



# The N.S.W. Sport Aircraft Club Newsletter

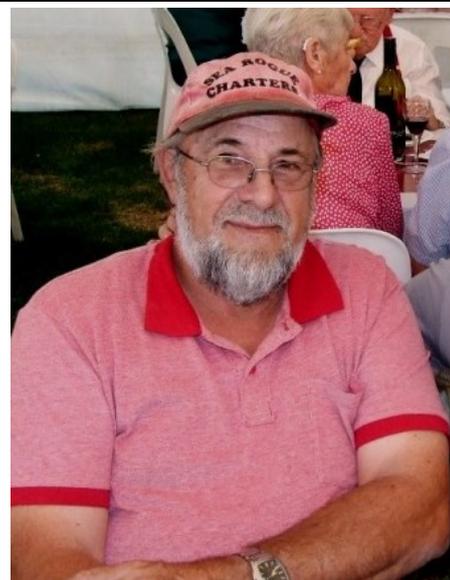
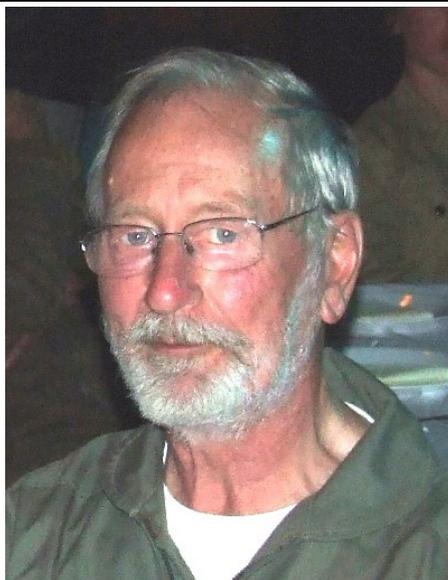
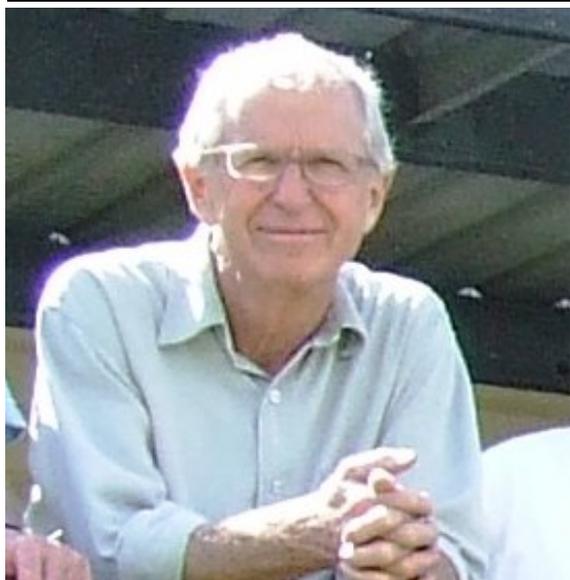
AUGUST - SEPTEMBER 2015

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**Top left:** Colleen Keen, deceased wife of SAC member, Bruce. **Top right:** Bruce Cunningham takes his last flight ever on board with Richard Thompson in the Twin Commander. **Above:** Rachel Lumb in her Glasair in happier days. **Below left:** The much respected Bruce Cunningham has died. **Below centre:** Bob Peak, long-time SAC member, died recently. **Below right:** Jim Lumb, recently deceased club member and Rachel's husband.



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## UPCOMING FLYING AND SOCIAL EVENTS Put 'em in your diary

<b>Social Workday</b>	Saturday, 29th August. Sign in by 9am. Free lunch for members. Contact: Richard Thompson.	Wedderburn
<b>Oz Runways Course</b>	Saturday, 29th August, 2pm, after the Social Workday lunch. Contact Eddie Seve on 0402 829 966 or at <a href="mailto:eddie.seve@yahoo.com">eddie.seve@yahoo.com</a> More details appear directly below.	Clubhouse
<b>SAAA's Ausfly</b>	Friday to Sunday, 4th to 6th September.	Narromine
<b>Social Workday</b>	Sunday, 25th October. Sign in by 9am. Free lunch for members. Contact: Richard Thompson.	Wedderburn
<b>Children's Annual Christmas Party</b>		
	Sunday 29th November. Contact: Diane Brookes on 0425 380 967. Full details will be published in the next Newsletter.	Clubhouse
<b>ANNUAL CHRISTMAS PARTY</b>		
	Saturday evening, 5th December. Contact: Karen Lalor, 4626 8118. Full details will be published in the next Newsletter.	Clubhouse
<b>General Meeting</b>	Sunday, 13th December, 2pm, in the Clubhouse. Contact: Jock Anderson.	Clubhouse

## Another Oz Runways Course

By special request, our member, Eddie Seve, will be conducting a further course on "Oz Runways".

Eddie has conducted two previous courses with a large following of members taking part. This course will be a little different. He is going to target the course in response to requests from members who let him know what aspects of the program need further explanation.

In order to assist Eddie format the course syllabus he is encouraging everyone to highlight areas of the program that is not fully understood, so he can tailor the course to suit your requirements.

Should you have a specific request regarding Oz Runways you should contact Eddie on 0402 829 966 or at [eddie.seve@yahoo.com](mailto:eddie.seve@yahoo.com)

Visit our website:- [www.wedderburnairstrip.com.au](http://www.wedderburnairstrip.com.au)

## From your Editor

Welcome to the August/September 2015 edition of your SAC Newsletter.

We have endured a disastrous few weeks since the publication of the last edition - easily the most bleak few weeks in the club's history. We lost Jim Lumb to mesothelioma, Brue Cunningham has passed away after his multi-year battle with multiple myeloma, and then there was the horrible disaster where Colleen Keen died and Rachel Lumb was critically injured (and who is still in hospital slowly recovering from her multiple and severe injuries). If that wasn't bad enough we received the sad news of the passing of Bob Peak, one of our long-term members, who tragically died as a result of a heart attack, and then we learned of the death of Dr. Ian Ford, one of our



friendly and supportive Wedderburn neighbours from Victoria Road, who also died of a heart attack.

Naturally, SAC members' condolences and thoughts reach out to all the friends, loved ones, families and fellow SAC members left behind to grieve. You will find tributes to all of these highly regarded and loved individuals inside this newsletter.

For sure, the rhythm of the club and its flying activities will ultimately return to a more normal beat, but for now, it is quite obvious that the members at the airfield are more downcast

than ever before.

On a brighter note, after the call went out for newsletter material, we have received lots of worthy contributions from our members for inclusion into this edition. Apart from the usual regular articles we have received a great many pictures and stories which makes this the largest SAC Newsletter ever, and with some material left over for later editions. Contributors include Dave Butler (with a huge story), Ian Harvie, Colleen Pillemer, Donna Handley, Lloyd Shepherd, Glenda George, Peter Reardon, Clive Brookes and Richard Wiltshire along with regulars Bret Cavanagh, Jock Anderson and Errol Pillemer. Thank you all for your good work. Your written contributions are what makes this publication "your" magazine.

Enjoy.

**David Rittie**

Contact your Newsletter Editor at [david.rittie@optusnet.com.au](mailto:david.rittie@optusnet.com.au)

## Words from the President

Dear all

Well, the last couple of months have been a difficult time for many of us. I can't think of a period of greater concentrated loss and pain in the club's history. My condolences and best wishes to all those in and around the club who have lost loved ones during this very difficult time. Editor Mr Rittie has prepared articles on all concerned and I'll leave the details to him.

But as a consequence of these difficult times, I've been compelled to consider what is important to us as both a club and a collection of independent individuals. What we have had the privilege of seeing in the recent past is a genuine community at work. When the accident occurred, members leapt immediately to do the things that needed to be done. Whether that need

was to act to prevent fire, or to call emergency services, or to comfort those on board, or to assist during the investigation, members were selfless and strong, acting for the good of others around them. Others organised the fly past to celebrate Bruce C's life in aviation, and I know for a fact that this brought him great happiness. We've visited and supported the affected families, and done what we are able to aid them in difficult circumstances. All these things are, for me, great examples of what the club is capable of.

So many people made individual contributions of help and care of late, and together those things are much greater than their simple sum. That greater sum is the essence of our club. I'm pleased to be a small part of this great community of aviators and help in maintaining all that it does.

My dad has many times commented to



me that he reckons pilots are a brotherhood and I think he's right. Long live the brotherhood!

Fly far and safe.

**Bret Cavanagh**

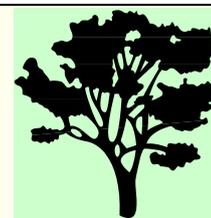


*Need some exotic plants? You can choose from a wide selection near the airfield, just around the corner at #7 Blackburn Road.*

**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\*\***



## Bruce Cunningham . Gone too soon

In his professional life Bruce Cunningham was a Qantas pilot who joined the company in 1966, became a Boeing 707 second officer in 1970, and in 1978 became a crew member on the 747 classic.

In 1987 Bruce became a 767 Captain and then Training Captain, in 1990 became a 767 Senior Check Captain and then was promoted to 747-400 Senior Check Captain. Bruce was actually on duty in New York during the 9/11 disaster.

One of the crowning moments in Bruce's career with Qantas was when he was selected to attend and report on the accident in Bangkok when 747-400, VH-OJH, overshot the end of the runway. This mission required the utmost diplomacy and expertise.

In his non-professional life Bruce did some hang gliding in the 70s, played the guitar extremely well, met Laura in Fiji, married her in 1978 and created a family by producing two daughters.

After he joined SAC he and Laura flew around Australia in his Sportsman aircraft, and being dual licenced (GA and RAAus) flew a CTLS on shorter jaunts.



The CTLS

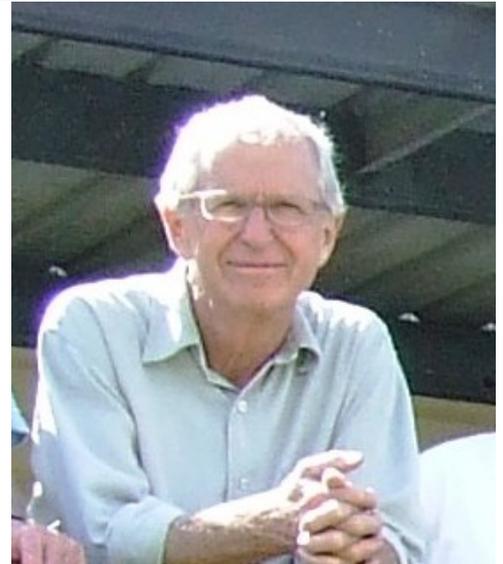
A few years ago he became the driving force behind the SAC Safety Committee, along with Bill Handley, Clive Brookes and Paul Milsted.

Bruce discovered he was afflicted with life-threatening cancer, and decided to fight hard. Ground-breaking therapy held the disease at bay for a few years, but it became clear that he was slowly losing the fight.

Realising that his days were numbered Bruce invited us all to attend what he called a "Hangar Open Day" at his Hangar on 21st June. Copious amounts



of food and beverage were provided, and there was a huge roll-up. Part of the proceedings included a fly past of many of our SAC aircraft which was arranged by Richard Thompson, and which Bruce really appreciated.



On his last flight ever, Bruce joined Richard in his Twin Commander aircraft to fly to the Maitland Air Show on 4th July, which he clearly enjoyed. On returning to Wedderburn just before landing Bruce whispered jokingly in Richard's ear "Don't muck it up." (or some very similar sounding words).

And now Bruce has departed from our midst.

At his memorial gathering at the very picturesque Taronga Zoo Function Centre on Friday 7th August, some memorable and important items were ceremonially placed on a memorabilia table, including a model of the Qantas 747-400 and a Rotax cap. These items were placed by Vic Laybutt and Peter Lightbown, both SAC members and close friends of Bruce.

Qantas Chief Pilot, Captain Ian Lucas, told us about Bruce's professional life, and finished his eulogy by saying that one day, Bruce's grandson, Otis, would ask "What did my Grandad do?" and the answer should be simply



that “your Grandad was the best pilot that Qantas ever had”.

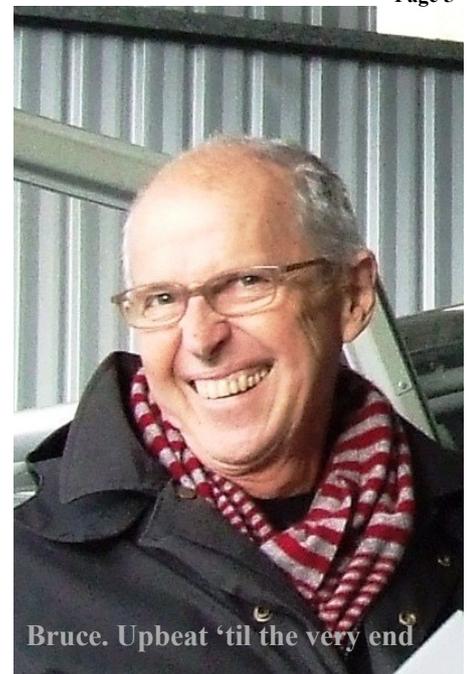
Bruce on his last day.

In her tribute to Bruce, his daughter, Pippa, then described him lovingly as a “flying tragic” after which his wife, Laura, read us a very touching letter that she had written, and then had read to

Bruce was always a contented and happy soul, and determined to enjoy life up until the very end. He leaves behind a great many admirers from his professional career, the aviation community in general, all SAC members, and a greatly adoring family.

It is highly unlikely that we will ever see the like of him again.

David Rittie



### Departed SAC member - Jim Lumb

Unfortunately, we lost one of our aviation friends when Jim Lumb (Rachel Lumb’s husband) died of mesothelioma on 7th July.

and experience. He then willingly insisted on taking over the task of carrying out the regular maintenance of the old and troublesome machine.

Jim was an imposing figure of a man, a rugged, strong sailor, a doting husband and family man.

Amongst his many other skills, Jim was a diesel mechanic, and used these skills to trouble-shoot and repair our broken down old grader, which needed his expert help



Jim is the person who organised the much needed new “Napper Airfield” sign which now graces the old main airfield entrance. Jim completed this job only a few months before he died. Thanks Jim.



At his funeral service it was stated that Jim was placed in his coffin face down. This was so that we could all “kiss his ass goodbye”.

What a character!

The photo of Jim with Rachel (at left) was taken at last year’s Christmas party when he was already struggling with his horror disease.



### Rachel Lumb battles on

Less than one week after she buried her husband, Rachel became involved in that horrific flying accident, where she sustained severe and multiple injuries.

As you read this newsletter Rachel is still in hospital recovering from what appear to be injuries that may prevent her from ever returning to full fitness, and which may prevent her from ever flying again.

With the loss of her husband and the accident that followed, Rachel has been dealt the worst hand possible.

SAC members wish to express their deepest sympathy to the Lumb family for the loss of Jim, and hope that Rachel achieves a speedy and miraculous full recovery.

David Rittie



**COLLEEN KEEN 1956 - 2015**



**Colleen Keen**  
will be remembered as a

- Loving Wife
- Caring Mother
- Devoted Friend
- Business Owner
- School Bus Driver
- Faithful, and Active Christian
- SAC Catering Assistant
- Community Servant
- Formation Pilot
- Photographer
- Nature Lover
- Scrapbooker

**She lived to serve others R. I. P.**

**SAD NEWS: Bob Peak has Passed Away**

Sad news - Bob Peak died on Saturday evening, 1st August, from a heart attack.

Bob Peak joined our club back in the early days where he owned a couple of hangars, and then left just a couple of years ago when he had completed building the runway on his country property. His property is 6nm WNW from the centre of Temora.

Bob flew a Victa Air Tourer (very well in fact) which he kept in tip-top condition in a hangar adjacent to his homestead.

Most of us will remember Bob at an Open Day where he set up a stall and where he offered bric-a-brac, odd sorts of mechanical items, tooling and some aircraft engine parts and flying instruments for sale. The stall which he

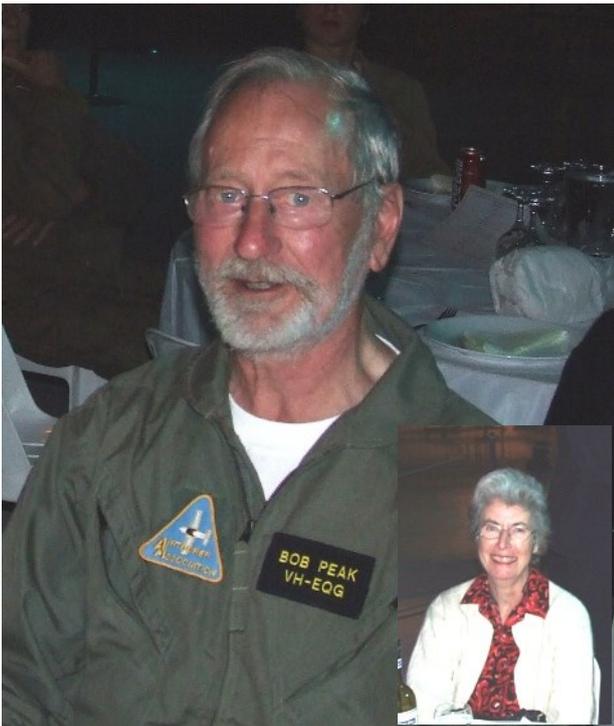
and his wife (Pat) operated became a regular feature on Open Days.

Before Bob died he completed a cross runway on his property which was possibly even better than the original strip. Some of us have used this strip when visiting Pat and Bob, where we were always welcomed, and where there was always a cup of tea waiting.

All SAC members send Pat and the Peak family their sincere condolences and their best wishes.

It is just about every aviator's dream to have a hangar and an aircraft close to your home with your own private airstrip. Bob lived that dream.

**David Rittie**



**Above:** Bob Peak in 2008 at an AAAA dinner held in the Temora Aviation Museum.  
**Inset:** Bob's wife, Pat, in happier times.

## From the Secretary's Desk

### A Melancholy Day at Wedderburn

It was a quiet afternoon at Wedderburn on Sunday 19<sup>th</sup> July 2015. The brisk westerly crosswind that had persisted for most of the previous week had moderated that morning to a mere zephyr. Conditions were ideal for flying and the sound of an occasional engine powered up, signaling flyers taking to the skies, doing what they loved most. Members of the Sport Aircraft Club of NSW loved weekends like this. From the clubhouse verandah, situated to the east of the runway and about half way along, looking to the north, light aircraft could be seen making a left turn to join the southerly approach to Runway 17. The aeroplanes at that distance are tiny and good eyesight is required to pick them out. Even the best of ears is not good enough to hear them as their approach is power off and they are almost gliding. Even slight changes in throttle power are insufficient to be heard. Conditions were perfect for flying, God was in Heaven and all was well with the World when the peace was shattered by a thump and then another followed by a sinister, sickening, silence. A Glasair on approach to land had clipped the tree tops and crashed short of the runway. Two of our friends and members were on board and one, Colleen Keen, was killed, whilst the other, Rachael Lumb, was critically injured. The aircraft was destroyed.

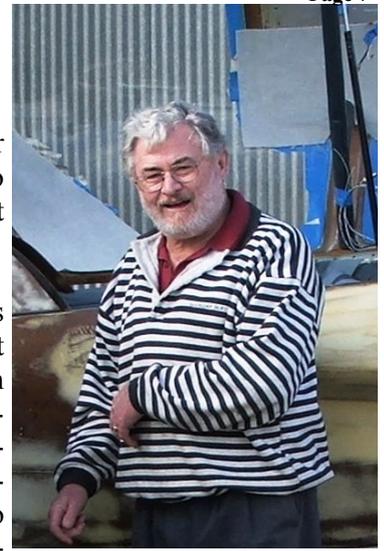
The NSW SAC has been in existence for almost forty years. At first it was a club with only a handful of members and a rough airstrip cut out of the bush but it has grown into a [fairly] well organised group of aviation minded individuals and a 1000 metre sealed airstrip which is the envy of almost every other sport aircraft club in Australia. Running the length of the field it has a sealed taxiway that is better than some runways that I have landed on. Nobody really knows how many aircraft are based at NSW SAC Wedderburn as many are under construction whilst others are being renovated and some grounded for maintenance, but I would estimate that there are about 250 to 300. A record of departures and arrivals is not kept so it is not known how many movements there are on a fine and sunny day like Sunday 19<sup>th</sup> July. Over the years there have been occasional incidents as

with any sport but even for old timers it is difficult to remember a major accident similar to this.

The Keen and Lumb families are going to have a difficult time coping with the anguish of this accident on their families. Colleen had two daughters who now have no mother and a husband who has no wife. Rachael buried her husband, who died from natural causes, only the week before. They were planning to move down the coast to live. Now she faces the prospect of a protracted recovery from her physical injuries and then the inevitable "survivor's guilt". Yes, it was indeed a melancholy day at Wedderburn. The hearts of our members are heavy as we struggle to cope with this catastrophe.

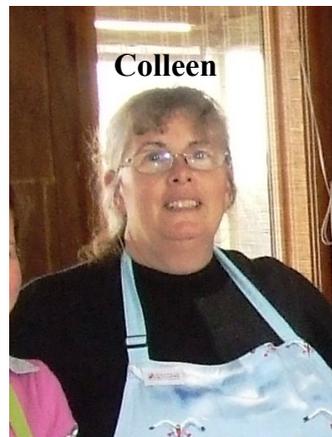
More than ever, regardless of the cause, we are reminded that the air, even more than the sea, is unforgiving.

Fly Safe!



*Jock Anderson*

**Jock Anderson**



**Colleen**



**Rachel**

### **Local resident, Dr. IAN FORD, passes on**

One of our local Wedderburn friends, Dr. Ian Ford, passed away suddenly as a result of a severe heart attack a few weeks ago.

Ian served in the Royal Australian Navy, reaching the rank of Lieutenant Commander on his retirement from the forces, and served the community as a Medical General Practitioner until late in his life.

Dr. Ford leaves behind his dear wife, Kathleen (Kathy), who will hold a short ceremony to scatter his ashes at their property on Victoria Road in September.

Dr. Ian Ford should not be confused with our SAC member from a past era with the same name.

Pictured at left is Dr. Ian and his wife, Kathy, at their wedding in 2000.

The members of the NSW Sport Aircraft Club wish Kathy and the extended Ford family all the best for the future without Ian.

**David Rittie**



## A few words from our caretakers, Dawn and Rouen Andrews

We have been deeply saddened, by the recent loss of club members Jim Lumb, Colleen Keen, Bruce Cunningham and Bob Peak. As a mark of respect to their memory, our normal contribution to this Newsletter will not appear, as in the light of the loss of these members all other news pales into insignificance.

Our condolences and sympathies go to all family, friends and loved ones, and we mourn with you in your losses.

To Rachel Lumb go our sincere wishes for a speedy and complete recovery from the horrendous injuries she suffered in the tragic accident that claimed the life of Colleen Keen.

**Your Caretakers: Dawn and Rouen.**



## June's Social Workday

The most recent Social Workday was held on Sunday, 28th June and was, once again, well attended by the members. This is thought to be mainly due to the opportunity to meet and socialise with many of the other members. There is also the theory that the main attraction of the workdays could be the great meals that are provided to all comers.

There were all sorts of jobs being done around the airfield which were arranged by our workday coordinator, Richard Thompson, which included some clearing of undergrowth, pothole filling, mowing and whipper snipping, resulting in the airfield looking an absolute treat by lunchtime.

This time around the lunch menu consisted of braised beef and vegetables, followed by some rice pudding. The food on this occasion was, as usual, mainly the work of Karen and Steve Lalor, and is always a delight.

Despite the big roll-up of members there was still more than adequate quantities available, enough for most of us to have 'seconds', and it was simply delicious.



Thanks to all for the social interaction, and thanks to all those who assisted the Lalors in the production of the great meal.

The next Social Workday (and free lunch) is scheduled for Saturday 29th August, followed by another Oz Runways course to be conducted by Eddie Seve, starting at 2pm.

**David Rittie**



**Top:** Greg Goulding, Bob Sprague and Vic Laybutt (driving) filling and rolling pot holes.  
**Left:** John Onrust hard at it. **Below, left to right:** Colleen Pillemer, Steve and Karen Lalor, Wendi Leigh, Dawn Andrews and Diane Brookes, all helped to provide the great lunch.

### The workday lunch



**Our newest Committee member, Errol Pillemer, has his say**

Hi everyone

We have some items that have served their purposes well, and are no longer needed by the club. Anyone is welcome to come and collect them. The prized items are:

**Item A** 32 padded chairs covered in lovely aquamarine vinyl. They aren't nearly as smelly as they look. Find them in the BBQ area.

**COME AND TAKE ONE, OR COME TAKE 'EM ALL!**

**Item B** One unregistered trailer, in lovely mission brown with beautiful



canary yellow trimming. Has two wheels and (it appears) also a spare. Comes complete with broken and missing lights.

**COME AND GET IT!**

**Item C** The old clubhouse wood burning fireplace comes complete with its own rustic appeal. It has a place in history as it has served the club since its installation in 1978. A heritage piece that shouldn't be missed.

**COME AND GET IT!**

**Item D** The next unmissable group of items is 41 stackable brown plastic chairs. These much sought after chairs have metal tube frames with tough, rump-hugging, suntan brown, form-fitting tops. A couch potato's delight. (They all belong to Greg Ackman.) You will find them in the BBQ area. Beat the rush, Greg, and

**COME AND GET 'EM!**

*(Late breaking news. It seems that they have already gone. Ed)*

**Item E** This final item is the "piece de resistance" of this group of bargains. It is last century's model Toyota Land Cruiser. It comes with four wheels and a steer-



ing wheel and is believed to even have an engine under the bonnet.

This fine example of the marque has obviously not been well cared for or loved, and the amount of rust is considered normal for its age and use. The instrument panel is a restorer's delight as it needs a little attention, and Yes, it has four rubber tyres.

This Toyota is very reasonably priced at \$0,000.00 Beat the stam-pede and **COME AND GET IT!**

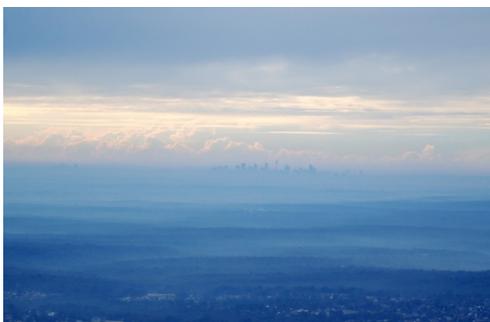
**Errol Pillemer**



Colleen Pillemer tells us about how she (and Errol) made the outback trek to

## The BIG RED Bash

Departing Wedderburn on 30<sup>th</sup> June for the Gold Coast we were a bit concerned about the weather as fog and rain were indicated between us and our destination. Our flight north was grey skies and intermittent cloud, not the weather I enjoy flying in. As we approached Maitland we saw that we would not be able to land as the whole area up to Cessnock was covered with fog so we turned around and headed for Warnervale. Whilst refuelling at Warnervale the skies opened and we made a dash for the clubhouse where we sat around drinking coffee for the next hour waiting for the rain to stop.



**Departing Wedderburn - Sydney in fog**

The squall passed and having phoned Williamtown and friends along the route we decided that flying coastal would be a better idea than traveling over the internal parts of the country which were still fogged in.

We saw blue skies towards the east and headed in that direction and not even ten minutes later we had almost perfect flying weather.

Flying into the Gold Coast proved a bit of a problem as they said our transponder was giving a scrambled signal. All the way up the coast, over Williamstown and Coffs Harbour we had not had any problems but now there seemed to be something wrong.

After landing we approached an Avionics company on the apron to check our transponder and they found one of the pulses were not going through correctly, which they would fix before we left two days later.

All fixed and ready to go two days later with a nice bill of over \$400 to fix the

pulse.

Next was our hop to Bourke with skies now being clear and I was pretty happy as the mountains were rather high and I was glad I could see them.

We had arranged a pick-up from Bourke Airport with our accommodation - Kidman's Camp. What a wonderful surprise this was for us. Only when we landed did we realize that there was no restaurant at Kidman's Camp except the campfire evening and no bottle shop. The managers, Jane and Peter McFetridge, came to the rescue and supplied us with items to see us through and even a bottle of good red wine for the campfire. When I tried to pay I was told it was complimentary. It is these acts of kindness that one remembers long after the trip. We had one of our best stays visiting Kidman's Camp and I would dearly love to get back there again one day and perhaps next time go up the Darling River on their paddle steamer. The Poetry on a Plate evening was just one of the highlights. Poetry and story-telling under a large Coolabah Tree sitting around the campfire eating delicious slow cooked beef, vegetable and lentils served with rice was perfect for the cold evening enhanced by our complimentary bottle of wine.



**Where am I supposed to put all this luggage Colleen's taking**

Next stop was Thargomindah which had a wonderful long bitumen runway and a freezing biting cold wind. The town is a neat little town in the outback with lots of 4x4's travelling down the main road. I suspected a lot of them were heading for the Big Red Bash. We found a really nice coffee shop next to the new information centre and had a great lunch and coffee there.

That afternoon we spent wandering along the river taking photos. That evening we decided to stay indoors because of the cold and ate at our motel. The food was not special but it was a great evening meeting some of the locals.



**River Walk - Thargomindah**

Next morning it was time to head for The Dig Tree. The Dig Tree is the focal point of the story of the early explorers Burke and Wills. The airstrip was quite difficult to see as it looked no different to the surrounding terrain but once spotted we landed with no difficulty.



**Landing Strip Dig Tree**

We paid our \$11 to visit the dig tree in the honesty box and walked the half kilometre to the Cooper Creek and The Dig Tree.



**The Dig Tree**

There were quite a number of 4x4's visiting the site and it was interesting reading about Bourke and Wills and their unfortunate trip which was displayed in a corrugated iron building close to the landing strip. The Dig Tree remains preserved today as living history to the Burke and Wills tragedy.



**Wheel kicker**

Next stop was Cordillo Downs where Anthony Brook and his wife were having a huge party. Our friends, Nell and David Brook from Birdsville had decided to fly down for their son's party and asked us to join them. We all timed our landing on the airstrip for the same time and even their daughter arriving from Brisbane landed within a few minutes. That night we found out how outback farmers can party. Unfortunately, as we were leaving early next morning we could not follow their lead and retired to bed quite early.



**Party Games**

Next morning Nell and David flew out in their plane followed by us and then Karen their daughter with us all heading for Birdsville. Before flying into Birdsville we did a circuit around Big Red and saw hundreds of vehicles already parked and camping below Big Red was all ready to rock and roll. It was party time and we had to get ourselves to the dune.



**Campers below Big Red**



**Flying over Big Red**

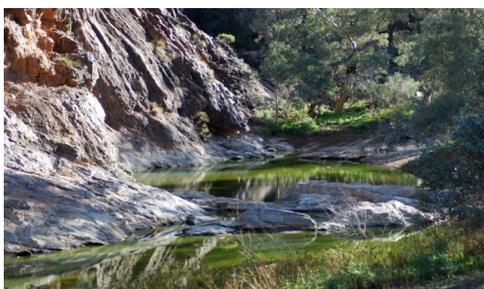
We spent three days in Birdsville and we rocked till we dropped. What an awesome sight with about 4000 people camping, partying, dancing enjoying each other's company on the slopes of Big Red. This sand dune is the biggest in the Simpson Dessert. It is located on the Brook's farm where they farm organic beef.



**One of the Bands**

Too soon it was time to depart again and Nell and David suggested we fly into Arkaroola for our next night.

We were met by Doug Sprigg who runs Arkaroola Wilderness Sanctuary. He offered us his 4x4 so we could look around the area and also go on a hike. Doug is a mine of knowledge about local history, the stars, geology, flora and just about everything one could think off, and he loves sharing it. That night we joined him and a few guests in one of the two observatories and had a guided talk about stars and galaxies. He also runs a Ridge Top Tour which we sadly missed as time was too short but we have promised ourselves this is one place we will be back to visit.



**Arkaroola**

After refuelling we departed for a fly over of Wilpena Pound and some of the mountainous areas of the Flinders that Doug had suggested. The aerial view of Wilpena Pound is spectacular, beautiful and completely unique. Wilpena Pound is a natural amphitheatre of mountains of sedimentary rock in the forms of large folds with younger layers closer to the centre of the structure. From the air it looks like a large circle of mountains enclosing a round valley.



**Wilpena Pound**

Checking our fuel it was time we headed for Broken Hill. We landed and as we tried to restart at the fuel bowser our aircraft battery was dead. After talking to the guys in a nearby hangar they agreed to charge it for us and we hailed a taxi to town. We booked into the Royal Exchange Hotel which had been renovated and enjoyed an exceptional dinner in their restaurant that night.

Next morning our plane started first go and off we flew heading for Forbes. We once again changed our travel plans as we had noticed bad weather moving in. As we approached Forbes so did some dark storm clouds. We quickly refuelled and decided to head directly to Wedderburn ahead of the incoming weather. It was a good decision because the next day the cold front moved in and we would have been delayed.

Our ten day trip was wonderful. Everything was more than we expected, especially some of the hospitality encountered in small towns. We had fun, we laughed, we ate too much and perhaps once or twice had one wine too many, but the whole trip will be remembered and treasured for a long time.

The Big Red Bash will now become an annual event and I highly recommend a visit.

**Colleen Pillemer**

## Moruya's "BIGGEST MORNING TEA" - 7th June

The Moruya Aero Club hosted an event called the 'Biggest Morning Tea', held on Sunday 7th June. The purpose of the event was to raise much needed funds for cancer research.

Many SAC members attended, and helped to raise some funds by buying a cup of tea and some food, and many put extra money in the collection tin.

The pictures tell the story.



**Top:** Tim Causer, Errol and Colleen Pillemer, Ian Harvie and Nash Pilling, with Dave Berry's Sapphire in the background.

**Above left:** Colleen & Errol Pillemer taxiing for departure in their Lake Buccaneer. **Above right:** Two Jabirus belonging to David Rittie (left) and Nash Pilling (right).

**Bottom left:** Tim Causer's bright red Sonex. **Bottom right:** John Bennett's RV.



## Some interesting photos



**Top left:** This photo is of Clive Brookes (centre) and Richard Wiltshire (on the right) inspecting a brand new Twin Otter on Floats, which will soon begin service in Fiji (note the un-cowled P&W Canada PT6 engine) and at **Top right:** another picture of the whole aircraft. Very interesting!



**At right:** This photo, taken off Kalbarri, was sent in by Lloyd Shepherd, and is of a Humpback whale being escorted by 19 dolphins. Great shot!



**Below:** However, the editor's choice for 'Photo of the Month' goes to Colleen Pillemer for her aerial photo of Wilpena Pound, which she took on the recent trip to the BIG RED BASH. