

THE NSW SPORT AIRCRAFT CLUB

NEWSLETTER



February - March 2020





Editor's letter

Hi there:

In this issue, you will find reports by Club Oracle Jock Anderson on the goings on at the NSW SAC, plus a well deserved tribute to our local firefighters and remembering Henk van den Heuvel, Social Workday Coordinator Jason Camilleri on the history of our boom gate, Caretaker Steve Pate on local grounds issues, Aerobatic Ace Eddie Seve on our new weather station, new member Ric Mejias saying hi to all, Newsletter Correspondent at Large Dave Rittie on the Frogs Hollow Chrissie Party, Greg Ackman with a cautionary tale from the past, plus the usual Club news and upcoming events.

I'd like to personally thank all of our club members, our Caretaker, and especially our volunteer firefighters, who have assisted in preparing the club grounds for this fire season. Your work has made a huge difference. The fire season is not over yet, so your ongoing support is much appreciated.

Kind regards,

Pablo Depetris

Calendar of Club events:

Social Work Day: Saturday 22 February 2020.

AGM: Sunday 15 March 2020.

Fly-In: Saturday 04 April 2020.

The NSW Sport Aircraft Club Newsletter

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Susana Depetris

Wedderburn - Napper Field is located approximately 15 Km South of Campbelltown. Head South on APPIN ROAD, Left at WOODLAND ROAD, Right at KARRABUL ROAD, Continue onto WEDDERBURN ROAD, (Through the Georges River Gorge) Right at MINERVA ROAD, Continue onto LYSAGHT ROAD, and then as far as the airfield gate.

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The Editor reserves the right to edit submissions for length, clarity, and to prevent libel. The opinions expressed herein are not necessarily endorsed by the Editor, Committee, or Members of the NSW SAC, unless expressly stated.

Cover photo
Steve Cohen's Spaceship 2 on a test flight
Photo Pablo Depetris

From the Secretary's Desk

Housekeeping

First, some matters of housekeeping.

Hangar Sites

Last word on Hangar ownership... The club does not charge for issuing Hangar Site Licenses, but it does charge for occupying them. T's and C's apply as they say nowadays. Refer to them before applying. As far as the club is concerned, the licensee of hangar standing on a club hangar site is the owner of that hangar and, if the executors of an estate ask me, that is what I will tell them. Whether you have to pay sales tax or GST on purchasing or selling a hangar on a Club site is up to you to determine from your own financial advisors. The Club has no advice on this.

Water

You have been advised by Newsflash that the club has instituted restrictions on the use of water. They are the same as the restrictions introduced by Council. Watering lawns and gardens is not permitted between 10 am and 4 pm. Outside these hours, by handheld hoses only. No sprinklers at any time. This applies until further notice. The water is being conserved in case it is needed by the RFS to fight local bushfires but you can use enough to put in your Scotch. The Committee thanks those members who abided by this rule.

Other matters under consideration by Committee. (incomplete)

- Western Veranda. Consideration to extend to the north and south.
- Drainage ditch. Feasibility of safety ditch on the eastern side of the runway.
- Consideration of additional hangar sites.
- Use and removal of the gravel around the place.

Electric Boom Gate

Some members may not be aware that the Boom Gate was damaged yet again when a vehicle pursued by police drove through it. It meant more work for the Chief Gate Keepers, Pablo Depetris and Jason Camilleri, until the gate

was repaired. Repair to the costs of the gate may have to wait until the charges are heard from the Police. Insurance has been paid out for the previous damage.

Actually, before Jason and Pablo could do anything, the Caretaker had already... well, taken care of it! The boom gate was back in operation the next day. ED.

Purchase of YWBN

The matter seems to be lost in bureaucracy, and it is likely to get deeper since the bushfires but your committee is trying to follow up anyway. Latest is that they have asked if we paid, which we did, months ago!

Amen

Release of a Hangar Site.

As noted in the last minutes, Committee has released a hangar site to the west of K1/L1 to be known as K0/L0, provided Phil Ayrton approves the plan. Kevin White and Michael Petersen and have generously and thoughtlessly given up their places on the HSWL so that Martin Russel can move up and join Mal Kains in a single building on two sites (leases), each of which will accommodate their RVs. In the event that there is any obstacle, Kevin and Michael will be reinstated. This demonstrates a great and generous spirit here at YWBN. Thank you fellows.

Hangar site waiting list

The HSWL now is:-

1. Mal Kains
2. Martin Russell
3. Kevin White
4. Michael Petersen
5. Jeff Parsons
6. Malcom Smith
7. Chris Clark
8. Matt Segafredo
9. Michael Kennard
10. Sasa Kukrka
11. Errol Pillemer H
12. John Taru H
13. Voytek Romanovski H

If anyone thinks that this is incorrect please contact me.

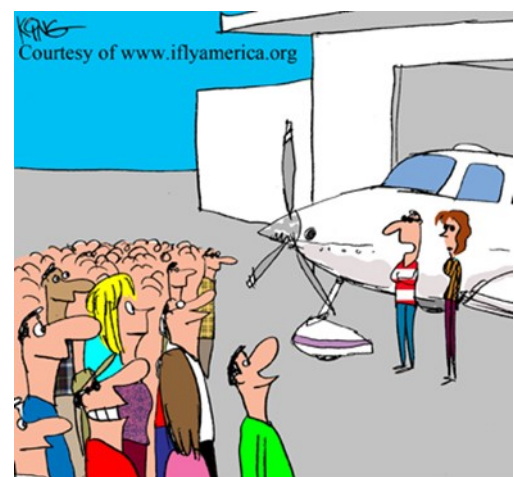
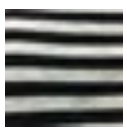


Finally,

This will be my last epistle before the next election so I will take this opportunity to wish you all the very best for the future.

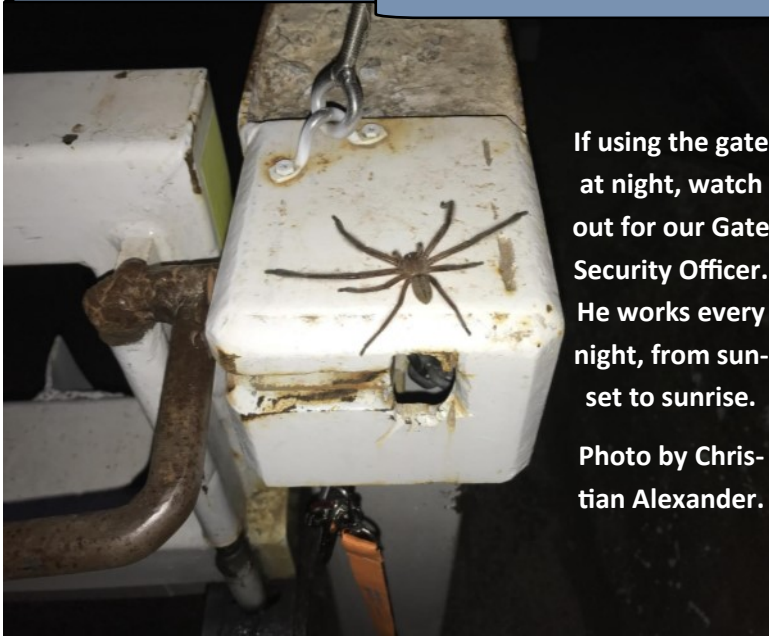
Fly Safe!

Jock Anderson



"Is it my imagination, or did we get a lot more family and friends once we bought this plane?"

Club News



If using the gate at night, watch out for our Gate Security Officer. He works every night, from sunset to sunrise.

Photo by Christian Alexander.



Police and Fire Brigade, safely disposing of some dangerous goods near the aerodrome. Photo by Glenda George



Steve Cohen's Spaceship 2 at Lake Illawarra



Sea Cliff Bridge. Photo by Bill Leighton

Caretaker Report

To start I would like to wish all members and their families a Safe and Happy New Year.

Well a month of the new year has gone already. (might be a quick year) We have finally had a little bit of rain which has greened up the airfield so now it doesn't look like a brown paddock.

The Australia Day BBQ was a great night for those who attended, (about 50 people I think) there was plenty of food, drinks and dessert to be enjoyed by all. I would like to thank all the people who helped get things set up and to the BBQ cooks, also the people who helped clean up after the night was done, as without them these functions wouldn't happen. maybe more functions could be organised, say every couple of months (just thought I would throw that out there) as we have the facilities why not use them.

The fire hose reels are still under installation along the southern boundary behind Hangar row M and when finished the airfield will be as prepared as it can be for dealing with any SMALL fires.

It is good to see some members mowing and cleaning up around their Hangars which has many benefits: 1 there's less chance of SNAKES hiding in the long grass and 2 helps in case of FIRES

great job. also I would like to thank the members who have rang me when they have noticed possible intruders to the Airfield.

I think I've babbled on enough

Cheers to all

Steve Pate

NSW SAC Wedderburn Caretaker



Dear members,

Two weeks ago, Eddie, Pablo and Murat installed the Club’s new weather station at Napper Field. The weather station is mounted on a pole to the west of the clubhouse near the taxiway. This has been a pending project that enables us to provide members the ability to determine the following:

- 1. What the current conditions are
- 2. What will they become
- 3. Should they plan an alternate if coming back from a trip.

The club has purchased The Davis Vantage Pro 2 weather station, a professional and rugged weather station with a versatile sensor suite that combines the following:

- 1. Aerocone rain collector
- 2. Temperature and humidity sensors
- 3. Anemometer / Wind Vane in one package.
- 4. Wireless display console
- 5. UV and Solar Radiation Sensors installed on a specially designed mounting shelf. The additional sensors allow for the tracking of Solar Radiation, Evapotranspiration and UV Indices. The weather station currently presents the data it collects via various means.

There is a wireless link to a display console in the Clubhouse, mounted on the side of the radio/pa cupboard, and a second wireless connection to a hub called “weather link live” that connects to the club wifi and pushes data up to the Davis server which lives in the cloud.

From a users perspective there are two mechanisms that allow you to view this information:

- 1. There is a Davis app that can be installed on your phone or tablet, the screen shot at right→ only shows a small amount of the data that is available.
- 2. You can also access the data via a web browser. (also on the weather section of the club website)

We are currently working with Davis to create a standard user login that all members can use for the above two display methods.

The second initiative is to get this data presented on the Wedderburn Skycam website, Paul Deegan is working with Davis to get this done. Paul is the person who set up the camera and weather station network for Rylstone and a few other sites.

Once this data has been collected and displayed on the Skycam website we should also be able to see our data shown in OzRunways .

Eddie Seve

8:34 4G

< Last updated: 08:32

WEDDERBURN AIRPORT

Appin, NSW, AUS

16°C

Feels like 20°

Today Hi/Lo Temp
Hi: 17° @ 00:06
Lo: 13° @ 06:57

This morning: Clear/Sunny

Hum
56%

Pressure
1020.1 hPa

Sunrise
06:20

24 hr
0.0 mm

SSE
6 knots

Sunset
20:01

Solar
376 W/m²

UV
1

Forecast

7-day

Hourly

	Tue 02/04	Wed 02/05	Thu 02/06
High Temp	21°	24°	23°
Low Temp	13°	13°	16°



Meet new member: Ric Mejias

Hi SAC members, a 60 second intro about me.

I started flying about 10 years ago and am NVFR rated and doing my PIFR. I enjoy helping and was a Director at Schofields Flying YSCN many years ago, also formerly co-owned a PA32 and C172. Apart from running a Tech IT, CCTV business and also licensed Building Carpentry business, I also volunteer as a Scout Leader at YSCN and am the VP of Rotary International Berrima District.

I am married with 3 young girls and juggle home in Berrima and Yarrawarrah and own Berrima Retreat group getaway.

I'm often available for fly-aways as PAX or pilot or co-pilot and if you need a co-pilot/pilot. Still looking for something affordable to buy or co-share (very rare concept: owning an aircraft and affordability is like chasing the pot of gold below a rainbow).

Looking forward to meeting you and participating at SAC and I can be contacted on mobile: 0405400336

Ric Mejias





I thought I may shed some light on something we all pass on the way to the airfield, but probably don't really think too much about!

Yes, it's the boom gate! It's starting to come up to almost 2 years since it has been installed. Touch wood, all is going well! It is even complemented by security cameras and lights, which are all powered by solar. It's actually an outstanding achievement to all those involved in its set up and continued use!

But lately the poor thing has become the centre of attention for some members, when really it's an open and shut case (pardon the pun!). So here's a little story about the background of the boom gate, and why it is what it is and nothing else. Yes it could be so much more, and it could also be so much less, and I know we have spoken about it at workday member forums, but this may be a good opportunity to get us all on the same page. Either that or the Editor is a little short on stories this Newsletter he he!

So, the idea of an automatic entry gate as such was pitched to the committee some time back. The pitch was that when it's raining, we get wet to open the gate, it's a lonely place at certain times of the day to be outside on your own opening the gate, the gate is getting extremely hard for many members to open and close, there are snakes and other ugly things that hang around the gate, and my favourite, it takes up valuable flying time opening the gate! The committee had a challenge on their hands, how do we maintain security at the

field, whilst ticking off the points above? Yes it's a tough ask! Can it be done?

The idea of the automatic gate type was a must, and there are certainly many types. The gate had to be easy maintenance. Too strong a gate poses problems with jamming tracks from sticks and debris and many had a large power consumption that we just can't generate from solar. The last thing we needed was a super strong jammed gate that no one could get through or move if the power goes out or there is a malfunction. Not to mention the other users of the gate, like rescue services, who might need to move or ram the thing in an emergency! Cutting a lock is one thing to gain access, moving a large structure because there is no power or it's jammed or damaged is another!

So the simplest and most practical solution was a boom type access gate. One that draws low power, was a deterrent, could be used easily, could be moved easily in a power loss, malfunction or damage, and one that even if someone tried to ram the gate at low speeds would still hold its own. We had an example of this, where someone tried to pass through at low speeds with no luck, surprisingly that thing is stronger than it looks! A boom gate it was!

The next steps:

Speak with the local Council Liaison Officer about the ideas we have as above. They held a meeting with the key Stakeholders who use the gate today, and they pitched the ideas we had above to them. The reply and conditions were that it must be boom gate type, operated only by the same key as we have now, can be persuaded easily

enough by a fire truck or police vehicle in an emergency if required, and an absolute must is that the existing gate must be locked at night by the Caretaker. This requirement came to be because the National Parks type gate that we have there already, serves a purpose to ensure security of the key Stakeholder's assets on the other side of that gate. They saw this idea that we have in place today, as an acceptable security application, again, it MUST be locked at night though.

They were now aware of what we were doing, where it was going, how it would be done etc. and to this day, we are all enjoying the security it offers, and the ease of entry by our same key. It sits behind the existing gate, so it's on the leased land for our access. With the addition of lights and cameras, that only adds to the security at our front door to the airfield.

In summary, yes there would be many other ideas and upgrades that would be nice to have, but what we have now is a working solution that ensures all key Stakeholders associated with the gate are gaining the benefits that is what it was originally installed for, but still meeting the demands that our members were seeking. And I think it does this well!

Thank you to all those involved in the design and set up of the boom gate, along with the accessories that complement it, you know who you are!

Jason Camilleri

Upcoming Events

Wayne Boatwright from **Mittagong Aero Club** would like to extend an invitation to all NSW SAC members to drop in on **Sunday February 23rd from 12:00** for a BBQ. There is just a small charge to cover cost of food and drinks. Please RSVP on **0418 643 082**



Annual Clifton Fly-in

Sunday 8 March

Clifton Airfield, Clifton QLD

Visit the website or call Trevor on 0429 378 370 for more information

<https://www.loneeagleflyingschool.org.au/>

The 2020 Tyabb Airshow
Proudly presented by the
Peninsula Aeroclub

[https://
www.tyabbairshow.com/](https://www.tyabbairshow.com/)



Antique Aeroplane Association of Australia National
Fly-in

27 - 29 March, Wangaratta

<https://www.antique-aeroplane.com.au/>

Sunday 5 April. Celebrating the
70th anniversary of the Latrobe
Valley Aero Club, 60 years on-site,
and 100 years of flight in the Valley

<https://latrobevalleyairshow.com/>



The Rural Fire Service

Stop the Press!

Recent events have highlighted the selfless, generous contribution that our Rural Fire Service has made to our community throughout the country. Here in YWBN is no exception. We have “our own” Wedderburn Volunteer Rural Fire Service.

We have Glenda George, wife of our member Rodney George, who have been involved with the Wedderburn

Rural Fire brigade for nearly twenty years (that we are aware of). She currently liaises with our Club President as necessary regarding any local fire threats. We have Ian Harvey our life member, who is a firefighter with the Grose Vale Fire Brigade. There may be other members of the club who are volunteers about whom I do not know because they are modest folk.

Dave Scott, our neighbour from Victoria Road along with his wife, Adelle, have been very closely involved in our club’s social events and its fund raising since the club’s inception. Dave is now the Captain of the Wedderburn Rural Fire Brigade and masterminded the controlled burn-off immediately to the west of our airfield in January 2016. He also officially approved the location of the new 107,000 litre concrete water tank in the south east corner of our airfield.

The Wedderburn Rural Fire Brigade members have been very supportive of our club, providing advice on fire protection, giving fire-fighting demonstrations on open days, and providing the catering at our most recent Fly-in on 27th April last, and letting the kids climb all over their fire truck..

