

THE NSW SPORT AIRCRAFT CLUB

NEWSLETTER



December - January 2019





Editor's letter

Hi there:

In this bumper summer holidays issue, you will find reports by Club Oracle **Jock Anderson** on the goings on at the NSW SAC, Social Workday Coordinator Extraordinaire **Jason Camilleri** on our 3rd November Social Workday, Caretaker **Steve Pate** on local grounds issues, **Glenda George** on the Christmas party, Safety Committee member **Eddie Seve** on important runway safety tips, aviation uber-journalist **Kreisha Ballantyne** sharing her story on two of our most distinguished yet quiet achievers, **Clive and Diane Brookes** on the sunny side of a dark story, Stooze Formation Flight Lead **Mal Kains** on the past year, Formation Newbie **Kevin White** on the challenges and rewards of learning a new skill, Newsletter Reporter at Large **Dave Rittie** on some significant member milestones, and lastly, we cover this year's Ausfly at Narromine, Mustang Cup Day, Clydesdale Park Highland STOL Fly-In, plus some more Club news and upcoming events.

Finally, on behalf of our Club Committee, I'd like to wish all our members and friends a happy and peaceful festive season, and a safe and prosperous new year

Pablo Depetris

Calendar of Club events:

Social Work Day: Saturday 22 February 2020.

Committee Meeting: Sunday 2 February 2020.

Fly-In: Saturday 04 April 2020.

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
P51D Mustang "Snifter" enroute CNK - GTH
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 Licences, 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 lessee of a 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, and outside these hours only hand held hoses are permitted. 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. In view of recent events, members will agree that this was a prudent decision. Even now the dam levels are falling due to evaporation.

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. It would seem to be common sense for vehicles to give way to aircraft at all times. Members at the southern end of the field are encouraged to use the road to leave the field. 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 with committee approval. Sometimes, even if a tree is dead it should be left as it could be the home of a possum or a cockatoo so, 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

Congratulations to Dot McSparron

Dot McSparron reached the age of 100 on 7th November 2019. She is one of the founders of this club, and received a telegram from the Queen and the Governor-General and an engraved clock from the Club! Her Birthday Party was near Roselands, close to her home. Dave Rittie presented the clock on behalf of the club to mark the occasion.

Congratulations to Dave Thomas on his ninetieth birthday and being granted Life Membership.

Hank van den Heuval

Member Juergen Ochmann advises the passing of Hank Van den Heuval. Hank was a foundation member of this Club. He built that red and white Pazmany PL2 which can still be seen under renovation around the field. It was the first aerobatic homebuilt to be built in Australia and Hank flew the pants off it with great skill and panache although aerobatics were not permitted in homebuilt aircraft at the time. My son Ian tells me that Hank once flew it down the runway at 20 ft... inverted! How does Ian know? He was in it! Hank should have been a pilot: instead he was a toolmaker and made many metal parts for the rest of us. Rest easy Hank, preferably upright.

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.
- 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. Who will pay for it I do not know as I have just completed an insurance claim for previous damage. The offenders were apprehended. It means more work for the Chief Gate Keepers, Pablo and Jason, until the gate is repaired. Meantime the steel gate will be in use. It is lucky that it was not in use when the drive through occurred, or the occupants would have most likely been killed.

Purchase of YWBN

No news for now
Amen

Hangar site waiting list

The HSWL now reads:-

1. Mal Kains
2. Kevin White
3. Michael Petersen



4. Martin Russell
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.



New member, is he?

Finally,

This will be my last epistle before the Festive Season so I will take this opportunity to wish you all a Very Happy Christmas or whatever religious celebration you observe, and a prosperous New Year!

Fly Safe!

Jock Anderson



It is with great sadness that the club notes the passing of Hank van den Heuval on 20 November 2019

Club News



Wedderburn Marine Rescue Sea Trials



Yes, it flies...



Did anyone here order a Mooney?



Glenda, fighting fires at 2:00am



New member Murat Winter enjoys "the lighter side of aviation" in the aircraft parking area

Caretaker Report

Over the last 12 months we have had several issues regarding security with people trying to gain access to the airfield by different routes. There was the person who damaged the boom gate, but couldn't get in, also someone smashed open the Wedderburn Fire Trail gate, then they undid the U-bolts on the steel cable just north of the Fire trail gate, then they cut the brackets off the posts in the same spot. The only one of these which I was informed of was the Boom Gate, so I feel members need to be more vigilant and inform me if they see damage to our gates or boundary fences as they need to be repaired ASAP. Since October I managed to remove the rest of the water tank stand from my back yard and rebuild another awning mainly with recycled material I have obtained from members, so thank you. Then a spanner was thrown into the works when I had to have surgery on my right arm which stopped me from doing anything for a few weeks, but since then I have been able to modify the 2 fire trailers with new pumps

and hoses. I then had a meeting with Pablo Depetris and Dick Phillips from the RFS at Wedderburn to assess our fire plan and what needed to be done to help fire proof the airfield, he was happy with the Fire Trailers but suggested replacing the hose nozzles and jockey wheels, which I have done, he then recommended that we upgrade our water standpipes along the road so they conform to the same hose fittings as theirs (Storz) of which I have completed. The upgrading and installation of a further 13 hydrants is still ongoing, including new hose reels along the southern boundary. On Saturday 19th October I noticed 3 boys on motorbikes riding down the Northern end of the Taxiway followed by a rather large dog. Not knowing who they were I drove down looking for them but they had vanished, so I went down to the main gate and found them, I approached their father and informed him that the airfield is Private Property and they are not allowed inside the airfield, after a short discussion I returned to the clubhouse. So for now I hope everyone flies safe. Cheers,

Steve Pate
NSW SAC Wedderburn Caretaker



Upgraded Standpipes

Upcoming Events

Tumut Aeroclub Fly-In Weekend

Saturday 14th December 12.00 pm PRESENTATION BY BOB BRAMLEY the 17 year old Tasmanian who CIRCUMNAVIGATED AUSTRALIA SOLO in April/May 2019 whilst raising awareness about youth suicide prevention through his charitable initiative: Surviving Turbulence "Flying high against youth suicide" BBQ and local sightseeing/flight, Evening meal with Aero Club Members

Sunday 15th December 9.00 am Monthly Brekkie. Aero Clubs of Region welcome, **11.00 am** PRESENTATION BY BOB TO AVIATION COMMUNITY. All Welcome. **1.00pm** Aero Club Christmas Lunch (visitors welcome \$5)

Evening meal with Aero Club Members



2020
**MULTICLASS
NATIONALS**
Tocumwal



Tocumwal Soaring Centre is hosting the 2020 National Australian Gliding Multi Class Competition in Tocumwal, NSW FROM THE 9TH TO THE 21ST OF DECEMBER 2019.

The Competition will host 4 different classes of gliders in which 4 Australian Champions will be decided. There will be approximately 60 gliders racing around assigned area tasks and fixed tasks ranging from 250 to 700 kms in task length. Spectators are welcome, entry is free.

Live tracking will also be available for viewing.

Lumpy Paterson 0487 531 265 & Sharon Dennis 0409 405 538

Gate 6, Tocumwal Aerodrome, 129 Burma Rd, Tocumwal, NSW.

www.tocumwalsoaring.com

Great Eastern Fly-In
An Aviator's Summer Adventure

The Great Eastern Fly-In - Evans Head - 11-12th January 2020

Contact: Gai Taylor , 33 Winterton Pde.
Nth Lismore 2480

02 6621 5592 / 0427 825 202.

Email info@greateasternflyin.com

<http://www.greateasternflyin.com/Expect.html>

Australia Day Fly-In At The Vale

Sunday 26 January

Contact: Devonport Aero Club Secretary Ian Tucker on 0419 397 326

www.thevale.com.au

TIME | 11:00am to 4:00pm

COST | Adults \$30, children 6 to 12yrs \$15, under 6yrs FREE

Includes Lamb Spit Roast, salads, dessert, tea, coffee, water. * No landing fees

WHERE | The Vale Airstrip, 864 Claude Road, Sheffield, Tasmania

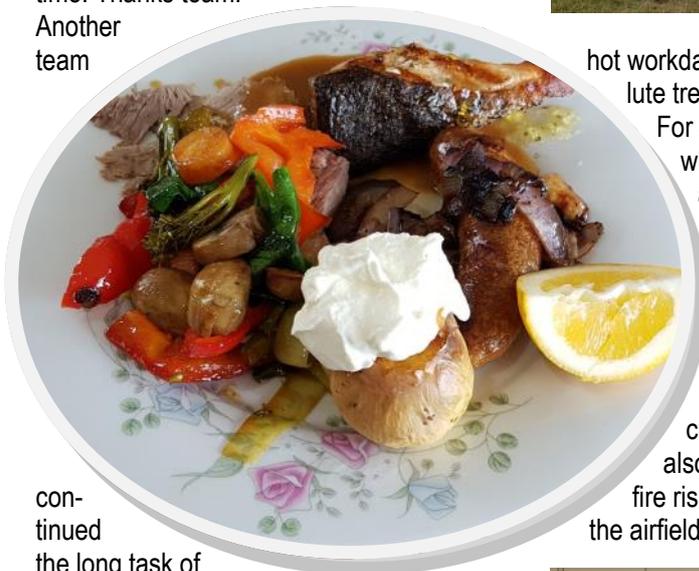
Fly in or drive in and join us at this spectacular airstrip located at the base of Mt Roland in North West Tasmania. Accommodation is available in **Sheffield** the 'Mural Capital of Australia'. Complimentary transport can be arranged if required. Please advise in your RSVP.

ENTERTAINMENT | A live band, games and auctions for charity.

3 NOVEMBER SOCIAL WORKDAY

Sunday 3rd November Workday. The last Workday for the year 2019! We can all have a little rest for a while whilst the warmer weather comes through over the next couple of months. The last working day for the year saw some great work achievements. Again, thank you to the members who volunteered on the day, and pitched in to keep this place looking unreal! The team who swept the runway did a fantastic job. A large castle type nut was picked up in the thorough sweep. It was News flashed, but still to this time, no one has claimed the lost nut. The runway turned out sparkling clean at the end of the day, an effort well worth the time. Thanks team!

Another team



continued
the long task of picking up the leaves from the Eastern Culverts on the Road. This was good timing as the fire season was fast approaching, and is now in full swing, so the removal of any fire hazards surrounding the airfield is always welcomed. It's an ongoing task, but well done team! Even with the lack of rain over the last few months, the painful shrubs still seem to keep growing. There were many small shrubs located between the taxiway and the runway, as well as along the Western side of the grass strip. This also is an ongoing job to remove them by hand, but the team did a fantastic job of removing them. Well done team! There were a few whipper snippers and mowers buzzing about the place keeping the long grass that managed to grow under control. The team did an amazing job looking out for any areas of overgrown grass that needed a trim and gave them a cut. Good going team! I even managed to get my hands dirty helping trim the tree branch that was blocking the windsock view from the weather camera. It's all clear now looking at the windsock on 35, so well done guys! A big thank you and well done to other members who did odd jobs about the place on the day also.

A massive big thank you to Ross and Cathy for catering lunch and desert. We had a feast made for champions! It was just what the members needed after a long



hot workday, and it went down an absolute treat... YUM!

For all the kitchen hands also who helped out, thank you also!

Pablo addressed the members at the end of lunch for a discussion forum on the latest from the committee, and events that are up and coming. It was a great discussion, and Glenda George also addressed the members on fire risks and safety in and around the airfield, and also presented a beau-



tiful plaque to the Club in recognition of our partnership with the Wedderburn Bush Fire Brigade.

Lastly, I'd like to thank all the volunteers who attended Social Workdays this year for your hard work, and would like to wish everyone a Merry Christmas and a Happy New Year!

Until next year, see ya!

Jason Camilleri

3 November Social Workday Volunteer Roll:

**Ross Jongejans
Cathy Byrne
Glenda George
Christian Alexander
Srini Srinivasan
Glenn MacDiarmid
Peter Lightbown
Steve Pate
Dave Thomas
Wendi Leigh
Pablo Depetris
Steve Cohen
Bill Leighton
Leigh Cunneen
Sheelagh Cunneen
Ian Kearsley
Neil Graham
Stephen Smith
Val Camilleri
Jason Camilleri
Rod George
Nick Vass
Murat Winter
Michael Sladek
Dave Berry
Bruce Keen
John Onrust
Michael Kennard
Sai Srinivasan
Sander Valkhoff
Peter Calvert
Bert Faulkner
David Faulkner**

Thank you all



2019 NSW Sport Aircraft Club Christmas Party

Story by Glenda George. Photos by Annie Goulding and Pablo Depetris

Please be advised that a most wonderful time was enjoyed by the members of the Wedderburn Fire Brigade and also local Wedderburn residents.

They would like to express their gratitude for being invited and made to feel welcome and included. They value the strong relationship that exists between SAC and themselves.

Peter and myself worked well with our team of volunteer helpers to facilitate a wonderful evening.

We would like to recognise and personally thank through the newsletter, SAC members for their assistance which included Dave Thomas, Pablo Depetris, Vic Laybutt and Alice, Murat Winter, Wendi Leigh, Steve Pate the Caretaker, and also Kevin Haydon for his professional MC coverage.

Local Wedderburn residents, Jan for creating the table layout and Sue for her amazing talent in creating the hand made Christmas decorations and weaving her magic across the tables in spectacular form.

Thank you kindly for the beautiful flower arrangement.

Kindest regards

Glenda George



Runway Safety: Do the right thing

The goal of decision making is really very simple; “Doing the right thing, at the right time”.

Effective decision making begins with anticipation - thinking about what could go wrong before it actually does. If you’ve already considered the problems most likely to arise, then you are thinking professionally, which puts you ahead of the game. The key is to recognise potential hazards that can get you into serious trouble and take timely actions to avoid them.

Why Worry?

Well, approximately 75 percent of all aircraft accidents are due to pilot error, with a very large number the direct result of poor decision making.

Good decision making is about avoiding the circumstances that lead to really tough choices.

Most accidents that stem from bad decisions have at least one of the following factors involved:

1. Fun
2. Capability
3. Utility

1. Fun

Trying to have too much fun in the airplane.

This shows up as:

- Buzzing the field
- Impressing friends
- High speed low-level flight
- Improper aerobatics etc.

2. Ability

Pushing the limits of pilot skill or experience.

3. Utility

Attempting to squeeze too much utility out of the airplane.

- Aerobatics in an overloaded airplane
 - Trying to stretch its range
- Are all examples that may lead to exceeding the aircraft’s design limitations.

Question; Are you really a hero if you as a pilot demonstrate irresponsible behaviour due to:

1. Ignoring safety warnings
2. Using bad judgment
3. Failing to understand the risks
4. Deliberately taking significant risks to impress others

Good decision making is about avoiding the circumstances that lead to “Really tough choices”. Most of the time, these choices don’t just “sneak up” on us.

For example, as pilots we need to pay attention to Airservices NOTAMS if we are intending to take-off or land somewhere.

At Wedderburn, since we are not a registered airfield we don’t use the Airservices NOTAM facility, instead we use member NOTAMS (Newsflashes).

These member NOTAMS are used to alert us of important activities involving our airfield.

These days we are bombarded by information, email, text messages, social media, it’s never ending, but as pilots we need to be able to sift through all that information and identify anything that might be significant to our safety and the safety of others such as:

Runway closures, Planned helicopter emergency training sessions, Grass cutting, Airfield maintenance, etc. And then determine how that activity might impact on us, our passengers and others on the ground.



We should then take the appropriate actions to mitigate any risks presented by these activities:

Runway Closure - Don’t fly

Helicopter Training - Keep a listening watch and stay clear

Tractor Grass cutting - Don’t land right next to the tractor, what if you have a flat tire on landing, who will win, probably the tractor

Airfield Maintenance - Communicate and understand the work being carried out and the risks of an associated take-off or landing.

If you see someone about to make a bad decision (this is subjective of course), then think about lending a helping hand, have a brief discussion, we are not talking about you taking on the role of the Police, but if you can, then take the opportunity to look out for each other, help that person to think or question their actions, we are all human after all and we all make mistakes, let’s all strive to improve our safety culture, it might just save a life.

Eddie Seve.

