



The N.S.W. Sport Aircraft Club Newsletter

OCTOBER - NOVEMBER 2014

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Above: SAC aircraft parked at Middlebrook Station: Peter Lightbown's Jabiru, Dave Thomas's Sling, the Handleys' Lake Buccaneer, Bruce Cunningham's CTLS, the Gouldings' Piper Seneca and Vic Laybutt's Cessna Cardinal (with Alice Collett and Donna Handley [inset] enjoying a drink). More on **Page 9**.

Left: Lloyd Shepherd's Aero Sport 11 at Mittagong on 4th October for the monthly BBQ.

Below: Four of the aircraft that went on the Bendigo Fly-Away, parked at Cootamundra. Story **Page 10**.



Visit our website:- www.wedderburnairstrip.com.au

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| | | Rouen Andrews (Caretaker) | 0425 380 964 - - - |

UPCOMING FLYING AND SOCIAL EVENTS

| | | |
|---|---|-------------------|
| Gloucester Fly-in | Saturday and Sunday, 18th & 19th October. More details appear on Page 11 . | Gloucester |
| Social Workday | Sunday, 2nd November. Sign in by 9am. Free lunch for members. Contact: Doug Stickland. | Wedderburn |
| Rylstone Fly-in/BBQ | Saturday, 8th November. | Rylstone Air Park |
| <u>CHRISTMAS PARTIES</u> | | |
| Children's Christmas Party | Sunday, 30th November, 12 midday. | Clubhouse |
| SAC Christmas Party | Saturday evening, 6th December, 5pm. | Clubhouse |
| FULL DETAILS APPEAR ON PAGE 7. | | |
| Frogs Hollow Christmas Lunch BBQ | Sunday, 7th December, 12 midday. Contact: Bob Phillips on 6495 9251. (Full details appear on Page 8) | Frogs Hollow |
| General Meeting | Sunday, 14th December, 2pm. Contact: Jock Anderson. | Clubhouse |

From your Editor

Welcome to the October/November 2014 issue of the SAC Newsletter.

Apart from the usual articles from the President and the Secretary, Phil Ayrton has sent in his third (and final?) piece of advice for hangar owners who intend to carry out internal modifications and fit-outs, and how to gain prior approvals for the work. Also in this issue we have reports about the Middlebrook Fly-Away sent in by Anne Goulding, and a story and photos about the fly-away to Bendigo, sent in by Bill Leighton.

Our Safety Sub Committee gives us some very valuable advice about some traps waiting for the unwary pilot, the caretaker has written about almost every point of human interest which has happened recently in the club, and Bret Cavanagh has sent in the 'photo of the month' of the airfield which he took from a commercial jet (Qantas of course!).

Please note that there are two "Notices of Motion" (Page 6) that will be addressed at the next GM, and a notice about how to book for the SAC Christmas party (Page 7).

On the back page of this Newsletter

there is a revised "fly neighbourly" picture pointing out the location of our most concerned neighbours. Please take note. We simply must avoid flying close to this area whenever possible.

Thanks to everyone who has contributed articles, stories and photos We hope you enjoy this issue. Cheers.

David Rittie



Words from the President - Bigger Things

G'day all

I've been thinking a bit lately. Those who know me should be a little scared by that. So, rather than taking the easy way out for my instalment for this newsletter, talking about what has happened recently, and what will happen in the next little while, I'd like to think bigger, further into the future.

There's no doubt that we've done (got over?) some big things in the not so distant past. We have a new lease, our runway (including the grass strip) and associated services have never been better, our water systems with dams and tanks and pipework are in place, the key bit of roadway is sealed, and all this is watched over by the world's greatest caretaker. But having had a bit of time to take some breath after all the background work that sits behind the obvious results, I reckon it is time to take stock of where we can continue to take this marvellous gem of a club and all the infrastructure which is on it.

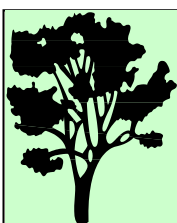
Firstly, I have to reiterate my appreciation of the pioneering work by founding members, many of whom are still with us. I have the utmost respect for the massive insight and work they contributed toward what we have today, and want to make sure that their efforts are both acknowledged and respected. The balancing act which goes with that is to be able to (together) appropriately make changes to things (buildings, equipment, ideas, activities) as they need to change in keeping with the needs of the club and all of us as members. In short, the club is not a museum, and I don't think we need to revere all that has been done, but we must acknowledge and respect that past.

Our club is governed by our "rules", which our governments (in their wisdom) have effectively renamed our constitution. As pilots, we appreciate the need for rules. But also, we are wary of any attempts to change them, I think partly out of fear that the new will be even worse than the old! Our constitution is being revisited by Secretary Jock, working to bring it in line with the current "model constitution" around which the club is allowed to exist. Jock has both a sharp mind, and a thick skin, and he is leading the detailed work to tidy the whole document, remove and correct the inconsistencies, simplify, and clarify. Please, help me to support him in this important activity, and trust him (and me, and all those involved in the work) that it is not being changed in order

to feed the power crazed egos of a committee intent on invoking a police state in and around the airfield! Updating the constitution is central to simple, clean, good management of the club. Please consider it in this light, ask questions to fully understand, and support us in the endeavour.

I want to put to you a bit of a list of bigger ideas that bubble around in conversations around the club (or perhaps, should burst out a bit more often!). Some of these ideas may take years to come to anything, but we can't ignore them today and hope a simple answer will pop up at a convenient time. What I'd really like is that we start thinking and talking deliberately about all these items, so that as a club we can keep progressing. To the list, in no particular order:

- Future leases or purchase the land? There are strong arguments for both sides here. But importantly, the process is long and slow for both options. I'm sure there is nobody in the club who would advocate that we let the place go, and so, we have to start thinking things through even while the ink is barely dry on the new lease.
- Possible extension of land area to allow more hangars. Again there are options to this. And again, the process will be slow.
- A polarising point since I have been a member is that of a cross strip. To date, the layout of development has been such that the possibility remains.
- Our clubhouse won't last forever. Despite great effort to get it here, and maintain it, the time will come when it needs replacement. What should we replace it with?
- Maintenance facility is now permitted under the lease. We must consider the best way to make this happen, a tricky commercial and technical task.
- We must ensure the compliance of all that goes on around the field, from flying ops, to building, to maintenance and safety. We don't need the "fun police" but it does have to be done.
- As we all age, perhaps we need to consider equitable ways to foster ongoing family membership,



Need some exotic plants? You can choose from a wide selection near the airfield, just around the corner at #7 Blackburn Road.

HARLAND'S Nursery and Landscaping

Phone 4634 1234 or 0402 086 032, or drop by and see Charles or Clayton.

The Harlands also do hangar concrete slabs, at very reasonable prices



Words from the President (cont.)

acknowledging the massive value of the infrastructure that each of us as members effectively owns a share of.

I'd really like to hear what else is in your mind to this end. I'm going to ask the question at the next GM...

All these things need to be balanced and actioned against the constraints of cost and value. We have got to where we are through much "self help", using our individual skills as able, and carefully spending our cash where our expertise fell short. One day, there is a good chance that we will need to come up with proper money to further some of the items in my list.

Finally, we need to maintain our relationships with all those around the field. Without these good relationships, improvement will be difficult (maybe impossible!). So,

whatever it is that you are doing, consider these:

- Local residents of Wedderburn and Appin. Fly Neighbourly is for real.
- National Parks. Whatever your personal views, they are a big neighbour.
- Tharawal community.
- Crown Lands department.
- West Cliff Colliery.
- Sydney Water.
- Rural Fire Service, both local stations and central command.

Enough for now. I wanted to specifically get people looking to the big picture of the future, and see how important our present actions are to get there.

Fly safe

Bret Cavanagh

From the Secretary's Desk

I was a wee bit disappointed that the "No" vote won in the Shcottish referendum, last week but och, I was grateful that the "Yes" vote got up at the General Meeting at the Club on Sunday 21st. I think that some folk in Shcotland worried that the Trident nuclear submarine base in Faslane in the Gaer Loch was going to disappear with a lot of jobs when Shcotland became nuclear free. If they had won I think they should have just let it shtay there and charged Lesser Britain to lease it.

I would like to thank all those members who attended the General Meeting and voted (almost) unanimously to adopt the changes to the Constitution that David and I had proposed. As I said in the previous newsletter, revision of the Constitution is a work in progress. I have removed all the strikethroughs and changed the red to black, making the whole document tidier and it will soon be circulated by newflash for your perusal. There are still inconsistencies however. How many of you noticed, for instance, that the index refers to Appendix 3 and there is no Appendix 3! Maybe we should add an Appendix 3 and mark it "INTENTIONALLY LEFT BLANK". The aviators amongst us would feel quite comfortable with that, having seen it many times before in maps and charts.

Just talking around the club with members about the Constitution I sometimes get the feeling that some members do not trust the committee. They seem to think that the Constitution is being revised with some ulterior sinister motive in mind. I can assure you that I do not know of any such plot. All the committee members whom I know are there for the betterment of the club.

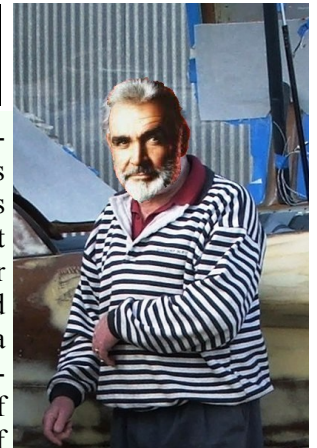
In any case the membership has plenty of power to control the committee. For instance, each committee

member has to stand for election every year. As well as that, if the membership feels that a committee member is not performing well they can gather 5% of the total membership and call a general meeting with a motion to remove that committee member before the end of his/her term with a majority of two-thirds. Members may also be interested to know that since the Associations Incorporations Act 2009 came into force there are new obligations on committee members and that these apply regardless of whether we change our constitution or not. Amongst the new obligations on committee members are:-

- failure to disclose any conflict of interest between their own affairs and those of the Association (maximum penalty \$6,600)
- not to use their position or information for a dishonest purpose (maximum penalty \$26,400 and or 2 years imprisonment)

Penalty notices can also be issued by the Dept of Fair Trading for minor offences, such as failure to notify the club's change of address. Maximum penalty is \$400. Maximum penalty for failing to provide Dept of Fair Trading about the affairs of the club is \$6,600.

So I am of the view that the membership need not worry if the committee is doing anything sinister. There is plenty of protection in the system. The committee is the club's board of management and thereby has the authority to provide structure for the association's operation. The Constitution is being revised because it is untidy and in many places, unclear. Work is proceeding on the next revision of the Constitution. It will be the subject of a special resolution so three weeks notice will be



From the Secretary's Desk (cont.)

given before it is put to the vote.

Defibrillator

Members attending the clubhouse will now note that an Automatic External Defibrillator (AED) has been installed in the south-east corner inside the clubhouse on the wall (near the kitchen) where it is easily seen. For those who have not been to the clubhouse, please familiarize yourselves with its location as, in an emergency, time is of the essence. The AED is not screwed to the wall and you do not have to break any glass to get at it, you simply lift it out of its cradle and run. It is kept fully charged at all times. A paramedic will be visiting the club, hopefully at the next work day to join us for lunch and then to demonstrate cardio-pulmonary resuscitation (CPR) and use of the AED. With luck it will be the one thing that the club has bought that will never be used.

New Members

There is only one new member to report this month...and that is Andrew Feneley who is not a new member but a returning member after an absence of some years. Welcome back Andrew!

Now, back to the constitution. When an association incorporates, amongst other things it must adopt a constitution. It can put anything it likes in its constitution, but it MUST include 14 points from the Associations Incorporation Regulation 2010 (the Regulation). It can change these points such as the closing date for financial statements and if it does not include them the default clause from the Model Constitution in the Associations Incorporations Regulation 2010 (the Model Constitution) will apply. That is why we included that Clause 50 in the last revision...it had not previously been included. Associations such as tennis clubs, golf clubs and bowling clubs are all different so the Model Constitution is not likely to suit all. The changes that I am hoping you will agree to make are based on the latest revision of the Model Constitution, dated 1 July 2014.

The first change that I propose is to remove:-
Part 6: Supplementary Rules, Clauses 43 to 49 and the Appendices 1 and 2 from the constitution (there is no Appendix 3). These rules were formerly in the Club Bye-Laws and were included in the constitution for some reason. The Model Constitution does not contain these Rules. Having them inside the Club Constitution makes them hard to change. Having said that, the Appendices

have repeatedly been changed (illegally) to suit the club". Also, for example, Rule 43 is dealt with in Clause 8 so it doubles up and clause 47 is inherent in a committee member's responsibilities (see above). These matters are properly dealt with in the Club's Bye-Laws. I have it in writing from the Department of Fair Trading (the Department) that "*an incorporated association is able as a corporate entity to have by-laws, policies, procedures, contracts with members and non-members, rules, playing/game rules and so on to provide additional structure for the association's operation or as may be required for other legal reasons*". So there!

Accordingly, I give:-

Notice of Motion: -"*that Part 6: Supplementary Rules, Clauses 43 to 49 and the Appendices 1 and 2 be removed from the Club Constitution*". Moved Jock Anderson. Seconded by David Rittie.

This motion will require a 75% majority as it involves a change to the club constitution.

And, before I am finished, I believe that proxy votes should not be permitted. These votes have been abused in the past, frustrating the efficient running of the Club. They are already prohibited in the Regulation except in a poll. Some members live in distant parts and others may be unable to attend due to personal circumstances and their right to input should be recognised, therefore postal votes should be permitted when advance notice is given and adequate information is provided for that member to be appraised of a situation, such as an election. Accordingly, I give:-

Notice of Motion: -"*that proxy voting is not permitted in the NSW SAC and postal voting is permitted only on matters where advance information is provided, such as the AGM and that the Club Constitution be altered to reflect this change*". Moved Jock Anderson. Seconded by David Rittie.

These changes, if successful, will be reflected principally in Clauses 31 to 34. This motion will require a 75% majority as it involves a change to the club constitution.

I foreshadow three or four other Motions to change parts of the Constitution, which will be put to the membership with proper advance notice by Newsflash before the General Meeting on 14th December 2014.

Fly safe!

Jock Anderson



A HANDY TIP for iPad Users

From **Errol Pillemer**

A computers USB port normally cannot be used to charge an iPad as it requires more current.

Download and run the program from ASUS to solve the problem: http://event.asus.com/mb/2010/ai_charger/

I've done it on my laptop and it works like a dream.

Errol Pillemer

NOTICES of MOTION

Below are two motions that will be addressed at the next General Meeting, scheduled for Sunday, 14th December at 2pm in the Clubhouse. These two motions will each require a 75% majority as they involve changes to the club constitution.

NOTICE of MOTION

"That Part 6: Supplementary Rules, Clauses 43 to 49 and the Appendices 1 and 2 be removed from the Club Constitution."

Moved: Jock Anderson

Seconded: David Rittie

NOTICE of MOTION

"That proxy voting is not permitted in the NSW SAC, and postal voting is permitted only on matters where advance information is provided such as the AGM, and that the Club Constitution be altered to reflect this change."

Moved: Jock Anderson

Seconded: David Rittie

More Valuable Advice for Hangar Owners from Phil Ayrton

Below is the third instalment in the series sent in by our resident architect, Phil Ayrton, telling us about the process we need to follow for any intended hangar structural modification or internal fit-out.

Hangar Modification Approval Process - Part 3

In the two previous issues of this Newsletter we have been looking at the approval process for any hangar modifications you might propose, and these were:

- 1 Prepare Your Drawings,**
- 2 Get the Club Stamp,**
- 3 Submit to Lands Dept for owners signature, and**
- 4 Submit to Wollondilly Shire Council.**

We have so far worked towards getting the Lands Department signature and stamp in the owners consent section of the DA for, so now we can look at the last stage in gaining your approval:

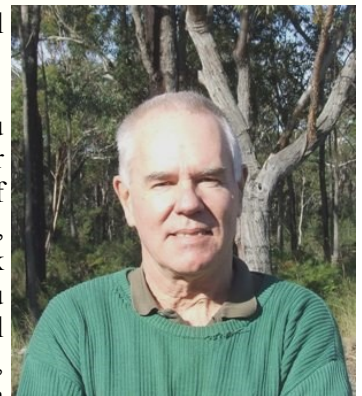
4 Submit to Wollondilly Shire Council. When you get your set of documents back you will now have a full set of drawings with both the club stamp and Lands Dept stamp, a DA form signed by Lands in the Owners Consent section and you also have an accompanying letter from Lands stating that the person signing has the authority to do so. Make sure the DA form is filled in correctly, as best as you can. DA approval is approval in principle only. To build the modifications you also need a Construction Certificate (often abbreviated to a CC) for approval to build it. You have a choice for the construction certificate and principal certifier, it can be council or a private certifier. Most builders at Wedderburn use Council as the certifier and for the CC since they are familiar with our site, and here's the big benefit, they have a key so you don't need to be there to open the gate for them.

Now make 5 sets of the stamped drawings and they are ready to submit. Make sure you keep at least one set of the drawings for your records just in case they get lost,

or you may have to start all over again.

If submitting in person you just go to the front counter at the Picton offices of Wollondilly Shire Council, and take your cheque book or credit card, but if you want to submit by mail you can post the package, but ring first and ask for a quote for DA fees. They will ask what and where etc, and ask you the proposed construction cost for the new work, so make sure you have an idea of the building value, as this amount will establish part of the fees for the work. You can make an educated guess, but bear in mind Council may challenge you if they think your estimate is too low. Part of the fees they charge is based on the estimated construction cost. You may get a phone call from them or a letter asking for more information or querying some part of your application, so just answer as best as you can. They will be quite helpful if they can see you are struggling, but can also get quite difficult if they think you're trying to get one over them so be honest and straight with them and they will reciprocate.

I hope you have found this helpful, it can sound complicated but really it is just a step by step process, so complete each step prior to launching into the next one and you should have success.



Phil Ayrton



*New South Wales
Sport Aircraft Club's*



ANNUAL CHRISTMAS PARTY

and AWARDS PRESENTATION

Saturday, 6th December at Wedderburn

Enthusiastically organised by KAREN LALOR

The Christmas party will be held in a marquee in the Clubhouse forecourt.

- ♦ **5pm: nibbles and drinks. BYO grog and wine glasses**
- ♦ **6pm: fully catered meal, cooked on the premises.**
- ♦ **Annual Awards Presentations** after the main course, then **dessert.**
- ♦ **Dance the Night Away** on the dance floor with top class entertainment.

ENTRY IS BY TICKET ONLY . . . \$30 per head

Tickets are available up until 23rd November. There will be no more tickets issued after this date.

HOW DO I GET A TICKET?

Tickets are available from the SAC Treasurer, Diane (0425 380 967) or from the caretaker at \$30 per head.

The closing date for ticket sales is Sunday 23rd November.

To obtain a ticket you will need to pay \$30.00 per head, adult or child, in one of the following ways:

- Give your \$30.00 (in cash or by cheque) per head to either Rou (our caretaker) or Diane Brookes who will then hand you your tickets personally. Diane can be found in hangar W1A.
- EFT the money into the club account - BSB 082057, Account Number 69860 7516 stating "Christmas" as a comment, and email the payment slip and a short note to the Treasurer at nswsac@gmail.com.
- Send a cheque to the **NSW Sport Aircraft Club, PO Box 450, Campbelltown, 2560** with your name and the number of tickets you require and we will send you your tickets in the mail.

DO NOT LOSE YOUR TICKETS

Each table will seat 10 people so if you would like to organise a table of 10 or any other number, feel free. It would be ideal if you could nominate a "Key Person" to arrange money and payment etc. Let us know when you pay how many are in your party.



CHILDREN'S CHRISTMAS PARTY **SUNDAY, 30th NOVEMBER, midday till 3**



Happily organised by Lisa Laybutt & Diane Brookes

**Free sausage sizzle, lollies, visit from Santa, jumping castle, lolly bomber, Jeep rides.
Bring sons, daughters, grand children, nephews, nieces, neighbours and friends.**

For catering purposes please contact Diane on **0425 380 967** or by email at nswsac@gmail.com before 23rd November and let her know how many children you will be bringing.

More New Arrivals

Right: This aircraft was mostly built by David Nightingale, and has been completed by Robert Greig and Bob Hazell. It was originally known as a "Pilatapuss", but is now abbreviated to "Pilatus". It has tandem seating, a 120hp Jabiru engine, and has an interesting and unique paint job.

Below left: Faye Abbas is seen here inspecting his very own creation known as the "Abbas 214". **Below right:** The Abbas 214 is seen here doing some taxi tests.



7 DECEMBER 2014 FROGS HOLLOW CHRISTMAS PARTY FLYIN

FROGS HOLLOW FLYERS INVITES AIRCRAFT AND FRIENDS TO ATTEND THEIR ANNUAL CHRISTMAS LUNCH B-B-Q AT FROGS HOLLOW AIRSTRIP. B-B-Q STARTS AT 12 MIDDAY. ALL WELCOME TO COME AND HAVE A FUN, FRIENDLY AVIATION DAY.

FOR FURTHER INFORMATION CONTACT BOB PHILLIPS 0264959251 OR

EMAIL: bobatfrogs@gmail.com

lat = 36-46s long = 149-48e



MIDDLEBROOK MEMORIES from Anne Goulding

One dozen Wedderburnians in eight aeroplanes once again enjoyed a great weekend at Middlebrook Station, near Scone on 12 -13 September.

Although the weather at Wedderburn was grey and overcast when we left and there were plenty of threatening black clouds on the way, as we flew into the beautiful Hunter Valley, miraculously, there was blue sky, bright sunshine and warm, balmy, spring weather.

Those members who have been to Middlebrook on previous weekends away will be interested to know that owner, Alan Henderson now has a portable electric fence which he used to protect our aeroplanes from his cattle.

On arrival Vic Laybutt organised a hot dog lunch and after a walk around the farm and a visit to Alan's new hangar some relaxed for the afternoon while others could not resist the urge to fly in such perfect conditions. Friday evening was one of good company, eating, imbibing and the telling of tall tales and true.

Another perfect day on Saturday saw us head to town for coffee and a walk around the shops for the women

while the men opted for a look at the new workshop at the airport. Next stop was the very picturesque and expansive Glenbawn Lake for lunch and we all agreed that a better picnic spot you could not find anywhere.



By mid-afternoon we were back at Middlebrook for rest and relaxation and lots more flying with people enjoying flights in aeroplanes other than their own.

Thanks to Donna Handley and Alice Collett for supplying the tasty dinner on Saturday night when we were joined by Val and Anne Quinelle from the Scone Aero Club.

On Sunday morning we were treated to an amazing air show by Hamish Henderson in his Piper Cub. A fitting end to very pleasant weekend.

Thanks to Vic for organising the weekend in such a beautiful location. I also wish to thank the group for their kindness in helping me whenever they could after my recent operation.

The lucky 12 who participated were Vic Laybutt and Alice, Greg and Annie Goulding, Bill and Donna Handley, Bruce Cunningham, Dave Thomas, Peter Lightbown, Ian Harvie, Bill Leighton and Rakesh Basavaraju.

Annie Goulding



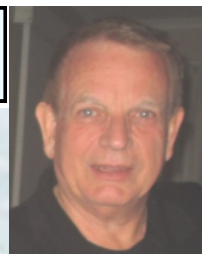
Top: Anne and Greg Goulding.

Above: The Middlebrook Station mini bus.

Right (left to right): Rakesh Basavaraju, Bill Leighton, Dave Thomas, Bruce Cunningham, Greg Goulding, Ian Harvie (at rear), Anne Goulding, Peter Lightbown (at rear), Vic Laybutt, Alice Collett, Donna and Bill Handley.



BENDIGO 26-28/9/14 from Bill Leighton



Below, left to right: Peter Lightbown's Jabiru, Bill Leighton's Diamond, the Gouldings' Piper Seneca, David Rittie's Jabiru and Vic Laybutt's Cessna Cardinal at Cootamundra



A group of SAC pilots and friends made a long weekend fly-away to Bendigo on the last weekend in September. Greg and Ann Goulding fronted in their twin-engine Piper Seneca, Vic Laybutt and Alice took their Cessna Cardinal, Peter Lightbown and David Rittie in their Jabirus and Bill Leighton and Rakesh in their Diamond.

The weather was on our side all weekend, for a change. We took off from Wedderburn with water still running in the gutters from the previous day's rain. A layer of cumulus with base around 4000 feet extended from Mittagong to Cootamundra, so most of us scooted along underneath.

Coota was the designated lunch and fuel stop. A westerly was blowing so most of us used the east-west grass runway, an adventure in itself.

After lunch we took off in clearing skies and headed down around the west side of Wagga, over the wheat and sheep country of the Riverina and then the rice fields as we approached the Murray. Canola and Pattersons Curse combined with lucerne and barley to make a beautiful checkerboard pattern of fields in the afternoon sunlight. The cloud streets ran from the south-west so we were able to fly the streets like good glider pilots and get the boost of the rising air.

The Murray was its usual murky brown colour, we crossed it just upstream from Echuca. Those of us flying low enough caught a glimpse of the town of Rochester. This town would be worth a visit of its own accord, to check out the beautiful old 1800s buildings including magnificent old country pubs with wrought iron lattice.

Bendigo's long runway soon came in sight in the familiar 17/35 layout. The Jabs and Diamond arrived to find the Piper and Cessna parked and the crews long gone. We won a lift into town from a friendly local flier who just happened to be driving past in an eight-seat people-mover.

The Shamrock Hotel was an absolute delight, a magnificent restored 1870's building with high ceilings in all the rooms, cosy bars and an excellent standard of food in

the dining room. We spent Friday afternoon walking around and exploring the town, our hotel was right in the middle so all the tourist attractions and shops were nearby.

We discovered some good local wines and Greg rediscovered his love for a beer, after a medical setback that kept him on the wagon for more than a year. We had a convivial beer or two or three around the various bars within the hotel.



The Shamrock Hotel

Saturday was the big day. Bendigo has a tourist tram service which operates a variety of historic trams along the main street to all the tourist spots. We visited the tram workshops where we saw many trams both restored



and in the process of restoration. For the mechanically minded men this was an interesting stop, the ladies took off to another tram stop to explore the shops. We followed up with a tour of a gold mine. It was a real mine not just a tourist trap, and the guide gave us a good in-

sight into the miserable conditions in which miners worked. It was probably the highlight of the trip.

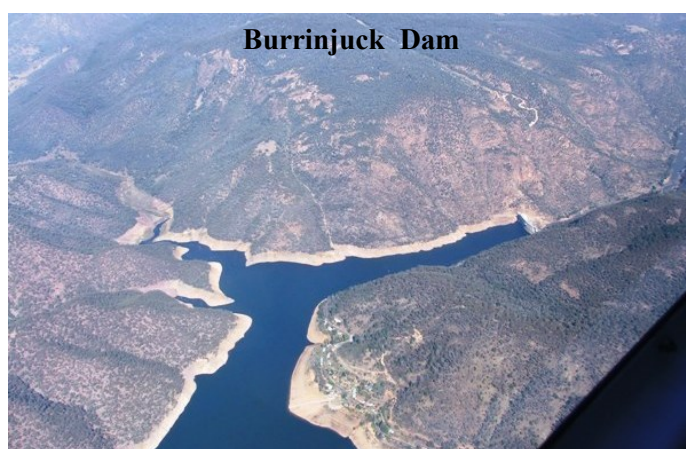
Back in town we split up, some went shopping, some walked in the gardens which were on fire with tulip blossoms, some headed for the art gallery and coffee shops.



“some walked in the gardens”

Saturday night we dined in the RSL. Don't try to walk there from the city centre, it is halfway to Swan Hill. We had desserts back in our hotel, then some moved on to the bars with live bands while others called it a day.

On Sunday morning we all left for home mid-morning as a rather nasty weather front was approaching from the south-west. We had perfect weather, sunny skies, a few knots of the mandatory headwind and no bumps. Most of us stopped at Tumut for lunch and fuel, it was directly on track to YWBN. What a beautiful little town! Once again we had a 17/35 runway.



Burrinjuck Dam

After lunch we headed for home at 3500 feet, crossing Burrinjuck Dam which looked quite beautiful, then tracking to the north of Canberra and Goulburn. In one hour fifteen we were back in civilisation, rolling down 35 trying to lose speed. Home sweet Wedderburn.

Bill Leighton

Thanks for the story Bill, and thanks for organising the trip. We all had a great time.

Ed

Former SAC President, Bob Phillips, completes his KARATOO project.



Bob's Karatoo J6 took just 18 months to complete. Bob is using a Honda Viking 100hp engine which is fitted with fuel injection and twin electronic ignition.

Performance is excellent. Take-off roll is 100ft, rate of climb at 65kt is 1200fpm.

Cruise speed at 4,600rpm is 85kts, and at 5,200rpm is 100kts using just 16lph. Stall speed is 45kts, and has no flaps.

Congratulations Bob!

Ed

ANNUAL GLOUCESTER FLY-IN

The Gloucester Aero Club annual fly-in will be held on October 18/19 this year.

There will be no shows this time, just low key – lunch and a chat Saturday with visitors and fellow aviators, a bon-fire Saturday night and breakfast Sunday morning for anyone who wishes to stay over.

All visitors are welcome to come and look over the aircraft that attend.



MORE IMPORTANT MESSAGES from the SAC SAFETY SUB-COMMITTEE

WEDDERBURN OPS; TRIPWIRES AND CONSIDERATIONS

It seems not at all unusual to hear SAC members return to Wedderburn from a six week grand tour of Oz and make the comment that of the forty landings made around the country, getting back into YWBN was the trickiest. One of the tasks for the Safety group is to lift the lid on just where the gremlins are. What is it that can make Wedderburn a bit challenging?

Members have been generous with input as to the nature of the hazards we face and possible management of them. The following list identifies the most common grievances. This list is by no means exhaustive, and managing the challenges is certainly an ongoing matter. This article contains just a few suggestions, not a comprehensive list of recommendations.

In no particular order the issues included;

- Trees
- 'Lying windsocks' and other environmental influences
- A preference to takeoff RW35 and land RW17 - often constructing a circuit to achieve the same
- Runway occupancy / runway incursions
- Fly neighbourly
- Wildlife
- Use of the grass
- Radio or No radio - sighting / avoiding conflicting traffic
- No instructional presence, no CFI, and varying levels of member experience

TREES

The circuit area at YWBN may appear a bit inhospitable because of the surrounding forest. And the business of conducting a forced landing into the trees won't be on the top of anyone's wish list. Trying to avoid the inevitable with bleeding airspeed doesn't bear thinking about and attempted low level turn backs are regarded as fatal. So let's get on with it.

The established wisdom emphasises the absolute importance of accepting the inevitable and flying the engine-out landing into tree tops with accurate speed control. Indeed successful forced landings into the trees around YWBN have occurred. One of the better suggestions about this was to visualise how it would all appear when power is lost with the forest looming large before your very eyes. And to include a moment or two visualising that very thing with the Takeoff brief.

The preferred takeoff to the North offers a variety of options for clear space forced landings - not quite so to the South. But the nice open paddock just over the gully off to the South-West of the centreline looks very inviting. A slight drift right of runway heading and resisting the desire for an early left turn off RW17 might make it attainable. It's part of the game plan for some.

'LYING WINDSOCKS' and ENVIRONMENTAL INFLUENCES

There's no shortage of reports of pilots getting beaten up with wind-shear, turbulence, sudden sink and gusts even though the windsocks appeared benign. The conversation continues as to the causes, predictability and how to handle such stuff. It seems there's no blanket solutions for managing it. Some pilots advocated preferred techniques such as landing a long way in, or close by the tree line on the west of the grass but there was no apparent consensus on these suggestions.

Vigilance seems key; and knowing that shear, sink and gusts may require very significant and timely control inputs at any stage of the approach and landing. It's also a rather good example of the comment in the aircraft flight manual which states that the "crosswind capability of the aircraft may be limited by other environmental influences."

Timely and accurate pilot reports might benefit following pilots.
Keeping current helps too.

YWBN PREFERENCE; TAKEOFF RW 35 / LAND RW17 - and SPECIAL CIRCUITS TO ACHIEVE IT

Nose to nose operations in aviation are never good.

But we prefer to land uphill and takeoff downhill (with better forced landing options) and it is all quite manageable but pretty reliant on very good communications. Several reports have mentioned how difficult it is to see approaching traffic on base RW17 when commencing line up RW35. A base call as a matter of course might be a good investment when using RW17. Reports also suggest that our taxi broadcasts are sometimes not very specific. More explicit communication, such as announcing intentions for a 'reversal circuit' when entering RW35 would certainly make life better for inbound traffic.

There has been a bit of concern expressed about our willingness to accept the RW35 takeoff / RW17 landing even when the tailwind component may be unsuitable. It becomes more serious for the takeoff case when an increasing tailwind component produces windshear-induced loss of airspeed and climb performance. Clearly there's a piloting preference to land into the upslope, but exploring downslope (into wind) landings probably needs a bit more consideration.

RUNWAY OCCUPANCY / RUNWAY INCURSIONS

The reasons for reported runway incursions seem inconclusive. It is easy to understand how a low hours, inexperienced pilot with task saturation and under-developed situational awareness could accidentally enter the runway at the wrong time. The established culture would ensure that the person was appropriately debriefed.

Other reports of intentional incursions seem to suggest discourtesy and non-compliance. That's a bit sad.

Runway occupancy is probably something that needs more general discussion. A low speed aircraft landing number one and rolling through the full length may not be aware that the following traffic is slick and quick, closing rapidly as he makes no effort to vacate. It may appear to be thoughtlessness, but more probably it's just lack of awareness. We can address that on a one-to-one basis, preferably not on the radio. Remember too that high speed following traffic is unable to extend downwind for spacing because of noise sensitive areas to the north.

Physical limitations play a role too. A report tells of a high wing aircraft entering RW17 at the Northern end with the pilot unable to see the approaching traffic turning close final. In this case a radio call had been missed.

Better communication would seem to be the answer for most of these issues.

FLY NEIGHBOURLY

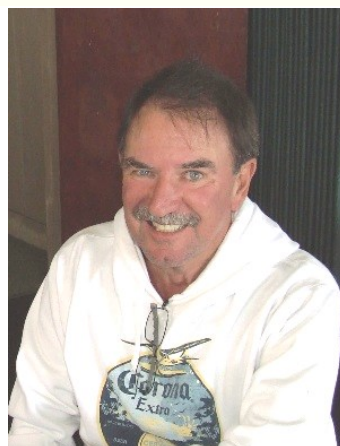
The idea of entering the stub taxiway (west facing) and holding short of RW17 not only precludes a clear view of the approaches, it directs prop wash into the hangars behind. There have been reports of folks actually performing engine run-ups in this position (with subsequent counselling). Holding short, facing North on the parallel taxiway for final checks seems a better option, preferably with engine run-up already complete.

Noise abatement considerations sometimes impact on the RW17 circuit. On busy days it is just not possible to increase spacing by extending the downwind leg (because of noise sensitivity close to the North). Prudent separation early in entry to the circuit will help. And the new development at Appin may require a fairly close downwind for RW35 with a compressed base leg (compared to one's 'normal' circuit) when a westerly prevails aloft.

WILDLIFE

Ducks and other birdlife, kangaroos and wallabies have all been a matter of concern. A fast taxi 'clearing run' can disperse the creatures prior to takeoff but the landing threat is a bit different. The ducks can be hard to spot from the air and the roos seem not to respond to a low 'clearing' pass.

Predicting that roos will be there any time in the late afternoon is prudent. There have been suggestions that high frequency devices such as Shu Roo might move the animals, but a study conducted by Helena Bender at the University



of Melbourne revealed disappointing results.

It seems the most effective fix is a motor vehicle run up the taxiway and that requires somebody to be around. Several of our members make a point of checking for roos when late afternoon arrivals are heard, ready to clear the animals if necessary. Perhaps we should all be just a bit more proactive in checking for roos when aircraft are heard entering the circuit late in the afternoon.

And isn't that just the ideal situation to make use of a hand held VHF.

Advising someone on the airfield ahead of time of a late arrival and the possible need to clear the animals might be a good investment. Rou might be able to incorporate that with his evening rounds.

USE OF THE GRASS

Thanks to our groundsman, the grass just gets better and better. Be aware that there may not be any formal notification of unsuitability of the surface after rain. Certainly, there have been occasions when the grass has been damaged by traffic when it was sodden. Deep tracks revealed that both aircraft and motor vehicles had been involved.

While many would despair, Glen has (fairly) calmly gone about the restoration of the damaged areas.

Driving on the grass is not the recommended means of doing an assessment - and a quiet walk up the strip is much more revealing anyway. Glen, Rou and others on the scene have a good appreciation of where the soft spots are and can help with the decision. If in doubt, don't.

One of our members thought simultaneous parallel operations (grass and runway) acceptable. Ummm, No!

It's very noticeable that one of our more experienced tail wheel pilots shifts the aim point RW35 Grass, well in to just North of the middle dam when landing in fresh Nor-westers. The grass does get a bit pinched by the dam but it's nice and wide North of that.

RADIO/NO RADIO - SIGHTING AND AVOIDING CONFLICTING TRAFFIC

Perhaps the most common grievance at the airfield would be misunderstood intentions or miscommunicated intentions on VHF.

Research suggests that the chance of sighting conflicting traffic is improved by a factor of eight if accurate position broadcasts have been received. That in itself should be good reason to ensure good precise communication. Yet all too often we hear transmissions that are ambiguous, scratchy, rushed and gabbled. Worse still, there are reports of broadcasts simply being omitted by pilots of radio equipped aircraft.

The overarching concept here is to take advantage of radio to ensure that any ambiguity is resolved, that all participants have a clear understanding of the intentions of others. If the phraseology is not completely in keeping with the CASA handbook, that is of no consequence. A well developed expectation of the traffic situation is what matters. Then - maybe - there's a better chance of sighting the traffic that has no radio.

NO INSTRUCTIONAL FACILITY, NO CFI - DIFFERING EXPERIENCE LEVELS

This topic brings a diverse range of views. Some see the Wedderburn culture as being without a central authoritative entity and that we may be somewhat vulnerable as a result. Others suggest that the more holistic culture that has evolved has served members well.

There is no question that we enjoy the benefits of the most extraordinary range of experienced airmen and women (airpersons). The club culture appears to have been shaped, not by a central repository of knowledge and authority, but more by a willingness to share knowledge and experience, plus a natural affinity between experienced members and newcomers.

For example a 20,000 hour airline pilot coming to Wedderburn for his first tail wheel flying would not need to be formally directed to an appropriate mentor. The partnering just happens and the newcomer is taken in hand. There is probably not a better club in the land when it comes to the rich variety of member experience on the matter and their willingness to share opinions and provide coaching. Certainly, a CFI could not hope to achieve better outcomes.

There are numerous situations where, on a daily basis, experienced club members provide the necessary guidance; coaching introductory level pilots, helping others make the transition to amphibians or ultralights. It might be help with theory or the development of navigation skills.

The point here is that this highly informal arrangement does work but it won't hurt to suggest that members be even more proactive in seeking or providing assistance.

Low time or high time, staying current is often a challenge and it doesn't take much of an incident to dent someone's confidence. Phil Lee has suggested the establishment of a volunteer group; pilots who would assist by riding as safety and support crew to members who might appreciate support after an absence from flying and seeking to regain currency.

Nearly all the stuff discussed here emphasises the importance of a supportive and cooperative community. Maintaining it is important.

