

THE NSW SPORT AIRCRAFT CLUB



NEWSLETTER

October - November 2019

*AIR VENTURE AUSTRALIA
PARKES*



Editor's letter

Hola!

In this issue, Secretary **Jock Anderson** reports on the goings on at the NSW SAC, Social Workday Coordinator Extraordinaire **Jason Camilleri** reports on our 15 September Social Workday, Local firefighters and club friends **Glenda and Rodney George** report from the Sywell Air Rally in England, wandering raconteur at large **Peter Lightbown** returns to Winton, Safety Committee Boss **Gary Weeks** shares important safety tips, and we cover this year's interesting, never boring, Airventure Australia at Parkes, plus some Club news and upcoming events.

Lastly, I'd like to thank all the members that do the right thing. The ones that volunteer at workdays, the ones that clean after themselves, the ones that observe our by-laws, the ones that are polite and helpful to each other, both on the ground and in the air. You all make it a pleasure to serve in the committee, and be a part of our great little club.

Salud!

Pablo Depetris

Calendar of Club events:

Social Work Days: Sunday 3 November 2019, Saturday 22 February 2020.

Committee Meetings: Sunday 27 October 2019, Sunday 2 February 2020.

Fly-In: Saturday 04 April 2020.

Christmas Party: Saturday 23 November 2019.

AGM: Sunday 15 March 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
Airventure Australia 2019, Parkes NSW
Photo Pablo Depetris

From the Secretary's Desk

Housekeeping

First, some matters of housekeeping.

Hangar Sites

I do not know how many times I have to say it. In order to own (or build) a hangar on the club's lease you must:-

- Be the holder of a Hangar Site Lease
- Be a full member, this applies to the builder **and the vendor**, if you are buying
- Be financial
- The hangar itself has to conform to the Club's by-laws, **before** you buy it (this includes the contents of the hangar)

Remember, the club has no record of who owns what. We only have a record of who holds a lease on a hangar site.

You will find the other conditions on the website. Please check it before you ask me for a HLA.

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 and outside these hours only hand held hoses are permitted. No sprinklers at any time. This applies until further notice.

Taxiways

Members are again reminded that aircraft have right of way on our airfield. Instances have occurred recently where motor vehicles on the taxiway have not given way to aircraft. Since most members are pilots themselves, it would seem to be common sense for vehicles to give way to aircraft at all times and under all circumstances. Members at the southern end of the field are encouraged to use the road to leave the field, not the taxiway. **Vehicles give way to aircraft.** If you are driving do not stop and wave the aircraft through. If you can see the pilot you are too close. In fact, if you can see the aeroplane you are probably too close. Further examples of this rule being broken may result in the taxiways being out of bounds. You do not see private vehicles on the taxiways at YSBK.

Trees

Members are thanked yet again for not cutting down trees. There are circumstances when trees can be cut down but permission is always needed from Wollondilly Shire Council, Department of Lands, **and the committee**. If you think a tree needs to be cut down please ask

the committee **first**. We do not want this airfield to look like YSBK. This is the only time **when it is OK to be a Greenie**.

Here endeth the lesson

Bunkhouse and fire hoses

Approval has been given to renovate the bunkhouse and to buy new firehoses.

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 to the east and the west
- Club Machinery shed: a new shed is to be acquired for club machinery

The minutes of the Committee Meeting can be read in full on the website.

Vandalism

A member of the public vandalized our boom gate (and damaged his own car at the same time). His activities were recorded on camera and his details are known. The Club is actively pursuing him for compensation.

Associate Membership

This category of membership has been closed to **new** applicants. This will make **no change** to those already in the club. In future those new applicants who want to hangar an airplane at YWBN will have to be Full Members. The only categories of membership will be Social or Full Members. Details on website.

Purchase of YWBN

Members will recollect from the previous newsletter that our application to buy our lease from the Crown was rejected. Committee followed this up and it transpired that the reason was that there was an Aboriginal Lands Claim in place for our lease and the Crown was not free to sell it. Committee approached the Tharawal Local Area Lands Council (LALC) through the Aboriginal Lands Council with a request to lift the claim. The Tharawal LALC met in mid September and considered the request. They agreed to lift the Claim at that meeting. The Club has this in writing. This means that the club is now in a position to apply to Crown Lands to buy our lease. The Club is ingratiated to the Tharawal people for lifting the claim.

Members of the Tharawal LALC have asked that their best wishes be passed



on to members of SAC, which I do now, by way of this newsletter. Committee has returned the courtesy with thanks.

Committee has lodged an application with the Crown to buy our lease, with associated supporting documents. The application is now with the Hon. Melinda Pavey, Minister for Water, Property and Housing. An answer should be forthcoming in the next few weeks through the Hon. Mark Speakman, Member for Cronulla (and Attorney General) through whom the application was made.

Fingers crossed!

Amen

Hangar site waiting list

The HSWL now is:-

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

If anyone thinks that this is incorrect please contact me.

Finally,

Until next time:-

Fly Safe!



Intentionally left blank

Club News



The long awaited first swimming lesson of Steve Cohen's AlRaVan was witnessed on 20th September. Yet to be fitted out with a bed, kitchen & bathroom, a couple of disused lounge chairs were just what was required for the cockpit.

Yah Steve!

Phill Lee.



top: Newly refurbished Fire Trailer, with the new Honda / Davey pump fitted by Steve Pate.

bottom: Pablo Depetris, with Dick Phillips from the Wedderburn Rural Fire Service

Letters to the editor

Hello Pablo,
My name is Paul Koperberg and I was a social member at Wedderburn for quite a few years. Unfortunately, last year I was diagnosed with Parkinson Disease and as a result, I surrendered my drivers license and handed in my club gate key with great sadness.

I am now confined to a wheelchair and live in a nursing home in Wollongong but things could be worse. Despite this, my passion for aviation has-

n't diminished.
I miss going to the field, the work days, the people, and have fond memories of being part of the teams be it laying turf or building the pump house at the Northern dam and all jobs in between. I would like to thank all those that extended me fellowship and in particular, Antony and Susana Prehn, Gary Weeks, Clive and Diane Brookes, Don Harvie, David Rittie, Rou and Dawn to mention just a few. I am happy for you to pass on my

contact details.
My flight instructor told me very early in my training "It is better to be on the ground wishing you were in the air than being in air wishing you were on the ground" (pre flight checks)
Regards, and fly safe !

Paul Koperberg
0407 086 466

Hello Pablo
Vintage High Tea
My grateful thanks to the Committee for the usage of the Clubhouse for our wonderful event. Lovely and positive comments were received from the attendees in terms of their enjoyment and already they are asking, when can the next one be organised?
The local Wedderburn community enjoyed the event immensely.
Great opportunity in bringing us all together in a totally relaxed environment.
I would like to thank Pablo, who was absolutely amazing and a pleasure to liaise with.
Jason, who kindly assisted by bringing the work-day lunch forward to 12 so that we had an extra 30 minutes to quickly organise ourselves. Thank you.
Karen and Steve Lalor, thank you both for helping us by organising the lunch by 30 minutes

earlier.
Margaret Adams, thank you kindly for your large donation platters of delicious gourmet sandwiches.
Vic Laybutt and Alice, your amazing assistance in setting up and cleaning up will never be forgotten.
Alice thanks for your contribution of sweet delights and supply of vintage items.
Vic, thank you for the loan of the cute teapots. Beautiful memories of Diane.
Alison, your kindness in your contribution to putting the final finishing touches on the tables, was beautiful and appreciated.
Dave Thomas, thank you for your tremendous help on the day. You are a legend.
Sue, who embraced an idea and took it to the next level with her amazing ability and an eye for detail with her massive vintage collection that she kindly supplied and colour co-ordinated each

table as she took us all back in time.
It was like we were all at the Hydro Majestic in Katoomba having a delicious High Tea.
Your delicious scones were fantastic.
You should be an event planner.
The funds raised after purchasing the raffle prizes were donated to a young mother of 4 children in remission from breast cancer.
Thank you to all the members who attended.
We cut even with all our outgoing expenses, ie singer, hiring of various table items, and food supplies, therefore was a positive outcome.
No expense to SAC.
Thanks kindly.

Glenda George

Upcoming Events



NSW SAC members Rylstone Spring BBQ Fly-In ****New Date****

Rob Loneragan, of Rylstone Airpark, would like to kindly invite all NSW SAC Club members to attend a BBQ fly-in day on **Saturday 12 October** to celebrate Spring. Rob will be putting on a BBQ lunch consisting of tender steak, gourmet sausages and salad, for a very reasonable \$20 a head. Prior RSVP by email would be appreciated so catering can be organised: rob@rylstone.com.au (please put YWBN-BBQ in the subject line)

AusFly, a relaxed, traditional Aussie fly-in event where aircraft owners, pilots, builders, industry supporters and enthusiasts come along and soak up the true spirit of Australian general aviation is taking place at **Narromine Airport, NSW**.

For more information visit their website: <https://ausfly.com.au/>



Tumut Valley Airshow **Saturday 2nd November 2019**

Paul Bennet Airshows aerobatic displays in a Wolf Pitts Pro; Raptors Formation Team formation display in a Yak 52 and/or CJ6 Nanchangs; Army will do a fly past in a S-70A-9 Black Hawk Helicopter and may have other displays; Navy will bring a NAPS simulator; Air Force will do a fly past in a AMG C-17 or C-27J spartan - Static or Fly past; Also a hot air balloon on static tethered line; Defence HQ will have a recruiting stand; Aero Club all day BBQ plus Coffee van & Tumut brewery van (subject to availability).

For info visit <http://www.tumutaeroclub.org.au/content/flyin.html>



Christmas Party

Saturday 23rd November at 6pm in the Clubhouse
Live Music by Ron Ashton

6pm - Nuts and Nibbles

7pm - Roast Beef with Seeded Mustard Gravy, Roasted Tandoori Chicken Pieces, Vegetable Lasagne, Roast Vegetable Salad with Pesto Dressing, Potato Bake, Greek Salad with Herb Vinaigrette, Dinner Rolls with Butter, Fresh Fruit Platter, Pavlova with Fresh Fruit and Cream

Limited tickets (\$30 adult - \$20 children) available now from Steve the Caretaker - 0425 380 964, and Peter Lightbown - 0415 740 511

15 SEPTEMBER SOCIAL WORKDAY

Sunday the 15th September brought on our 3rd workday for this year, and as usual, it was a great success, with many members bringing their A game!

The weather was perfect for flying of course, which made working at the airfield just that much harder,



but we looked away from the skies, and focused our attention to the ground... Yeah right! There were bloody planes in the sky everywhere, the radio was full of inbound and overflying aircraft, which were kindly reminded that YWBN was closed



until 12.00pm, and of course they decided to fly over and have a look for themselves, which was nice but distracting for us hard workers!

Speaking of hard work, let's have a look at the member's wonderful achievements.

The main job was cleaning the area next to the generator shed on the northern side of the Clubhouse. There was some old sheet metal ducting, lattice work and other stuff that was laying around. The crew cleaned this up beautifully and even managed to fix the grass area nearby. Well done team!

Next came the tedious task of picking up all the leaves in the culvert on the Eastern Road, and



taking them to a location for burning down the track. This task had been made slightly easier the workday before where the team had placed the leaves into piles, but there was still a hell of a lot of leaves to move, but the right team were on the job and smashed it. well done team!

There was a team of happy Runway Sweepers who did an amazing job of detailing the taxiway and Runway so it was clear of any debris. A screw large enough to puncture a tyre was found amongst the debris on the runway, so just that in itself is reason enough that the runway

is hand swept by trained professionals! Joining the team were the members who armed themselves with whipper snippers, a mattock, a mower or any other weapon they could use to make the airfield look pretty. Thank you to those members!

Last but not least, we had to feed these hungry tired workers. For many many years we have been spoiled rotten by the Lalor's Lunches, with mouth watering lunch and desert at every workday. But, for those that may not know, Steve and Karen had announced that after years of sterling service to the club, they have hung up their Chef's hats so they can dedicate more weekend time to other pursuits. I'd personally like to take this opportunity to thank the Lalors for all their efforts, and it's been an absolute pleasure working alongside them whilst I have been workday coordinator.

So, how does one step up to the plate of preparing lunch now... Short answer, we couldn't... but we gave it our best, well at least Pablo and many other kitchen helpers jumped in and did an outstanding job of lunch, which included potatoes, sausages, meat patties, salads, and lots of other goodies. There was even Apple and Cherry pies for desert... Thank god for Woolworths eh!! Seriously though, a big thank you and well done to all those that helped out in the Kitchen that day, it was an amazing lunch, well done!

To wrap up, it was a wonderful day, a lot was accomplished in a short time, and we had fun. Well done!

Jason Camilleri.

15 September Social Workday Volunteer Roll:

Neil Graham
Martin Russell
Marney Colman
Mark Colman
John Bennett
Lisa Harvey
Graham Harvey
Phill Lee
Don Harvie
Val Camilleri
Christian Alexander
Jason Camilleri
Pablo Depetris
Malcolm Smith
Phillip Smith
Steve Cohen
Geoff May
Vic Laybutt
Steve Pate
Jay Laybutt
Rory Hatchet
Glenn MacDiarmid
Chris Willis
Greg Goulding
Alex Thomas
Michael Kennard
Peter Morgan
Dobre Stevanovski
Stephen Bennett
Dave Thomas

Thank you all

A Trip to the North

On Saturday 14th August Kevin Perry and I loaded up Jabiru 7217 for a trip up north to Winton. On a previous visit about five years ago we made an unscheduled stop there just to stretch our legs on the way to the Gulf. As soon as I got out of the plane I thought to myself 'I like the feel of this place' and made a note to return. This occurred much sooner than I anticipated because on climbing out a banging noise was heard from the exhaust and we quickly returned to the field. The refueller rang around and put us in touch with Bill,



one of the local pilots who tried valiantly to get one of the local car mechanics to have a look. They were all afraid to touch an aeroplane for insurance reasons. As luck would have it, John Taru knew of an opal miner in the area who could fix Jabirus. However we

were on the ground at Winton for a few days and came to appreciate the place and the friendly locals.

On our latest trip, after a refuel at Coonamble, we headed for the little town of Bollon near St George where we fed and watered and stayed overnight at the local pub. The next morning it was off to Barcaldine where 1,000 shearers met in 1891 during the shearers' strike, which ultimately led to the formation of the Australian Labor Party.

The next day it was off on a short bumpy hop to Winton, which seemed like a bustling metropolis in comparison to the sleepy towns we had visited en route. We spent a couple of days in Winton, which was a nice break from flying, and we met up with some old friends. Refreshed and refuelled, we were off to Hebel via Charleville for fuel. I would describe Hebel as the ultimate one horse town – a pub, a general store that doubled as a restaurant, and about five other buildings. We were picked up at the airfield by a laconic bush character called Bluey, the sort of bloke that you don't encounter in the big smoke. The pub was full of character; very little appeared to have been done to it since its construction in 1894 and its customers all seemed similar to Bluey. I am fascinated by such places because they are so unaffected, and the lives of the people untouched by Facebook and Twitter. We stayed overnight in one of a number of nicely appointed cabins run by the general store.

Next morning, after breakfast at the general store, Bluey drove us back to the airfield and helped us prepare the Jab – he had been a Drifter pilot in the past – and we set off on a rather challenging journey back into

Sydney. Mount Victoria was in low cloud so we headed for Murrurundi and down the Hunter Valley into Cessnock. We started tuning in to Cessnock about twenty miles out and discovered a strong cross wind 20 gusting 30 which is beyond our plane's limit. However, although strong, it was nowhere



near as bad as we expected. After a quick bite to eat we were airborne again and hoping to make it to Wedderburn but just near Warnervale the cloud base came right down, so it was back into Cessnock for the night.

The next morning we awoke to a clear blue sky, however we only got as far as Warnervale before the cloud base was down to 1,500 feet. We put down in Warnervale, took on some extra fuel and waited till the clouds lifted. Andrew the CFI gave us the nod when it was OK to proceed and we had a calm and speedy trip all the way home.

Peter Lightbown.

G'Day all: Runway Occupancy...

Whilst our little airport at Wedderburn is nothing like Chicago or New York, we still need to be aware that there can be other aircraft in the circuit.

Most days you will most likely be the only person in the air, however if we could remind users that it is imperative to be aware of other traffic, and to display some common sense, called "Airmanship". Example, you have another aeroplane following you on base as you are on final, please be respectful and exit the runway as soon as it is safe to do so. This will avoid someone having to do an unnecessary Go-

Around.

So use the radio, and don't hog the runway while there are others flying.

Motor Vehicles Must Give Way...

Here we go again, a reminder that aircraft have right of way at all times. Vehicles must exit the taxiway or movement area immediately and remain well clear of an aircraft under power or being towed. Ensure that when getting out of the way of an aircraft that you are providing plenty of room.

Now that the main road is sealed, vehicles should need only use limited amounts of the taxiway if at all. Use the closest exit on and off the main road to your hangar.

Whilst on the taxiway in a vehicle, please use your hazard lights. This hopefully may help jog the memory that you are actually driving on an airport movement area. Keep a very good eye and ear out for aircraft and get out of the way immediately. Thanks
Gary Weeks



LAA INTERNATIONAL AIR RALLY

SYWELL ENGLAND, AUGUST 2019

On a recent visit to the UK, we took the opportunity to spend a few days at the annual Light Aircraft Association (LAA) rally (fly in) at Sywell near Northhamphshire, approximately a 2 hour drive north west of London.

Sywell airfield is privately owned (as I believe most airfields are in the UK). It is an air traffic controlled field. I was informed that the LAA originally took over the airfield for the time of the rally including supply of air traffic control personnel, however like most organizations, the risk and liability issue became too much of a risk, so now the owners of the airfield assist by providing the airfield and staff (I assume for a fee) to work with the many LAA volunteers to stage the event.

Weather permitting, there is generally about 1000 aircraft that fly in over the



four days, mainly Friday to Sunday. I was informed that due to the weather numbers were down, however they expected approximately 900 aircraft attending. They get accurate numbers of arrivals as the Pilot must book an arrival slot in advance.

The weather was reasonable as there was a crosswind of 10/20 Kts for most of the time, however there had been a series of fronts moving through the area particularly on Saturday after lunch when everyone headed for shelter.

There was plenty of shelter as the LAA centre is a combination of three large marquees and two smaller ones all interconnected.

All aspects of aircraft building were covered for those wishing for some hands-on experience. There was wood working, sheet and tube metal working, composite and fabric covering workshops, forums on all sort of information from local requirement changes or advice

when flying in France including the minimum amount of the French language required to operate in the circuit area in France.

The CAA had two tents, one for general operational information and the other aimed at the use of Drones and the regulations around their operations.

You could have purchased anything from a complete aircraft, an engine or even just a small washer or a switch. Everything was available in the forum tents.

The weather was not ideal for aviation over the northern part of the UK and we were talking to some pilots from Northern Ireland and they were hoping to catch up with some friends from Scotland but due to the weather they couldn't get down.

The Northern Ireland Pilots had an interesting trip home, as they were flying in a Jodel 1050 and a Tri Pacer, a total of three pilots in each plane plus life rafts and gear, so they and the gear was tightly packed in. They said they had to descend to 2000 feet over the water to reduce the headwind to 17 Kts, however the weather improved the closer they got to Ireland. They had an hour and a half of the three and quarter hour flight over water, however they emailed us to say that they had all arrived safely.

They all fly out and into their own farm strips around 300 metres in length. Two of the pilots (father and son) both have Aeroncas. The other father and son team owned the Jodel and Tri Pacer. (The son is an airline pilot, who loves to fly without the constant demands of airline flying). Another Pilot flies a micro light. Unsure of the type of aircraft Pilot No 6 flies? They all have landing strips within half an hour of each other.



The Sywell Rally has no flying program or air show associated with the rally, however visitors can purchase an air-



field pass so they can get a closer look at the aircraft in the parking area. The parking area had around 200 to 300 aircraft every day. There were very few Cessna, Piper or general commercial build aircraft as most of these aircraft operate with a C of A, whereas LAA aircraft operate with a permit to fly issued by the LAA under delegation from the Civil Aviation Authority (CAA).

Some of the aircraft types in the parking area at Sywell included RVs, Pitt Specials, Jodels of many variations, both home built and commercial built including the current production Jodel/Robin DR400. Aeroncas, Tigers, Stampes, Jungmeisters, Gypsy Moths, Coyotes 11, Long-ezes, Austers, DH83 Fox Moth, Menestrels, Wittman Tailwinds, Hatz biplane, WT9 Dynamics (looks like a Lancair), Topsy Trainers, a Broussard (a French observation aircraft from the 1950's), Cri-Cris and also including Jabirus, Slings, Taylor monoplanes, Piper Pacers, Tri Pacers, Bolkow 207, Chipmunks, Cubs, Beagle Pups, Europas, Gyroplanes, Pietenpols, Luscombe, Bede DB4s, and other classic/vintage aircraft types.

This was the first time that I have seen many of these specific types. I would have to call in the plane spotters to identify the unidentified types. Kit Spitfires, Mustangs and many other kit aircraft like the Lambert Mission M108, Eurofox and the SuperStol were spectacular to view.

A wonderful and amazing sight to witness was a Provost Jet (one of only a few still flying) dropped in on Sunday. There was also a Delta flying wing from Belgium and an Alon Ercoupe from Sweden. I also saw aircraft from other European countries, including Spain and

Switzerland. We did not see any creative designs of a flying hotel like Steve Cohen's unique design. If that was on display at Sywell, you would make international history, Steve.

Some aircraft came for the day, others camped under the wing of their aircraft,



in their campervans, or stayed in comfort in the local hotel which is also located on the airfield. There was a lot of aircraft activity after 4:00pm with a lot of aircraft heading home each day. There were departures approximately every 30 seconds at times (two runways and as soon as one aircraft was in the air the next aircraft started to roll).

The cost of entry was very reasonable at 12 pound for the four days to see all the trade tents, LAA workshops, forums etc. (which could easily fill a couple of days) with an extra 12 pound per day if you wanted to walk around the aircraft parking and have a close look at aircraft and chat with the owners. They all love the Aussies.

One of the interesting activities to the aviation scene that we noticed were 'aircraft spotters'. I think there would have been as many spotters on the airfield as Pilots. They are generally not Pilots or involved in the aviation scene in any other way but go all over the country to airshows, fly-ins, or just wandering around the airfield, noting down the registration of every aircraft they see. Some of them sat in the same spot for the duration of the rally. They participate in online forums, meeting groups, conferences to compare notes etc.

There was even a tent selling binoculars and other books etc. targeted at the aircraft spotters. They secured a position along the fences at the edge of the aircraft parking lines to log each aircraft arrival/departure time.

What is the LAA?

I may have to expand this paragraph

into a later article as the subject is much larger than a simple statement, but I think it is a little topical at the moment with the department's discussion paper on the changes to the rules around aircraft in the 601Kg to 760Kg MTOW. I know in most cases when discussion around regulations come up there is a general look to the USA and how they address certain issues but maybe some reflection should be directed to the UK and Europe to see if there is a solution that may better suit the regulatory requirements for us in Australia to bring us



towards a broader/under one umbrella approach, rather than a very fragmented bunch of regulations and various groups administering different sectors of recreational aviation.

The LAA appears to look after a broader range of aircraft than either the SAAA or the RAA. In general, they have been delegated the responsibility by the Civil Aviation Authority (CAA) for the engineering oversight, inspection and administration of almost 4,500 light aircraft and projects around the UK.

The LAA issues annual permits to fly for more than 2600 privately owned aircraft. These permits indicate that the aircraft is fit to fly but it doesn't qualify for an international certificate of airworthiness. This could be because the aircraft is a classic/vintage aircraft that no longer has manufacturer support, a home built or kit built, or a category known as 'light sport' factory built aircraft.

In general, from the aircraft I viewed at Sywell, the aircraft would be a single engine, up to four seats and a MTOW of under 2000kg, although technically I think the weight limit may extend to the definition of light aircraft (5700 kg). These include the RV range including RV 10 and Jodels up to the largest Jodel, the D140 Mousquetaire (Quoted specifications) as capable of a payload almost the same as its empty weight i.e.

five adults, in and out of rough strips, cruise at 140 kts for 500 nm all on 180 hp. with a fixed pitch prop and has been doing so since 1958. There was a D140 at Sywell on the Saturday, however unfortunately I didn't get a closer look at the aircraft. The most popular Jodel was the D 1050, (a four seat D11 would be the best way to describe it).



As stated above most of the aircraft at Sywell operate with a permit to fly. What is the difference between a permit and a C of A? A C of A aircraft must be maintained in a professional workshop (higher cost), and are aircraft that are generally operated by commercial organisations, i.e. flying schools, while aircraft which operate on a permit to fly, the owner can carry out the majority of the aircraft maintenance work, overseen and 'signed off' by an LAA inspector. The LAA have some 350 inspectors throughout the UK. It should be noted that the LAA is not the only association that has been delegated certain powers in the UK, nor do they represent all recreation aviators. In a discussion I had with a Director from CAA, he indicated that there are 37 organisations they deal with, from various sectors of the Industry. I noted that in one of the CAA publications, that I picked up, the British Microlight Aircraft Association have been delegated to issue Initial Permit to Fly certificates following changes to the ANO in 2016.

The annual cost of an LAA Permit to Fly is based on the all-up weight of the aircraft, up to 450 kg- 150 pound, 451 kg to 999 kg – 200 pound and above 1000 kg – 230 pound.

In addition to this is the cost of the inspection which could be the inspector expenses only or he may charge a fee, generally up to 100 pound (there is no fix fee set by the LAA for this service). Currently annual fixed cost figures, for a two place aircraft operating on a permit, including insurance (third party insur-

ance is compulsory) and hangarage would be around 2500 pound per year.

In concluding, Glenda and I were made very welcome and enlightened by the UK LAA and all those involved in the

organisation. It is a very active sports recreation sector in the UK and surrounds.

I suggest that you add this wonderful opportunity onto your bucket list to cre-

ate amazing aviation memories.

Rodney George

Wedderburn



Air Venture Australia - Parkes



Stooge formation team at Parkes



As my beloved Cavalier is out of commission at the moment, I gladly accepted club member Voytek Romanowski's kind offer of a lift to Parkes in his brand new Aeroprakt Vixen. We departed Wedderburn on Friday morning, and after quickly dodging a few clouds east of the ranges, we were established at 8,500 ft. on a direct track to Parkes. On arrival, we were greeted by a windy, dusty scene at the aerodrome. We are lucky in the city, as the draught is certainly more evident out west. Obviously

this did not deter the organisers and participants as there was a good turn out and everyone seemed to be having a good time attending forums, lusting over the latest gizmos on the stands in the big tent, or simply walking around looking at airplanes. The big tent also housed the team of regional young students scratch building a brand new Bush Cat aircraft, which will be raffled amongst attendees who purchased a ticket online.

Saturday opened up with a big dust storm, with very strong winds forecast for the day. I heard of someone sitting in his Jabiru, tied down on the parking area, indicating 35Kts in his ASI... As the wind increased, the organisers were forced to take the difficult decision to evacuate the field to keep everyone safe. Luckily, we ended up sheltering in a hangar together with some of the OzRunways developers, who were kind enough to show us a few neat tricks on their iPads.

The dust storm was promptly followed by rain, which fixed the light layer of dust on the aircraft into a nice speckled pattern... The show was re-opened later in the afternoon, but the twilight airshow was cancelled due to the weather.

Sadly, we had to leave on Sunday morning before the airshow started, but the weather was far better and I heard that the day was quite successful and enjoyed by many attendees. One advantage of leaving on Sunday morning was that we had strong westerlies at 9,500 ft. almost all the way back, and the little Vixen was punching well above its weight doing 150Kts ground speed on our long descent to Wedderburn.

I'd like to thank Voytek for offering a seat in his lovely aircraft, and of course David Young, the event organiser, and all his helpers for a tremendous effort. All in all, it was an enjoyable Airventure Australia and I'm already looking forward to the next one.

Pablo Depetris



Voytek and his trusty steed



Club member and earthrounder Gary Burns turned up in his Lancair IV, completely unfazed by the weather



Aircraft in the Display Area, tucked-in for the night



Red Bull Air Race World Champion Matt Hall and his assistants, preparing to take a passenger on an unforgettable ride



Blackshape Prime. Italian built high performance aircraft



Team of students putting the finishing touches on the Bush Cat prize aircraft

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Homebuilt by Bert., first flown 2005
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Further info:

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Total Airframe: 5,050 hrs Engine: time Expired
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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

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2nd Owner since 1989 / well maintained with recent 100 hrly
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For further information contact
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Aviator's dream property for sale: "Conifer Park"

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Advertisements

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PROPELLER-Hartzell HC-C2Y6-IBF Constant Speed TTSN:15.38 Hrs.
AVIONICS- 1 x VHF. 1 x Transponder- (OCTA, requires Rad 43/47)
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Good condition inside and out. A delight to fly. Hangared at Wedderburn N.S.W. New Maintenance Release 12 Sept 2019

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