NSW SAC Safety Committee

MUSTANG CUP DAY

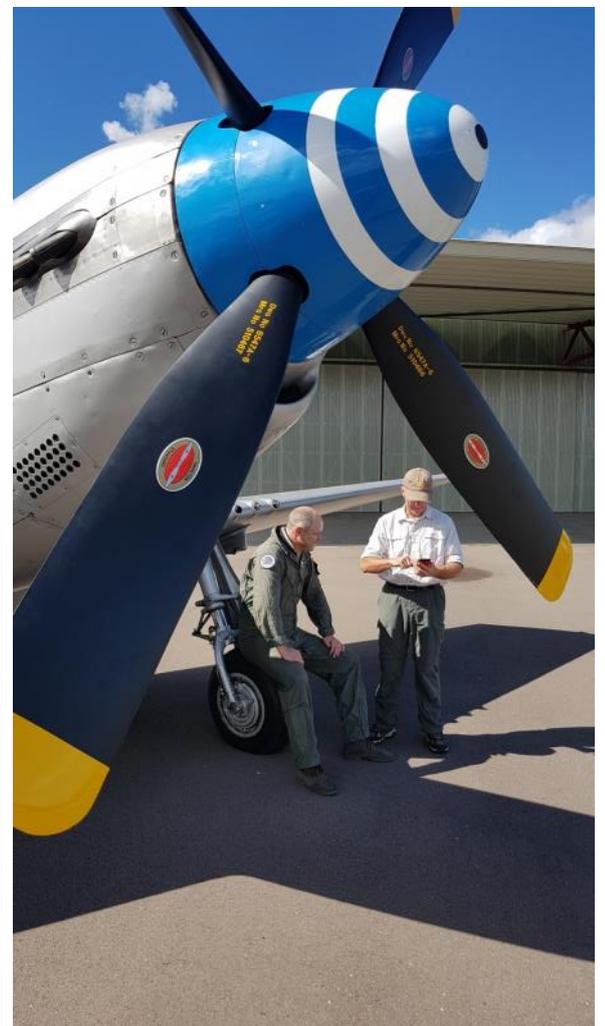


On Sunday the 3rd of November I received a phone call from Kevin Haydon: "Hey Pablo, are you doing anything tomorrow?" "Ah, I was planning to spend the day in my hangar fixing the gutters... why do you ask?" He then said: "Would you like to come on an adventure instead? I have to take Gary's Lancair IV to Mudgee, pick him

up, and then fly to Cessnock. Then I jump on a P51 Mustang with Roger the pilot, and we all fly in company to Griffith, where we leave the Mustang parked, and then all four of us fly back to Wedderburn in the Lancair... what do you say?" After a very short pause, I said "stuff the gutters, I'm in!" What followed was a heady day of high speed / high altitude flying, both VFR and IFR, and an unforgettable flight in

company with a P51 Mustang over the clouds. Later on that day, after I returned home, I realised that it had been Melbourne Cup Day, and contemplated that watching the Mustang, live in the sky next to us, had to beat watching the iconic horse race any day. Hands down! :-)

Pablo Depetris





The P51 Mustang flies at 220Kts at an "economy cruise setting" fuel flow of 200lph

Club Members Break Four World Records

Australian aviation has four new 'speed over distance' world records. AOPA's **KREISHA BALLANTYNE** catches up with members Gary Weeks and Gary Burns - Australia's most modest record breakers - to find out more.



Gary Weeks and Gary Burns were born in the same hospital, two months apart. "That was quite some years ago," says Gary Burns with a wry smile. "Our fathers were great mates, learning to fly together in Avro Cadets at Old Bar and trained by instructors from the Royal Newcastle Aeroclub. We have been mates that long and have had similar airline careers, with a passion for aviation and actively encouraging younger people to join the industry."

They both are enamoured with Lancairs and are among the founding members of LOBO Oz (Lancair Owners and Builders Organisation of Australia) with details of LOBO Oz found at: <https://ozlobo.wordpress.com/> Gary Weeks' Lancair – the Legacy – is the sports car version – a two-seater with beautifully harmonised controls, a Continental IO-550 engine producing in excess of 310 HP and cruises up to 235 knots. It can carry a huge payload, but without a ferry tank, could not achieve what the two Gs were planning.

"I own the touring version – a Lancair IV," Gary Burns continues. "It is a 4-seater that I purpose-built for flying around the world – which Alex Schenk and I did in 1998, setting 11 point to point speed records. At that time, it had no autopilot and the normal 6 pack of avionics. With a small side stick, it is quite heavy in the roll."

The Lancair IV has a TSIO-550E Continental engine that can maintain full power to 24,000 feet, and still achieves 70% at the ceiling of 29,000 feet. At 10,000 feet, it is a similar speed to the Legacy, but burning 60 lph, as opposed to about 48 lph. At 29,000 feet, it can achieve 310 knots and has 460 litres of fuel in the wings – perfect for attempting world records.

"Our aim was to attempt to break four world 'speed over recognised distance' records in the C-1c category over two days. Day 1 – Adelaide to Perth; Day 2 – Perth to Sydney, Perth to Adelaide and Adelaide to Sydney. With safety in mind, Weeksy required the best quality oxygen face-masks for higher flight levels – one with a microphone inbuilt. We also required a raft and life jackets, as we would be more than 100nm from land, along with two oxygen cylinders, water, rations etc. On the ground and in the lead up, we were fortunate to have Tim McClelland handling paperwork, liaising with ATC and advising of adverse weather. Also, we had Daniel Yousef assist us in planning the minimum-time air route. Prior to all this, Kevin Haydon had completed modifications to VH LKG to further enhance its speed and reliability," Gary Burns says.

"This little flight had been in the planning stage for a while," says Gary Weeks. "Indeed, we both first needed our FAI licences and there was lots of paperwork to have in place for these record attempts. Thanks, Tim. Once Ausfly was over, we would both have the time to devote to this flight. It would soon be time to launch, providing we had a good wind and weather window. We had both been watching the



Dads Ray Burns and Treva Weeks

winds very closely and, with the raft organised, the Mountain High oxygen masks were about to be delivered. The very next morning, our opportunity looked reasonable as far as being able to break the existing speed records, and thus we hit the 'Go' button."

The first leg was a positioning flight from YWBN to YPPF. "We had a reasonable ground speed and a nice ride at 10,000' before arriving into a very hot Parafield airport. After refuelling and having the various forms (including a weight and balance check) signed by David Forsyth (CFI Hart-

Their time between these two city pairs was just under 6 hours; good enough to give them a provisional record.

"At Jandakot, we were met by friends and support crew from the RACWA, where the bar was opened after our arrival. It had been a long hot sector, so a couple of beverages were enjoyed," says Weeksy.

On day two the Garys had their weight and balance checked again – signed off by RACWA CFI/Manager, John Douglas.

"Our departure out of Jandakot was organ-

quired patience.

"Our initial cruise altitude was FL170," continues Weeksy. "Then after a few step climbs to FL190 and FL210, we settled and spent the majority of the day at FL250. Here, our new full-face masks provided better than sea-level oxygen concentrations and worked a treat. Thanks, Al, at Go Soaring. Gary's Lancair IV is a very slick aeroplane and produces very predictable performance numbers. The full wet wing allows these long sectors to be easily achieved, without the complication of a ferry tank, and that's awesome.

"Again, we Lancair drivers often get to see ground speeds better than 300kts when we go and chase the winds. At FL250, we were looking at better than 370kts groundspeed for a small part of our journey. That's hootin' – and burning about 60 litres an hour LOP. It's difficult to match. There is no production aircraft out there to match this performance," he said.

While the Garys need all of our efforts to be ratified, we can probably say that, for now, G1 and G2 have achieved four provisional records – three eastbound all above 300kts average speed. While both Garys kept a low-key profile on this record-setting event – there was no champagne greeting them on arrival and few official photos – many were watching via FlightAware and FlightRadar24 as they completed their journey. In fact, so modest are the Lancair pilots that Gary described the record-breaking flight as "a couple of days' fun with my mate!"

Congrats to two amazing career pilots and AOPA members, with a great team-supported effort!

Kreisha Ballantyne



wigair), it was almost time to head off on our first record attempt – from Adelaide to Perth. I spoke with the approach controllers at Adelaide by phone to coordinate the easiest way out of Parafield to still meet all requirements for the FAI record. A visual departure was our best option – granted and then coordinated through Approach and the Tower controllers. Well done, ATC!"

The headwinds on this (YPPF-YPJT) sector were worse than forecast, with the ground speed dropping as low as 180kts at one stage. "As Lancair pilots you want to turn around and go back home on days like this," says Gary, irritated by speeds most of us could only dream of! However, as this was a record attempt, they tried all levels between 10,000' and 6,000', spending a fair bit of time at 6,000' where it was bumpy but providing the best ground speed.

used for about 06:45 local – just before the tower opens. The three-hour time change with daylight saving back east also called for an early departure heading eastbound. Again, I spoke with the Perth Approach controllers to help expedite our departure, without the need to fly a SID (too easy again, thanks, ATC). We had three records in sight for this day: between the city pairs of Perth and Adelaide, Adelaide and Sydney, and also Perth to Sydney. With this in mind, our flight plan out of YPJT to YWBN included overflying both YPAD and YSSY," he said.

They were airborne on time, and soon heading east in search of the westerlies. However, it was a day that re-



Turn Off Your Smoke System!

March 2019 Di and I flew from Wedderburn via Wagga to Echuca for the annual Antique Aircraft fly in, our re-engined, re-propped Nanchang CJ-6 Super which was running like a Swiss watch.

We love this annual event, we catch up with old friends and colleagues, I take numerous people for rides in our Chang, others have a fly of my bird and in return they let me fly their beautiful birds, it's a fantastic weekend for an aviation tragic like me.

This year was going to be a bit more special, my mechanics and I had spent a lot of time and many rubles changing out my old Hou-sai 285HP engine over to a Viper Red coloured M-14PF 400HP engine and new Whirlwind three bladed prop.

After lots of polishing and elbow grease she was ready to be unveiled.

We arrived at Echuca on the Thursday to catch up with friends for dinner, tell outrageous aviation tales and settled in for the weekend.

I was out at the airport early Friday morning and had taken a few friends up for a flight in the now Super Dooper Uber Chang. We were having a ball.

Strapping another victim into the back seat we started up and taxied to the run-up area. During the pre-take off checks I noticed that four of the nine cylinders were taking their time to warm up, they eventually warmed up and run ups were completed.

Prior to lining up I noticed the cylinders had cooled down, again, I ran the engine up and this time she began to run rather rough, the usual tricks to clear the plugs didn't work so I taxied back to parking and shut down.

Fortunately, Matt Webber from Luskintyre Aircraft Restorations (my maintenance organisation) was at Echuca with his crew and some of the beautiful aircraft they have restored.

We checked the mags, the plugs, changed the front row of plugs, we looked long and hard at this new engine, we gave it a stern talking to then closed the cowl.

Time for an engine run, so we started her up. What could possibly go wrong?

Someone yelled out "turn off your smoke system" if you don't have a smoke system, as I didn't at the time, I hope you never hear those words.

I was in the cockpit, running the engine and looked up from the instruments to see my



aircraft engulfed in smoke, no loud bang, not even a little thump, but lots and lots of smoke. Wow was my first thought as I was shutting the engine down, second thought was I think this is going to be expensive. Matt and his crew opened the cowls, removed a few spark plugs and found an ugly hole in the number three piston.

What happened next was truly amazing. Friends, acquaintances, people I didn't know came and offered Di and I all kinds of assistance. We were offered lifts to Melbourne airport, accommodation, reassurance, rides to Sydney and help with the aircraft. We were overwhelmed by the amount of assistance offered.

My main concern was to get our Chang in a safe spot as I figured it would take a while to organise removing the engine etc. Paul

Napier and Adrian Van der Slooth both members of the Echuca Aero Club offered me the use of their hangar, this was a great relief and I accepted their generous offer.

In the meantime Matt, Bento and the Lusk crew had removed the propeller, loaded it on their truck and even dropped it at the prop shop in Bankstown for me on their way home to Luskintyre.

Bob and Jon Priddle could fit both of us in his Mooney and we flew back to Wedderburn with them.

My mate who inspired me to share my aircraft and join the AAAA, Kim Yoannidis jumped at the chance to remove the wings and get the bird on a tilt tray truck for the trip back to YWBN.

Alex von Mengersen made up a rig to secure the main wheels on the tilt tray as the wheelbase was 500mm wider than the tray. Nothing was meant to be easy.

Once she was back home the engine was removed and sent back to Hungary for a complete strip down and rebuild.

This revealed that the number three cylinder inlet valve springs had broken letting the inlet valve slide down into the cylinder, which jammed in the valve guide, was then smashed to death by the piston destroying the piston, rings and cylinder. What a mess. Richard Goode, who I purchased the engine from covered the cost of the removal, re-fit, shipping and repairs to the engine under warranty. This helped ease the financial pain somewhat.

Some six months later with guru mechanic Phil Deacon from Luskintyre putting up with my assistance, we had the oil system flushed, engine and prop fitted and ready to go.

She started first go, what a relief, and what joy to be back in the air with her again. I guess this has been a long story to express all our thanks and gratitude to the fantastic people that offered help and assistance to Di and I when we really needed it.

We had offers of assistance from our NSW Sports Aircraft Club Members who were at Echuca, the Echuca Aero Club members and the team from Luskintyre Aircraft Restorations just to name a few, those I haven't mentioned I apologise but we know who you are and we are truly grateful.

Clive and Diane Brookes



AUSFLY 2019, NARROMINE

As my Cavalier is still undergoing repairs, I gladly accepted Dobre Stevanovski's invitation to join him and our mate Ben Hunter to come along in his Grumman Tiger to Narromine for this year's Ausfly on 17 - 20 October.

I was to fly up in the back seat, and return in the co-pilot seat, which was great as, with a couple of extremely capable pilots up front, I managed to catch a few z's on the way up.

that had already dawned on me at Parkes Airventure the previous month. From conversations with other people it is quite obvious how sheltered from the real situation we are in the city, where water is, literally, on tap.

After arrival we proceeded to tie down and secure the aircraft, as there was a forecast for a bit of weather coming up.

Good job Dobre and Ben!



The first thing that struck me on arrival is how dry the landscape has become due to the drought, a new awareness



Then, it was on to the usual aviation eye-candy of these kind of events.

And of course, there were the very informative forums, and a well attended Saturday night dinner. In spite of the challenging weather and drought, a very enjoyable event.

Thanks Dobre and Ben for the pleasure of your company.

Pablo Depetris





2019 report from the Stooges

Most members will be familiar with the Stooges formation team operating at Wedderburn. This year I've had the duty and honour of leading the team for our participation in air displays around the country, and, as Stooze One for 2019 I thought it timely to update members on how the team is going and what lies ahead for us as we enter our fourth year of operations. We share the airspace with you and it helps to know a little bit about us.

We're fortunate to have received training and SOP's from Jeremy Miller that are based on military procedures, which has been a major influence in our development as a team. Our structured approach to formation flying has earned us some recognition as a disciplined outfit, and has led to us being invited to participate in some air displays. In support of this, CASA has issued us with individual instruments of approval to fly in approved air displays.

The objective of our modest display routine is to show that with a bit of training, ordinary pilots flying kit-built aircraft can enjoy the challenges and rewards that formation flying offers. But, even a non-aerobatic display routine like ours requires a bit of practice and refinement, so we train

as often as we can and if one of us is unavailable we might practice with a gap in the formation.

As well as the airshows, there were some other highlights for us during the year. The Stooges featured in an article for Flightsafety Australia titled "Safety in Numbers" which focused on the way safety can be enhanced by the structure and constant peer review that is involved in formation flying. Having the opportunity to contribute in this small way to aviation safety was a real privilege.

Another highlight was the recent opportunity to be joined by WGCDR Dave Montenegro who is the previous flight leader and next CO of the RAF Red Arrows. 'Monty' flew right seat with Eddie and was very generous with his knowledge. Getting insights from an authority like 'Red One' is a rare opportunity that will improve our display routine. Big thanks to our mentor Mike 'Jorgo' Jorgensen for hooking us up with Monty.

Acquiring new skills is a great way for pilots to enhance their safety and increase their enjoyment of flying. So we're thrilled to have provided some inspiration to Kevin White and Pete Grogan who were recently signed off as formation pilots by Jeremy Miller.

There is every chance of a few more joining the ranks in the new year (you know who you are).

Jeremy believes we are ready for the next step in our evolution as a team and so our plans for the new year include another training course, to add formation aerobatics and low level approvals.

We are fortunate to have Wedderburn as our base and we make a point of fitting in with other aircraft in the circuit. This is aided by our formation arrival and departure procedures, which improve efficiency and allow us to minimise time on the runway and in the circuit. We also debrief any traffic issues as part of our continuous improvement.

I'd like to think that our disciplined approach to flying formation contributes to safety at Wedderburn and also that our participation in public air displays is something that reflects well on our club.

We'll continue to develop our flying skills during 2020 and make our air display routine a little more dynamic and interesting.

Mal Kains

More Formation Fun at Wedderburn



After watching the Stooges Mal, Eddie, Glenn and Mark flying formation over the last 3 years I finally realised I was missing out on something. My first formation flight with the Stooges was in the passenger seat of Mal's RV6A where the brief for the sortie was Combat! Now although not strictly aerobatic plenty of G and fast reversing turns had me wondering if I ever wanted to be a formation pilot. Not to mention on the flight out we seemed so close I thought the prop was going to mash Eddie's right wing to a million pieces.

Nonetheless, three years later Peter Grogan in his RV7A and myself in my RV6A teamed up for 3 to 4 days of intensive training during September 2019. Jeremy Miller from Skythrills and Mike "Jorgo" Jorgensen were our instructors. The four of us hid away in the new U2 Hangar where we received extensive ground training, briefings and debriefings for every flight. We then departed the area for the training sortie mainly over the coast and Shellharbour.

If I thought doing upset recovery training with Pete Townsend was demanding, this was another level. I won't go into long explanations other than to say the progression from flying formation in straight and level, to turns, to pairs take offs and land-

ings is very quick. You see, as pilots we can already do all this, what you need to learn is what actions to take when you think you might hit the aircraft you are approaching or flying beside.

Additionally having highly experienced instructors sitting beside you for 3 days giving you continuous feedback on your flying is extremely beneficial. Turns out after a couple of thousand hours, I had not actually mas-

tered



flying straight and level at a constant speed. I could not turn at a constant angle of bank, speed and altitude. Could not take off correctly, could not approach in a crosswind correctly. I did seem to manage to land ok or perhaps I was concentrating so hard I missed the suggestions constantly flowing from Jorgo. You see, having a wingman really exposes every single little mistake or any lack of concentration. You have to be 100% on the ball and think ahead. Without

doubt, my general flying has improved with increased all round safety and precision.

After 3 days and around 10 hours of flight training, we received our formation endorsements. Our first solo flight was as a four ship with Mal from the Stooges leading Pete and myself in our RV's and Scottie in his Yak.

Since then Pete and I have flown formation nearly every Saturday at Wedderburn and even a sneaky flying Wednesday. We have been in 3, 4, 5 and 6 ship for-

mations with the Stooges pushing our skills. We have even flown Combat, (*with smoke on*), in short, I have never done so much flying in the company of so many skilled pilots. I was even on the wing of a RAF Red Arrow formation leader with the Stooges

recently. After 40 years of flying, formation has opened a completely new chapter.

Therefore, a big thanks to the Stooges, you guys are an inspiration to us all and of course I could not recommend Jeremy and Jorgo more highly. Jorgo is around Wedderburn most weekends and anyone wanting to improve any aspect of his or her flying should get in touch with him.

Kevin White

Clydesdale Park - Highlands STOL Fly-In -



Heath Birley, from Somersby, trying out the Karasport for size

Our friend Paul Johnson invited us to a BBQ breakfast fly-in on Sunday 24 November at his property in the Southern Highlands, just west of High Range township, only 29 miles bearing 250°T from YWBN. There was no need to bring

anything, as our host was supplying all food and drinks.

As Paul had asked me to organise it, and was worried about how many people might turn up, and there were 3 grass runways only suitable for short field capable aircraft and pilots, I sent out invitations to a lim-

ited number of likely characters.

The day dawned cold and overcast, but with a reasonable ceiling of about 3,000ft over Wedderburn, gradually increasing to about 4,000ft at the destination.

Ant departed early in his new Murphy Super Rebel, followed by myself and Ian in the Karasport and Aeronca respectively. On arrival at Clydesdale Park we were greeted with a nice hot cuppa, and got to watch all the other visitors arriving and landing on 09. Steve from Bullio was the Air Traffic Controller for the day, advising people on arrival, as most pilots were new to the field.



From left to right, Paul Johnson and Natalie (with bub in arms), Steve, Heath, Doug, Ian, Pablo, Ross, Steve, Ken, Dave, Kevin, Paul and Joanna.



Paul's Nieuport 11 B b  scale replica

Clydesdale Park ALA

Private: Prior Permission Required

Address:

1871 Wombeyan Caves Rd, High Range NSW

Owner/Operator:

Paul Johnson. Mobile 0439 113 570

Position:

34° 20' 52" South 150° 15' 12" East
(2.5 Nm NW from High Range)

Elevation: 2,400 Feet AMSL

Runways:

09-27 700m grass

11-29 800m grass

18-36 300m grass

Above runway lengths do not allow for obstacle clearance, so aim to touch down well inside the boundary. Beware boundary fences and trees. Runways have been extended recently, so internet imagery might not be current. Runways have undulations.

Frequency: 126.7 MHz for circuit area and parking.

Apart from the Wedderburn crowd, Doug and Steve in the Sky Ranger, and Kevin, Dave, and Peter in the Sportsman, there was Heath from Somersby in his Jabiru, and Ross and Ken from Canyonleigh in Ross' Cessna, and Paul and Joanna, and Josh, who drove in from High Range.

Whilst we were checking out Paul's hangar toys, a trike, a brand-new Foxbat, and a Nieuport 11 WW1 fighter scale replica, he was preparing a nice

BBQ breakfast of bacon and eggs for us. Just the thing for a cold morning.

After a couple of hours of airplane talk, coffee and cakes, everyone started to head back to the nest.

Our most sincere thanks to Paul and Natalie for their hospitality and a great day.

Pablo Depetris



From Left to Right: Ant's Murphy Super Rebel, Pablo's Karasport, Ian's Aeronca Chief, Kevin's Glasair Sportsman, Doug's Skyranger, and Ross' Cessna 172.

DAVE THOMAS HAS HIS 90TH BIRTHDAY PARTY AT WEDDERBURN

Dave Thomas celebrated his 90th birthday with a huge party in the clubhouse on 9th November, with close to 100 people present to make the occasion so memorable. Notable attendees included Dave's immediate family, including Gary, Ariane, Greg and Alex.

Dave has been a part of our club since the very early days, being elected on to the committee on four occasions, and for a time, was our Club Captain (or Captain of Flying). He was our designated Safety Officer for a few years, and most importantly, was awarded



Life Membership of the club earlier this year for his long service to the club.

Dave's son, Gary Thomas, gave a short speech of welcome to all and proposed a toast for Dave's 90th birthday, after which David Rittie encouraged Dave to speak about his time in the club. He was then given a large wall clock adorned with the club's badge to mark this important milestone.



Thanks to Dave's family, the spread of food at the party was of very high quality with plenty left over after everyone was done.

All of the included pictures of the party are courtesy of Anne Goulding (thanks Annie) which tell the story of this very happy and most important occasion.

David Rittie



HAPPY 90TH BIRTHDAY TO YOU, DAVE

Dorothy McSparron Celebrates 100 years.



Dorothy McSparron at her 100th Birthday Party

A few weeks ago, on 7th November, Dorothy McSparron reached 100 years of age.

For those who may not be aware, Dorothy is a foundation member of the club. She was the Treasurer of the Ladies Auxiliary which was formed to raise funds to build our airfield and its infrastructure, and she was also awarded Life Membership of the club in March 1996.

Dorothy is the first ever of our members to reach the magic century.

On her birthday she received numerous letters of recognition from such people as the Governor General, the State Premier, her local member of parliament and also the Prime Minister, but the most notable and treasured letter was from the Queen. Yes, from Her Royal Majesty Queen Elizabeth II herself.

Soon after her actual birthday a celebration was held for her in Sydney with family and close friends in attendance. Over 50 people helped Dorothy celebrate the big day which included family from all parts of Australia, including some all the way from Darwin. Four other SAC Life Members were there to represent the club.

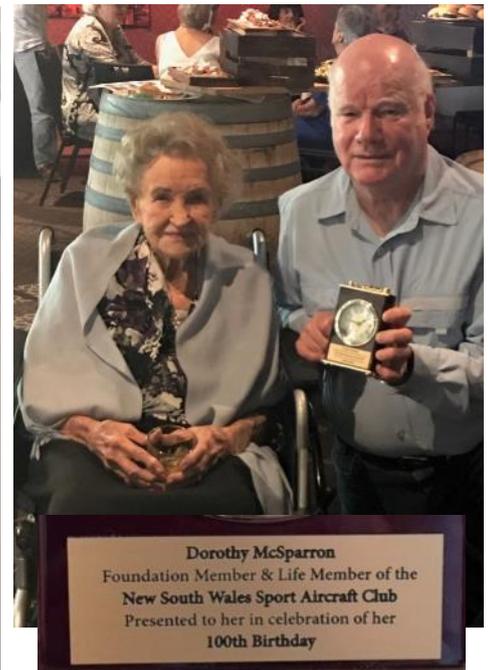
Dorothy was presented with a clock from the NSW SAC in recognition of her 100 years, and for the work she did in the early years for our young club. The clock bears the SAC logo, along with some nicely engraved words of recognition.

Happy 100th Birthday Dorothy.

David Rittie



The message of congratulations from Her Majesty the Queen



The clock from the NSW SAC being presented to Dorothy

We've just returned from a flying trip out west, in company with another aircraft, and it has left me rather disappointed, to say the least! Well in advance, we had booked accommodation, hotel transport, and likely fuel requirements. On arrival I called the hotel to start the process. The first surprise came when the fuel bowser gauge showed my aux tank took 44 litres, when it will only hold 37 litres!! The total was more 'out of kilter'. Our friends worked out that the 'overshoot' was 30+litres in their case. At over \$3/litre, that is significant, to say the least. We called the manager when we got to the hotel to point out the discrepancy, and all we got was stone-walling that would have made Geoffrey Boycott proud/denial/gauge has been calibrated

so it can't be wrong/no one else has complained/ you are dills who know nothing/I can't afford these sort of complaints or I'd be out of business/I provide this as a service to my community etc etc. I did point out that we were both retired professional pilots (30-40 years) flying our own aircraft that we know like the back of our hands--- to no avail. The discussion would normally have got heated at this point, but at the risk of suddenly finding ourselves stuck in town with no way to get to the airport etc. for the 4 people and baggage, we were 'over a barrel' and so left it at that. After at least 20 years of bush flying, 'supporting' country towns, this is the first time something like this has happened. For someone who is a bit trusting, and with the

usually not too accurate fuel gauges in light aircraft, he could find himself out of fuel when he should have reserve left! I'm not accusing the fuellers of any deliberate malfeasance, but that the equipment was highly inaccurate, and they were completely unwilling to even acknowledge that possibility! The unfortunate part is that as much as we like Tibooburra, I'd have to be on fire to go there ever again. White Cliffs and Broken Hill look much better options as far as I'm concerned. I think the members deserve this information, so that if they feel that they have to go there, they are prepared. Regards,
Lloyd Shepherd



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 Indicator, 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



←← Jabiru 1.6 engine with propeller. Approx. 500h TT. \$1500



Jabiru engine mount to suit X-Air \$300→→

All Located at Wedderburn-Sydney.
Contact: **Michael 0414 089 280**

Hangar Space Wanted
New member Peter Krauss is looking for hangar space for his Glastar
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

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



Advertisements

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 Mudgee** (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