Bruce Cunningham, Clive Brookes, Bill Handley and Paul Milsted

ROO'S NEWS

SPRING HAS SPRUNG AT WEDDERBURN

A few words from our caretakers, Rouen and Dawn Andrews

RAINFALL July - 7 mm August - 224 mm September - 17 mm

As the weather has warmed up so too has the plane building activity at Wedderburn!!!

I have noted that those in course of completion include Ant Prehn - RV7, Ferris Kauley - Lansair Legacy (a Gary Weeks production), David Rittie - another Jabiru, this time a short wing J200 doing taxi tests, and also a VariEze (work in progress), Chris Willis - RV10, Steve Cohen - SkyTruck, Fayez Abbas - Abbas 214 and a Volksplane also being worked on. The Abbas 214 has been doing taxi tests.

NEW ADDITIONS TO THE AIRFIELD

Bob Hazel with the Pilatapuss



zell's restored and refurbished Pilatapuss with striking new livery.

Peter Scott - Yak 52,
Malcolm Donaldson - Harvard, George Kowalski - BRM Bristell, Dave Thomas - Sling, Srinu Subramanian - Streak Shadow plus Rob Greig/Bob Ha-

SOCIAL WORK DAY - 30th August

Another great turn out and lots of jobs completed under the stewardship of Tim Causer.

1. The ugly wood piles at the southern end have at last been burned - Bruce Cunningham supervised the sorting into smaller piles and Tim Causer and Phil Laycock "set them alight" (Tim's secret recipe) and it was an excellent burn-up. Thanks to Bruce Cunningham, Ian Harvie (chainsaw), Anthony Maeder, Malcolm Donaldson, Milli Kresovic, Ami Gale, Michael Kennard and all the team for their hard work. Also to Russell Johnson and



Rouen and Dawn

Ant Prehn for carting and stacking all the cut wood into the club shed. A lovely tidy job by all concerned.

2. The Laybutt team plus Bill Leighton graded and rolled the southern road plus a pad of road base was laid at the Westcliff gate for easier access to opening the gate.

3. Glenn Buttsworth. Thank you Glenn for creating a drain to clear water from behind Sy Allsep's hangar and rolling road base into the area to make it drier and safer.

4. Club Chefs Karen and Steven Lalor. Another highly enjoyable lunch provided for the social workday, home-made rissoles, vegies, potatoes plus a lovely blueberry dessert with cream - top marks to the chefs.

5. Assistance at workday lunches - At the last workday Karen and Steve carried the load and as they both engage in the meal preparation need some help in setting up and laying of tables and putting out chairs plus other tasks as required. After discussion with Doug Stickland, a sheet will be provided for helpers in this area to sign on the day and workday credits will apply to these helpers. Please approach Doug, Karen or Steve if you wish to assist.

6. Defibrillator - Lunch was followed by a humorous and instructive presentation by Jock Anderson, Club

From the Caretaker (cont.)

Secretary, on the whys, wherefores and how to's of the club's latest acquisition!! The defib. is located in the south eastern corner of the clubhouse, near the kitchen servery. Instruction sheet is attached to the wall beside this and copies are available to those interested in learning the operation of the defib.

PLEASE NOTE that on the NEXT SCHEDULED WORKDAY, SUNDAY 2nd NOVEMBER a trained representative of Cardiac Science (suppliers of the defib.) will give a presentation on the correct use of the machine - all members should avail themselves of this opportunity to learn the correct procedures and operation of the Defib.

LOG SPLITTER

A note of thanks to Vic Laybutt and the Club Committee for the purchase of a quality electric Log Splitter - I have given Dawn lessons on the correct use of it, so there will be no shortage of wood for the Regency Roaring Woodfire!!

CLUBHOUSE GUTTERING

Approved by the Committee and organised by Bill Leighton the old guttering has been replaced and will prove a boon as all rain will now go into the Club's tank. The contractors, Andy and Wade Reardon, proved to be top class tradesmen, job completed in 3 days and all old guttering cut up and taken away. I have cards available for any member wishing to avail themselves of these contractors' services.

CLUBHOUSE INTERIOR RE-DECORATION

New blinds have been installed plus painting of eastern and western walls at the northern end of the clubhouse, new down lights fitted and the old aircon ducts removed. Thanks to Geoff. May and Bill Leighton for their efforts.

WIFI

Don Harvie has installed WiFi in the clubhouse for the use of members. PASSWORD is "Napper201405"
Thank you Don for all your work for the Club.

PLASMA TV

John Duncan has kindly donated the 60" TV which is installed in the Clubhouse for the use of members. Please treat this item well and enjoy the use of same. Thanks JD.

SLASHING

Our member David Butler, the farm boy from Wales, (Corby Starlet) has been very busy with the tractor and has slashed the western and northern areas of long grass plus the fire break at the southern end. Thank you David for a great job well done!

HELICOPTER MOVEMENTS

Please note that on Wednesday 15th October, or a few

days after, the National Parks and Wildlife Service will be using the aircraft parking area behind the windsock near the clubhouse, for the purpose of transporting and lifting a very large viewing platform and associated infrastructure into the Dharawal National Park for installation at the Minerva Pool. Please exercise caution and be vigilant during this operation. We have a great working relationship with NPWS staff, Andrew Lawless, Pete Donahue and Dr Rowena Morris and we wish to maintain and improve this. Times of operation will be advised by Newsflash when known.

TRAVELLERS UPDATE

Lloyd and Dianne SHEPHERD recently completed a month long trip to outback NSW/Qld following in part the trail of Burke and Wills beginning Lightning Ridge (opals????) then Quilpie, Eulo, Thargomindah, and Innamincka, (The Dig Tree, - Burke and Wills monument) and all the places carved into Aussie folk lore. From Lloyd, a piece of history:

"In the late 1800's early 1900's there were 200 camel teams and their Afghani handlers working between Maree and Queensland."

My Dad used to tell me of the camel teams they used to see when he was sheep shearing in outback Aussie.

Dianne, we are awaiting your expose on this trip for the next Newsletter!!

Leigh and Sheila CUNNEEN- flew their Aerostar VH-HJI to Birdsville for the races, another historic Aussie event!

Richard and Jacquie THOMPSON have returned from their sojourn to UK and USA. RT looks refreshed, and it's good to see him in good fettle again.

The PAPALLOS have returned from a month long holiday to Italy. From all accounts a very enjoyable time was had by Barbara and Armando. Northern and Southern Italy were both covered plus a Cruise, and of course the ROME tour. We have received Two Lovely souvenirs of St. Peters Square, a real surprise!! Thank you both for thinking of us during your trip.

Sam and Kelly RANDAZZO have returned from Europe/Russia, plane spotting I presume.

BEREAVEMENT

I have been advised of the passing of our stalwart member Vic Laybutt's Mother at the ripe old age of 97 yrs. I know that all members will join us in sending Vic and his family our sincere Condolences, and Deepest Sympathy, in the loss of a Beloved Mum and Grandmother. We are all thinking of you at this sad time Victor.

HEALTH REPORT

Our thoughts are with all those members whose health is compromised at present, especially Bruce Cunningham and Doug Shaw, and good to report that Barry Pascoe is recovering well and has been to the air strip quite recent-

ly. To Chris (and John) Gallagher our prayers and thoughts are with you as you undergo further treatments, may you soon be on the road to recovery.

OIL

All oils ain't oils. REMINDER: YOU CAN BUY YOUR AEROSHELL AVIATION OILS FROM THE CARETAKER. We stock AEROSHELL 100 (Mineral Oil), W100 and W100 Plus Anti dispersant oils. For Rotax engines we stock Sport Plus 4, also 15W50 Multi-grade Oil. These are charged to your fuel account. We also NOW have Aeroshell Hydraulic 41 Fluid, and brake fluid for Jabirus.

WINDOW REPAIR

Our thanks to Errol Pillemer for repairing our window and fitting a flyscreen to same - no more mozzies!!!

PERSONAL 'THANK YOU'

On a personal note we would like to thank Tim and Therese Walmsley and her family visiting from the UK, when we lost our Boxer dog, Elvis, due to internal haem-

orrhage and complications. Three big English lads, Christopher, Michael and Richard along with Tim were a great help on that day.

To all Members: FLY SAFE and be FIRE SAFE also.

Dawn and Rouen. Phone: 0425 380 964

TREASURE HUNT - URGENT

I have received a phone call from OUR FLYING SCOTSMAN (Jock Anderson) requesting that I inform our members that he has Lost a portion of his exhaust from the DEFIANT, either around the airfield, or enroute to ORANGE. The missing piece measures approx 30cm long and has a diameter of approx 6.5cm it is stainless steel, but would be very black now. Knowing Jock, I would expect that a LARGE REWARD would be offered for the safe return of this item in Mint Condition.

Anonymous

PHOTO of the MONTH



The photo at left was taken by our Club President, Bret Cavanagh, from the window of a QANTAS 737.

The picture shows our lovely "Aviation Heaven" nestled in amongst the trees, with the Harland's farm and other parts of the Wedderburn community visible on the left, and the Westcliff Colliery can be seen on the right.

Bill Leighton has, once again, sent in some really nice and colourful photos (Thanks Bill), however, the content of Bret's picture makes it the editor's choice as 'photo of the month'.

Thanks Bret.

* * **Aircraft and Hangars For Sale** * *

**Roy Docherty's TIPSYP NIPPER
Slingsby T66 Single Seater.**

Reluctantly selling my Jabiru 2200 engined Tipsy Nipper.

Airframe 729 Hrs since rebuild, Engine 53 hours since new. Hangared at Wedderburn.



\$25,000

Call Roy on
0404 756 407
or
02 4294 3900

Roy Docherty's Lambada UFM 11 2 seat Motorglider

Build Year: 2004 Total Hours: 394 Engine Hours: 394
Czech factory made in Kevlar & Glass, Rotax 912 80HP. Fantastic climb and 90Kt cruise. ASI, VSI, Eng Mgmt, Radio, Transponder, AH, Variometer, I F Feathering propeller. Converts in 5 mins from 11 to 13 metre glider. Hangared at Wedderburn.



Price: \$75,000 ono

Call Roy on
0404 756 407
or
02 4294 3900



ZENITH 2 + 2

Bob Phillips is selling his

ZENITH 2+2

Cruise 110Kts, Range 900Nm, Stall 48Kts, Fresh 100 hourly
Lycoming O-320, TT 34 hours.

All oleo undercarriage

\$38,000 ONO

Contact Bob on 6495 9251 or boboshkosh@yahoo.com

Hangar Space Required

Hangar space required to accommodate

Whisper Motor Glider, with

16 metre wing-span.

If you can help please contact our new member,
Bob Sprague, on

0414 670 320

Garmin GPS for sale

FOR SALE

Garmin GPSmap 196
with accessories

\$120.00 Cash or
Avgas.

Clive Brookes
0416 241 245



Clin Ashton Martin's "Texas Taildragger"



Cessna 150G "Texas Taildragger"

ETR 1325. ADF, Transponder.

\$36,000 + GST

Temora NSW

0429 021 097 or 02 6976 4280

Further details on application

Clin Ashton-Martin's Country Homestead with Airstrip

COUNTRY HOME & AIRSTRIP, NSW

1904 granite home extended 2003. 4 bedrooms, office, dining room, enormous fireplace, evaporative cooling & 11m indoor heated pool. Separate small house nearby to rent or for guest accommodation. Elevated position overlooking the airstrip & view.

2700 acres. 1500 acres arable with cropping land presently short term leased. Numerous sheds,

PRICE ON APPLICATION

45,000 litre house water storage, dams & springs.

Grass airstrip 1000m x 100m, fully fenced, cone markers, two windsocks & clear approaches. Two hangars 15 x 18m & 12 x 8.5m, both with power, concrete floors & aprons. Minutes by air from Temora with its Museum, Aero Club & fuel. 150nm from Sydney.

Phone: (02) 6976 4280 Mobile: 0429 021 097

Rachel Lumb's Glasair

Glasair 2SH FT

1100 TT, 150 kts cruise, O320 E2D 150 HP

Hendrickson cruise prop & new spare metal Sensenich prop.

Full TSO'd IFR panel incls Garmin 300xl GPS/Com. and SL30 Nav/Com, pitot heat etc. New battery, spare alt & starter.

Always hangared & LAME maintained.

\$80,000

Phone 0405 354 452



Dave Ecclestone's Glasair



Glasair SH2 Retractable 160 HP constant speed Hartzell prop - approximately 500 hrs total time on airframe on second life Lycoming.

This aircraft presents very well all round.

Genuine 180 Kts cruise at 24/2400 consuming approx 30 ltrs per hour - VERY ECONOMICAL performance indeed. Comprehensive VFR panel - always hangared in her own super shed out in the boonies west of Orange.

Very reasonably priced at just

\$82,500

Phone David (02) 6367 7184.

Kevin Brodie's Jabiru J230

Jabiru J230-D 24-5490

Factory built 2008, Airframe & engine 94 hours, Maintained every 25hrs, Nil accidents.

Analogue instruments, Icom IC-200 radio, Garmin GTX-320a transponder, Booster seats, Sensenich prop, Garmin 295 GPS.

Always hangared and runs great.

\$85,000

Contact Kevin: 02 4283 2671 or 0408 427 458 Email: kaybee@exemail.com.au





The area circled in red above is a sensitive area on the southern side of Victoria Road. This area should be avoided wherever possible, to help maintain our good relationship with the local Wedderburn community.