Many members may be unaware that

volunteers in the RFS give up their time on a weekly basis to learn the dangers of fire, and how to deal with it. They must be aware of how to use hoses, how to maintain equipment including the Fire Engines in dangerous situations, and how to do these things rapidly as a team.

And yet, they ask for nothing in return. In the meantime, they hope that they never need their skills!

But in the last few months we saw that to be a fruitless exercise and we did need their skills and are so grateful for them. They are heroes! Thank you all!

This has been a tribute to the Rural Fire Service.

Jock Anderson

Credit is acknowledged to David Rittie, our Club Historian, for photographic and factual advice.



Rodney and Glenda George



Some members of the Wedderburn Rural Fire Brigade. Glenda George is on the left. Fire Captain Dave Scott is the guy with the white beard – third from the right.



Australia Day Celebration



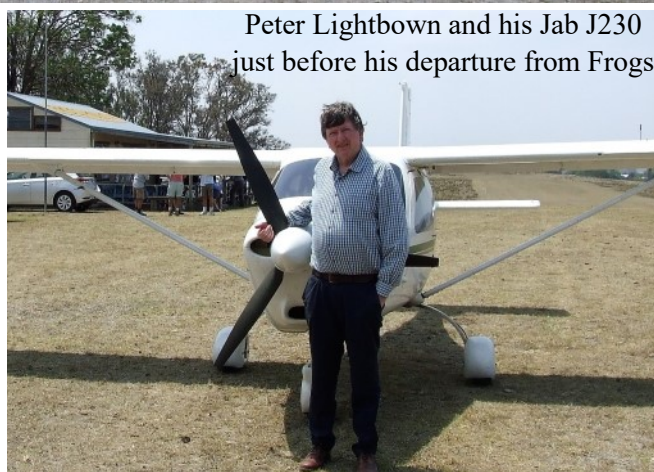
The Christmas Party at Frogs Hollow



Our club was invited to attend a Christmas BBQ down the South Coast at Frogs Hollow on 8th December.

This was the time when the bushfires were raging between Ulladulla and Bermagui, and which discouraged many of our members from attending. However, some brave souls such as Peter Lightbown and Tony Vaccarella in Peter's Jabiru J230, Vic and Jay Laybutt in the Sportsman, and David Rittie in his Jab J200 made the trip

which lasted until Bega where it became reasonably clear at Frogs. Flying above 1500ft was not an option in the smoke if you wanted to keep the ground in sight. Fortunately, there was an on-shore breeze which blew most of the smoke inland, and flying just off the coast was the way to go.



Peter Lightbown and his Jab J230 just before his departure from Frogs



The Fires off Durras Lake and South Durras

and represented our club.

The trip down was fine until the smoke began to thicken with vastly reduced visibility near Batemans Bay,

As usual at Frogs, the BBQ was beautifully organised by the members of the Frogs Hollow Fliers, with (I suspect) Judy Done and husband and former Club President, Drew Done playing a major role in making the event a success. We were graced with a great variety of food, and plenty of it. There were nearly 30 aircraft in attendance, and there was plenty of food left over after all of the 70 visitors and

members were done.

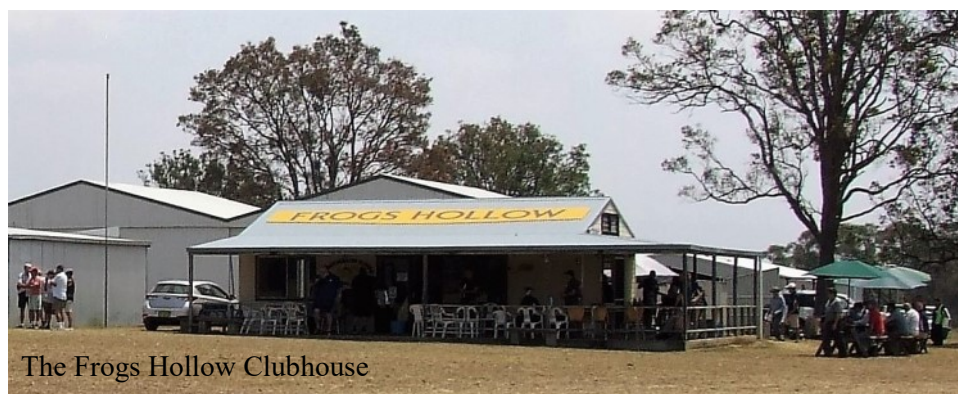
It was clearly an important occasion for the locals as there was a TV cameraman from SBS present, taking lots of

movies of the variety of aircraft arriving and taking off, which subsequently was a feature of the evening's local news.

Many thanks go to the members at Frogs for putting on such a good spread, and especially from Barry Hayward, the newly elected club president. It's a great little club at Frogs, in which our former SAC President, the late Bob Phillips and his wife, Marya, played such a major role down there for nearly 20 years.

"Thanks and well done" to all the good folks at Frogs Hollow.

David Rittie



The Frogs Hollow Clubhouse



Club President Barry Hayward

Fright VFR 1980

We had departed Kalgoorlie with 20 minutes margin to land at Rawlinna before last light if the weather was not suitable on our first eastern leg across the Nullarbor to Forrest.

Initially we had a 5 knot tail wind as we headed east with the sun receding behind us. The 2.9 hr leg was forecast to be clear skies with a quartering moon which was perfect for a flight across featureless terrain at night with no ground lighting. This was my first night crossing of the Nullarbor and looked to be routine and a piece of cake and an ideal NGT VFR exercise.

Forrest is an exception to the rules as there is no alternate for this airport as it is so isolated. It has lights and an NDB and has been a designated RPT alternate for at least the last 40 years. Rawlinna, at 250 NM was an easy 2 hr leg and my phone call earlier had confirmed with the caretaker that the runway was serviceable and that we were welcome for the night if we had to stop over.

Rawlinna was previously a railway town and home to the hundreds of workers that serviced the great iron road that spanned the continent. Now it was just a few Air-conditioned huts with a runway and the only desalination plant for a 1000 miles. It was an important key waypoint for us as it was the go no-go point before last light for the final 90 nm leg to Forrest, our mid-point refuelling stop.

In the days before GPS, navigation was not an exact science and after almost 2 hrs the monotony of following the rail line had given way to concern that Rawlinna was not appearing on the horizon as advertised.

My concern with this situation, which clearly meant we had picked up a headwind, was exacerbated by the overcast that had now covered 7/10th of the sky.

With just enough fuel to do a 180 and head back to Kalgoorlie, I pressed on not even considering going back as an alternative. 15 minutes later we arrived at Rawlinna in the dark with no runway lights, no radio comms with the ground, and an unlit 300 ft. radio tower located in the centre of the airfield. In an orbit at 1000ft I reviewed my options and realised then that my only port of call was now Forrest airport 90 nm east.

Off we headed with the moon shining on the rails making a perfect ribbon leading us on. Settling down at 1000 ft we set economy cruise for the next 45 minute leg. It was now getting very dark and the only light was now coming intermittently from the moon as it peeked periodically through a developing overcast. Anyhow we were ok as Forest had runway lights, rotating beacon, NDB and an ARO with a ground radio.

I started doing some calculations and realised that we had a 28 knot headwind! Presently it started to get darker and as it was already night there was some confusion until we realised that the overcast was thickening and within 10 minutes it was so dark that we couldn't tell if we were upright or upside down.

Absolutely nil outside references sent a chill up my spine as I started an instrument scan to remain under control. What could I do as it was so dark I couldn't even see the propeller spinning! The rail line!! Hopefully it was still under us so I started a gentle descent and at 200 ft. I turned on the landing light. I was rewarded with two dim strips of reflected light reaching out into the darkness ahead. For the next 20 minutes we sat transfixed to the slim guide praying that the landing light would not fail. By now the overcast was down to 500 ft. and solid. All I had to do was keep the aircraft level and steady at 200 ft. We were really scared and I started to review my options.



I called 'any station' on 121.5 Mhz. and was rewarded with a QF 767 over Alice Springs responding. I asked him to call MELBOURNE Centre and request that the ARO activate the airport beacon. A few minutes later a ping of white light intermittently broke the enveloping dark.

For the next 30 minutes that light became our only hope and salvation in a sea of black. We landed at Forrest with shaking legs and relief that the black night hadn't ruined our day through the grace of god and a wonderful white beacon of light from the middle of nowhere.

I now know that I should have done a 180 when Rawlinna hadn't appeared and gone back to Kalgoorlie. I was too preoccupied with reaching my destination when I should have been considering what the actual situation was and examined all my options.

It could have been a fatal mistake!

Greg Ackman

Remembering Henk van den Heuvel



Here is a picture of Henk standing on the wing of his Pazmany PL2

Jim Walsh, who was the secretary of this club about 35 years ago, has asked that some memories of Henk be passed on.

Jim goes on – “Many years ago the late Arthur C. Clarke wrote a story of a group of monks on the Tibetan Plateau who hired IBM to supply a computer that would calculate all the possible names of God in all known languages. After the computer was installed and tested, the guys from IBM were paid and left. They were working their way through the mountains on their way home, laughing among themselves at having got good money for such a crazy project, when one by one, the stars in the night sky above them, began to blink out.”

I think that Jim was referring to Henk.

A shot of Henk (at right) taking Jim’s late father in 2012 for a flight in Henk’s PL-2.

Member Juergen Ochmann also remembers Henk van den Heuvel. He built that red and white Pazmany PL2 which you can still be seen under renovation around the field.

I remember once, years ago, I and my family flew to Dunk Island for a holiday in a Cessna 133. The next day, quite unannounced, Henk and a friend arrived in that Pazmany, and slept under the wing for a few days, quite free of charge.

Jock Anderson



Advertisements

Jayco Westport Caravan for sale
\$19,500 ono.



Camping gear for sale in as New condition \$250



Contact **Steve Pate 0438 676 367**

FOR SALE

Aircraft Trailer converts to box trailer, good condition, new tyres and tubes. Any reasonable offer accepted

Phone: **Peter 0404-878-438**

Hangarage available at N5
from \$200 per month
24 Hr Access
Greg Ackman
0425 355 500

NARCO VOR RECEIVER



Out of **Ian Harvie's** Stinson aircraft
Reduced to sell, now only \$25! (with antenna) Enquiries: **0428 475 769**

1979 GRUMMAN TIGER VH-AVD



\$30K ONO (Restore Project estimated @ \$30K – less with 1/2 life engine)

Total Airframe: 5,050 hrs Engine: time Expired

NGT VFR Panel with DUAL Digital COMMS-VOR Radio / Digital fuel flow meter / 4 x Channel CHT-EGT / MODE C Transponder / Two AXIS Autopilot

Repairs Required:

Replacement Ignition Switch / replacement Engine mount / replacement AH / Engine Overhaul / replacement throttle cable replacement flap motor / repair elevators skin / repaint airframe

For further information contact

Greg Ackman on **0425 355 500**

I have received approval as an **AP (Authorised Person)** from CASA which allows me to carry out final inspections on behalf of the SAAA for the issuance of a Special Certificate of Airworthiness Amateur Built Experimental Aircraft. As part of the approval, I can also sign off Flight over built up areas and IFR for the same certificate. Call me if you need more information.

Armando Papallo
Hangar P2
0418 685 186

1977 GRUMMAN TIGER VH-IFT \$75K ONO



2nd Owner since 1989 / well maintained with recent 100 hrly

Total Airframe: 4300 hrs Engine to run: 800 hrs with recent Top overhaul plus Replacement Cylinders
Cruise @ 120 kts @ 75% power with 36 litres per hour

5 hr endurance with 3 PAX or 1 PAX plus 154 Kg Cargo

NGT VFR with ADF / Avionics Master / Audio Switch Panel / Dual COMMS / MODE C Transponder / Digital Fuel Computer / Volt-Amp Digital meter / Carby Temp gauge / CHT-EGT Digital meter / Two AXIS Autopilot / Recent install of AvMap EFIS with CAR35 Approval for day VFR

For further information contact
Greg Ackman on **0425 355 500**

Used but fully serviceable "Concord" brand aircraft batteries in good condition cheap & located at Wedderburn.

- 1/ \$100 - small 12volt (RG-25XC)
 - 2/ \$120- large 12 volt (RG-35AXC)
 - 3/ \$150 - small 24 volt (RG24-11)
- contact Greg 042535 5500



2019 Skydart 2S Ultralight Aircraft

2 seats

Rotax 912 engine, 1250 hrs TTIS

Bolly ground adjustable 3 Blade prop

X Com VHF radio

Standard Flight and Engine Instruments

Composite / Chromoly Airframe

RAAus registration and annual inspection current until 30 Nov 2020

For further information call **Steve** on **0425 221 271**



Bert Faulkner's Tailwind **FOR SALE**

Homebuilt by Bert., first flown 2005
O320 A2B Lycoming engine, approx
1000 hrs to run. ICOM A200 Radio,
King KT76 Transponder, Garmin 196
GPS, 2 Place comm. Artificial Horizon,
Turn & Bank, Vertical Speed Indica-
tor,
Airspeed, Altimeter, Oil & Cyl, Head
Temp.
Cruise 150 kts, pleasant at 130 kts
@2300.
Call Bert on 0298711799 or
berjan@ozonline.com.au

For Sale

Rutan Defiant built here in OZ. Now in Orange NSW. Australia.

Two x Lycoming O-360 A1A 180 HP engines with low hours.

Two x Hertzler Silver Bullet three blade props.

A/P Trio Avionics slaved to Garmin 430 GNS430 GPS.

Avionics Dynon D100 EFIS.

Best Composite A/C and Concourse D'Elegance SAAA 2006

Price: \$US95,000 For more info Ph: Ian +61(0)417697027



Hangarage available in
hangar H8
Please contact **Peter**
for details
Phone **0412 285 212**

Hangar Space Wanted

New member Peter Krauss is
looking for hangar space for his
Glasair GlaStar (high wing)
Contact **Peter** on **0418660147** or
peterkrauss63@gmail.com

Hangar O2 For Sale

Contact: Wesley Brown
Mobile 0404 559 988

Petrol powered **Aircraft Tow-Motor**
suitable for small aircraft. \$250 (or
offer)

John Gallagher

0425 264 664 or 9545 1604



**Aircraft
Weighing
Australia**

Aircraft Weight and Balance carried out at
Wedderburn

Ceri Bartlett

CASA-approved Weight Control Officer

0448 448 316

ceri@AircraftWeighingAustralia.com.au

**FOR SALE 2002 DALLACH
D4B FASCINATION \$23,000**



2002 Model, 2 seater, Rotax 912 ULS Engine 100hp, TT320h, BRS 5 Emergency parachute system, autopilot connected with GPS. Cruising speed 147kn, landing gear retraction system, imported. No rego. Located at Wedderburn.
Contact: **Michael 0414 089 280**

Members are welcome to stay at the **Hangar House Mudjee** (www.hangarhouse.com.au) with 20% discount. Weekdays are less expensive and not as busy. Free hangarage for those that fly in.
Phone:

Kaye on 0417 752 054 or Gary on 0409 894 607 and mention you are a member of SAC.



FOR SALE HANGAR A1 Best offers over \$185 K

Large steel frame Hangar 13 wide x 17 deep x 7 high containing a Ground Floor Area of 234 m2 and Upstairs Mezzanine Area of 65 m2

Suitable for minimum of two aircraft or a medium twin there is also a separate workshop with two roller doors and an elevated loading dock. The Mezzanine is developed into a self-contained living area including kitchen, lounge & bunkroom. Power is reticulated throughout including power points and extensive lighting.

The mezzanine could be expanded by another 130 m2 if required. A 13 meter x 2.7 meter rear deck has been approved as part of the development plan.

Located opposite the Clubhouse and 20 meters from the Fuel Bowser this site has both front and rear access. Concrete hard stand is provided at the hangar doors and direct access to the runway is only 30 meters away. Plans have been approved by the Club & Wollondilly Shire and currently lodged with the Department of Lands for final sign off.

Inclusions:

Ground level:

Water Tank / External LPG GAS HWS / Shower Booth / Toilet / Vanity / workshop area / some benches / storage shelving / 12 volt solar power system / external 240 vac generator

Upstairs:

Fully Equipped Kitchen reticulated for hot & cold water / Carpeted & Insulated open plan living area / all fixtures and fittings including all utensils and stored items in cupboards are included / Lounge area Furnishings including wood heater / dining table & chairs / lounges / upstairs beds & bedding for 6 x people / sideboard & bookcase units.

Further information including Market appraisal and approved plans contact Greg 04 2535 5500 or hunter@mobileone.com.au



VICTA AIRTOURER 160 - MOH S/N 167 YEAR 1966

Total Time since new 6677.38 Hrs. Modified to 160 HP. In 1983.
ENGINE-Lycoming IO-320-BIA. FUEL INJECTED. TSO-1193.38 Hrs.
Bulk Strip: 30 June 2011-Time since Strip: 15.38 Hrs. (Cause: Prop. Strike while taxiing) Christen Inverted Oil System.
PROPELLER-Hartzell HC-C2Y6-IBF Constant Speed TTSN:15.38 Hrs.
AVIONICS- 1 x VHF. 1 x Transponder- (OCTA, requires Rad 43/47)
FUEL -130l. Main tank + 30l auxiliary.
Good condition inside and out. A delight to fly. Hangared at Wedderburn N.S.W. New Maintenance Release 12 Sept 2019

\$48000.00

Contact: Ken Teiffel 0419441201
Kenneth.teiffel@bigpond.com