and Christine Hendry’s immaculate Aeropilot Legend.
- ‘Tis the season for BVSAC and QVAG’s Christmas Parties.
- Book extract from “Sled Driver” by Brian Shul. Flying the World’s Fastest Jet - SR71 Blackbird.
- Control Tower Talk & Harvesting the Vetiver.



President's Corner

Dear Members,

I am pleased to present my first report as the new President of Watts Bridge.

I would like to publicly thank the former President, Bruce Clarke for his excellent leadership over the past 5 years. During this period we have seen an improvement in the airfield infrastructure, events, and most importantly the cooperative and cohesive conduct of the various home base groups on the airfield. Of course the highlight of this period has been the exciting and historical purchase of the airfield. When the airfield was offered for sale earlier this year, Bruce, along with the Board of Management (BoM) was quick to set the wheels in motion to secure the airfield. This was no easy task, however Bruce and the team managed to secure the funds through the kind donations and loans from Watts Bridge members to officially purchase the airfield on the 20 November 2015. Another project that is close to Bruce's heart is the aviation school training program that he and Mary introduced in 2014. With the support of other mentors on the airfield, Bruce successfully trained the students to cut, bend, lay fabric and apply other skills necessary to build an aircraft. Some of these students have been successful in obtaining careers in aviation and other associated industries.



Bruce will stay on the BoM for another year to ensure continuity as the airfield transitions into a new era. As they say: "Behind every good man there is a good woman" and this is certainly the case with Bruce. Mary has given excellent support to Bruce throughout his Presidency and we all wish Bruce and Mary well for the future. No doubt Bruce will enjoy the extra time to work on those impressive WW1 replica aircraft.

It is most fortunate that the BoM has had the experience and dedication of both Liz and Cheryl during the period of the airfield purchase. I continue to be astonished at the commitment and dedication of these two ladies and I am naturally pleased to see them stay on the BoM for another year. Earlier this year Rod Mill had to step down from the BoM for health reasons. I volunteered my services covering the airfield Maintenance and Infrastructure role. After Rod, I had pretty large boots to fill, however I was pleased when Peter Freeman came back onto the BoM and rescued me by taking over the role, again another very knowledgeable person when it comes to sewerage farms, fencing, buildings and roads. Peter continues to lead and encourage the many enthusiastic volunteers around the airfield who are all doing an outstanding job.

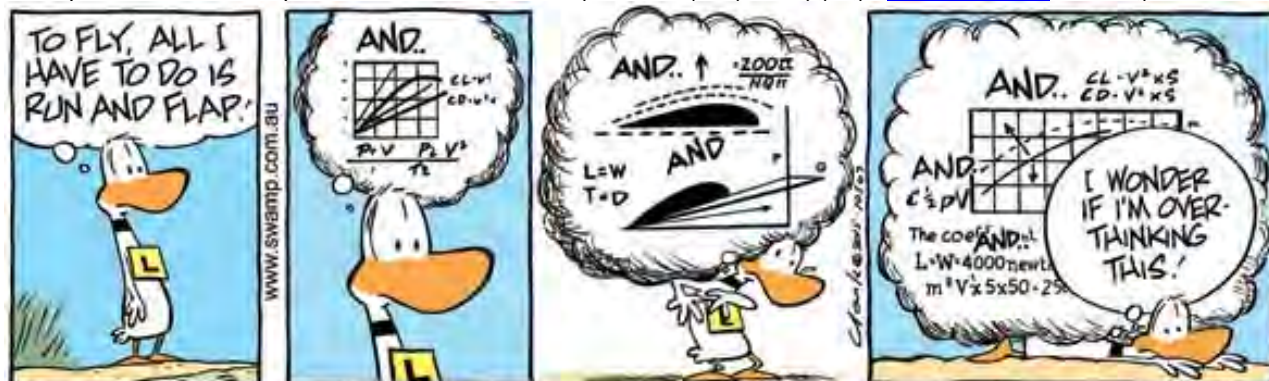
A large number of Watts Bridge members are wondering what will become of the airfield now that it is owned by WBMA, well that answer will become clear once the new BoM has time to consider the options. Members can be assured that all options will be considered, however there should and will be a few guiding principles as we move through this process. These will include keeping the membership well informed of progress, making sure the members and leaseholders are not greatly disadvantaged by any change, ensuring the airfield fees are fair, affordable and allow the airfield to maintain and grow the infrastructure, and ensure fairness across all groups and individuals. To this end, I look forward to working with you all throughout 2016.

Season's greetings to all.

Phillip Cooper - President

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Vintage Aviation Experience at Watts Bridge

Vintage Aviation Experience (VAE) is a new company at Watts Bridge that provides Air Adventure flights in early period aircraft. VAE aims to provide the thrill of early flight by offering rides in a 1942 Australian built Tiger Moth. Nothing can beat the excitement of getting dressed up in a genuine flying suit, being briefed by an experienced pilot, climbing aboard, then donning a leather helmet and early period flying goggles. Once settled into the cockpit, VAE's flying guest will hear an exchange of words between the aircraft engineer and the pilot, the final words "Contact" will be heard, a swift flick of the propeller by the engineer will see the Gipsy Major engine burst into life.

Timely communication is heard from the pilot to give the flying guest information about the basic operation of early period aircraft and to point out the many exciting experiences such as seeing other aircraft, wildlife, and the beautiful views in the Somerset region.



Vintage Aviation Experience customers Deb and the Ms Daisy Ice Cream Emporium ladies, Pilot Phil and Engineer Bill at the August 2015 Watts Bridge Gathering of Eagles



Guests often perceive the experience in different ways, some relate to an early movie they may have seen, such as "The English Patient", others think about relatives that trained in this remarkable little aircraft, or the guest may wish to think back to the experiences of a wartime pilot under training. Whatever the person's perception, the experience is guaranteed to thrill and it will become a memory of a lifetime. Some people are apprehensive about flying, a flight in VAE's Tiger Moth on a calm day is a perfect way to allay any fears. In 2016, VAE will have an exciting new Early Aviation Centre at Watts Bridge, project updates can be found on VAE's website from early next year.

Website: www.vintageaviationexperience.com.au

Contact: Phillip and Sylva Cooper 0478-582-727

Watts for Breakfast ?????

Starting January 31st, 2016

Fly-in or drive-in to Watts Bridge Memorial Airfield for the all new in 2016 - "Watts For Breakfast? "

Serving up bacon, sausages and eggs plus toast, mushrooms, beans, bottomless tea and coffee .

From 8:30 till 10:30 a.m.

All members and friends are welcome.

See you under the tent between Brisbane Valley Sport Aviation Club and the Australian Aerobatic Club meeting rooms.

Weather permitting on the day :

Contact: Mark

Mobile: 0413-646-922



\$8 - WBMA Members

\$10 - Visitors and Guests



Our Legend

Story & Photographs by Scott Hendry

In February of 2015, we placed an order for a Legend 600 through Silent Wings Aviation, with manufacturer Aeropilot. Ours was to be the 22nd production aircraft they would build. By July, our airplane was complete, flight tested and ready to be shipped. It arrived at Cessnock airport at the end of August and in mid-September we flew it to its new home at Watts Bridge.

I was approached by Watts News to write an article about it and I will tell the whole story, the good and not so good. There is no bad to the story, and the not so good is nothing more than teething issues with a new(ish) design.

Back to the beginning. I went to the Aeropilot factory in the Czech Republic to see whether the Legend looked as good in the flesh as it did in the pictures. In fact it was better. The Legend is well designed, and beautifully finished. The obvious thing about the Legend is that it strongly resembles a Cessna 182. It was designed that way. The airframe is all carbon fiber and the whole cabin area has an extra layer of Kevlar inside. I don't know the exact purpose of the Kevlar, but it is reassuring to have it there. The fuselage and wings are all sandwich construction and very light, but strong. Aeropilot offer a selection of Rotax 4 cylinder engines, from the basic 912, to the 912iS. There are also a selection of props available in ground adjustable or CSU.

The Legend comes standard with electric elevator trim and

electrically operated flaps. The flaps have a controller box that allows you to select automatic or "manual" mode. Automatic mode gives three flap positions (15, 30 and 40 deg) selected by the buttons on the controller box or the buttons on the central throttle stalk. In manual mode, the flaps are continuously variable from 0 to 40 degrees down. The flaps are full Fowler design and are very effective. At 40 degrees flap, the Legend is a bit reluctant to settle on the runway even when the airspeed is down to 20 something knots.

Aeropilot are as willing to build a completely customized airplane as a plain vanilla one. We started out to have a middle of the road tailored airplane and ended up adding quite a lot of options because of the exceptional pricing by Aeropilot. Here's what we put extra on ours;

100HP 912ULS, Leather seats, 2 zone cabin heating, 2 zone ventilation, camera windows, tinted sun visors, specific radio and GPS, transponder, electric fuel boost pump, custom paint decoration scheme, aerodynamic fairing package (spats and strut ends), 130L fuel tanks, full lights package (nav lights, strobes and landing light), custom designed instrument panel including vertical card compass and GT50 multi-function gauge, single knob fuel selector, oil temperature control, Teflon coated yoke shafts, our choice of interior colours and an oil tank inspection flap on the top cowling. The Legend comes as standard with a recovery parachute, but we elected not to have that. That saved us 15Kg and a few thousand Euros.

Like the Cessna, the Legend has dual yokes rather than joysticks. This makes it really easy getting in and out of. The throttle is mounted in the centre console and as mentioned has two buttons on the stalk to operate the flaps. The choke

knob is mounted on the far left of the panel and has a starter button in the centre of it for single-handed cold starts. The yokes have trim switches, PTT buttons for the radio and a neat remote control switch that allows you to change radio frequencies without having to reach over to the radio. The seats are adjustable for height and length, in a manner similar to car seats. I felt that I wanted more headroom on my side, so Aeropilot designed a lower seat mount for my side to give me an extra 100mm

headroom (at no cost!). The doors have built-in armrests and side pockets with provision for drink bottles. The doors have dual catches top and aft and are lockable. The windscreen is tinted blue. There is a central padded armrest that holds an amazing amount of storage. The

luggage area behind the seats is roomy enough to hold far more weight than the airplane could legally carry. This is really great for those bulky items like sleeping bags etc. As our plane is configured, my wife and I can take off with full 130L of fuel and 25Kg of luggage and still be within CofG and MTOW. The Legend 600 is a 600Kg LSA and the empty weight of ours is 313Kg. With 93Kg of fuel and 25Kg of luggage, I'll leave it to you to figure out how much my wife and I weigh!

Our Legend cruises at 110Kt at 5,000RPM and at that setting uses around 16-17LPH. With full 40 deg flaps, our airplane stalls around the upper 20Kt range (indicated) and the stall is just a mush rather than stall. I have been told that the Legend is a very stable airplane (I'm not a good enough pilot to judge that) and its flying characteristics are totally benign. I

anticipated that a European design might have some engine temperature issues, but our Legend has no problems, even on long climbs on warm days.

While we are delighted with our Legend and complete fans of Aeropilot and Silent Wings, we have had some teething issues with our new toy. When it arrived at Cessnock, there was a very loud clunk in one of the main landing gear wheels. It took us some time to track down the cause, but eventually we



discovered that the wheel had a loose bearing. We Loctited the bearing in place which cured the clunk. Aeropilot sent us a new wheel in spite of there being no danger of the wheel coming loose from the loose bearing. We also had a flaps system failure which I traced to a substandard

electrical cable (supplied by a separate company), which I replaced. We alerted the dealers and Aeropilot, who were both happy to have the feedback. When our Legend arrived, it had what we judged to be flimsy fuel tank pickups. The dealer's service agent in Cessnock engineered an "Australian solution" with very robust fittings, which I understand will be the gold standard for future Legends coming to Oz. Through our teething issues, both Silent Wings and Aeropilot have given us every assistance without hesitation or question.

When we fly, we take videos of our trips and post them on YouTube. To see more of our Legend, go to YouTube and search for user TheCScottHendry. Also, I have a website where I post news and links to picture and the manufacturer at www.scotthendry.com. Watch for us at a fly-in near you.



QVAG



QVAG's Christmas Party was a Great Success !!

Not a huge affair, but a very a enjoyable one.

The party kicked off with a bit of formation flying by Richard Waugh and Cameron Rolf-Smith and an aerobatic display in the YAK 52 by Cameron.

The QVAG Christmas Party was greatly enjoyed by all who attended and lasted well into the night. Former member Gary Button and his wife took the opportunity to renew a few old friendships and re-joined QVAG.

The food was great (thanks to the ladies) and we must congratulate member John Innis for his great BBQ skills, the steak was absolutely delicious (and this is coming from someone who normally regards BBQ food as burnt offerings!) Sam and Dee O'Shea deserve to be congratulated for driving down from Bundaberg just to attend.

Christmas Party

QVAG secretary Liz Finlay made the trip from Goondiwindi together with her three children so they could attend the party. Thanks to all who attended and special thanks to those who helped purchase the food/help setup the QVAG building - a great effort to all involved.



BVSAC Christmas Party

The Brisbane Valley Sport Aviation Club wrapped up a successful year with the traditional end of year Christmas Party. This is always a great opportunity to catch up with friends new and old, share a story or two and generally ring in the festive season.

This year in excess of forty members and their families were treated to a wonderfully relaxed three course meal served up in the club's meeting rooms.

BVSAC brings together a diverse group of pilots and aviation enthusiasts covering the whole spectrum of aviation including recreational and general aviation, microlights, rotor craft and powered parachutes.





Sled Driver

Flying the World's Fastest Jet By Brian Shul.

The following passage is from a now out of print book "Sled Driver" by Brian Shul though you can still get a used copy on Amazons for around \$400. This is an older story obviously, since the SR-71 isn't in official use anymore, but it's still a good one.

There were a lot of things we couldn't do in an SR-71, but we were the fastest guys on the block and loved reminding our fellow aviators of this fact. People often asked us if, because of this fact, it was fun to fly the jet. Fun would not be the first word I would use to describe flying this plane. Intense, maybe. Even cerebral. But there was one day in our Sled experience when we would have to say that it was pure fun to be the fastest guys out there, at least for a moment.

It occurred when Walt and I were flying our final training sortie. We needed 100 hours in the jet to complete our training and attain Mission Ready status. Somewhere over Colorado we had passed the century mark. We had made the turn in Arizona and the jet was performing flawlessly. My gauges were wired in the front seat and we were starting to feel pretty good about ourselves, not only because we would soon be flying real missions but because we had gained a great deal of confidence in the plane in the past ten months. Ripping across the barren deserts 80,000 feet below us, I could already see the coast of California from the Arizona border. I was, finally, after many humbling months of simulators and study, ahead of the jet.

I was beginning to feel a bit sorry for Walter in the back seat. There he was, with no really good view of the incredible sights before us, tasked with monitoring four different radios. This was good practice for him for when we began flying real missions, when a priority transmission from headquarters could be vital. It had been difficult, too, for me to relinquish control of the radios, as during my entire flying career I had controlled my own transmissions. But it was part of the division of duties in this plane and I had adjusted to it. I still insisted on talking on the radio while we were on the ground, however. Walt was so good at many things, but he couldn't match my expertise at sounding smooth on the radios, a skill

that had been honed sharply with years in fighter squadrons where the slightest radio miscue was grounds for beheading. He understood that and allowed me that luxury.

Just to get a sense of what Walt had to contend with, I pulled the radio toggle switches and monitored the frequencies along with him. The predominant radio chatter was from Los Angeles Center, far below us, controlling daily traffic in their sector. While they had us on their scope (albeit briefly), we were in uncontrolled airspace and normally would not talk to them unless we needed to descend into their airspace. We listened as the shaky voice of a lone Cessna pilot asked Center for a readout of his ground speed. Center replied: "November Charlie 175, I'm showing you at ninety knots on the ground."

Now the thing to understand about Center controllers, was that whether they were talking to a rookie pilot in a Cessna, or to Air Force One, they always spoke in the exact same, calm, deep, professional, tone that made one feel important. I referred to it as the "Houston Center voice." I have always felt that after years of seeing documentaries on this country's space program and listening to the calm and distinct voice of the Houston controllers, that all other controllers since then wanted to sound like that, and that they basically did. And it didn't matter what sector of the country we would be flying in, it always seemed like the same guy was talking. Over the years that tone of voice had become somewhat of a comforting sound to pilots everywhere. Conversely, over the years, pilots always wanted to ensure that, when transmitting, they sounded like Chuck Yeager, or at least like John Wayne. Better to die than sound bad on the radios.

Just moments after the Cessna's inquiry, a Twin Beech piped up on frequency, in a rather superior tone, asking for his ground speed. "I have you at one hundred and twenty-five

knots of ground speed." Boy, I thought, the Beechcraft really must think he is dazzling his Cessna brethren. Then out of the blue, a navy F-18 pilot out of NAS Lemoore came up on frequency. You knew right away it was a Navy jock because he sounded very cool on the radios. "Center, Dusty 52 ground speed check". Before Center could reply, I'm thinking to myself, hey, Dusty 52 has a ground speed indicator in that million-dollar cockpit, so why is he asking Center for a readout? Then I got it, ol' Dusty here is making sure that every bug smasher from Mount Whitney to the Mojave knows what true speed is. He's the fastest dude in the valley today, and he just wants everyone to know how much fun he is having in his new Hornet. And the reply, always with that same, calm, voice, with more distinct alliteration than emotion: "Dusty 52, Center, we have you at 620 on the ground."

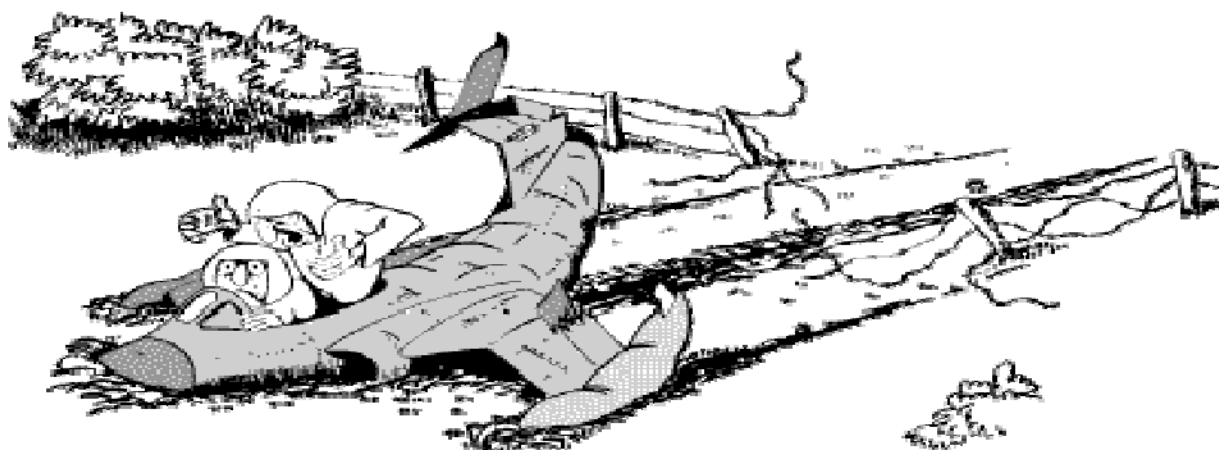
And I thought to myself, is this a ripe situation, or what? As my hand instinctively reached for the mic button, I had to remind myself that Walt was in control of the radios. Still, I thought, it must be done – in mere seconds we'll be out of the sector and the opportunity will be lost. That Hornet must die, and die now. I thought about all of our Sim training and how important it was that we developed well as a crew and knew that to jump in on the radios now would destroy the integrity of all that we had worked toward becoming. I was torn.

Somewhere, 13 miles above Arizona, there was a pilot screaming inside his space helmet. Then, I heard it. The click of the mic button from the back seat. That was the very moment that I knew Walter and I had become a crew. Very professionally, and with no emotion, Walter spoke: "Los Angeles Center, Aspen 20, can you give us a ground speed check?" There was no hesitation, and the replay came as if it was an everyday request. "Aspen 20, I show you at one thousand eight hundred and forty-two knots, across the ground." I think it was the forty-two knots that I liked the best, so accurate and proud was Center to deliver that information without

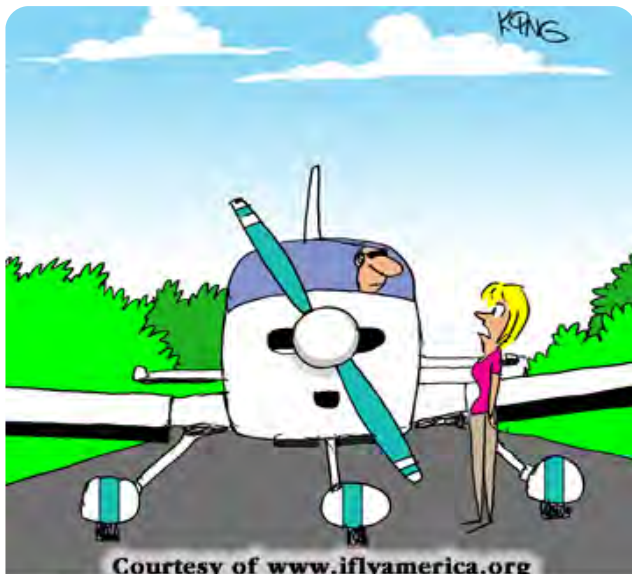
hesitation, and you just knew he was smiling. But the precise point at which I knew that Walt and I were going to be really good friends for a long time was when he keyed the mic once again to say, in his most fighter-pilot-like voice: "Ah, Center, much thanks, we're showing closer to nineteen hundred on the money."

For a moment Walter was a god. And we finally heard a little crack in the armour of the Houston Center voice, when L.A. came back with, "Roger that Aspen, Your equipment is probably more accurate than ours. You boys have a good one." It all had lasted for just moments, but in that short, memorable sprint across the southwest, the Navy had been flamed, all mortal airplanes on freq were forced to bow before the King of Speed, and more importantly, Walter and I had crossed the threshold of being a crew. A fine day's work. We never heard another transmission on that frequency all the way to the coast.

For just one day, it truly was fun being the fastest guys out there.



No, I did not say "I have control"



Courtesy of www.iflyamerica.org

"What do you mean you were having so much fun flying you lost track of time? Instead of three hours, you were gone a month!"



CONTROL TOWER TALK

A DC-10 had come in a little hot and thus had an exceedingly long rollout after touching down. San Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able."

"If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."



Harvesting the Vetiver

A key component of the airfield's waste water treatment system is the vetiver grass. The plantation receives an annual trim & clean up, a task which sees a host of volunteers descend upon the area, getting the job done in next to no time!



WBMA BoM & Airfield Council

WBMA BoM

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Vice President	Bruce Clarke
Secretary	Liz Cook
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WBMA Council

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CGC	No Representative
Lease Holders Group	Mike Smith
QVAG	Peter Biddle
SEQGC	No Representative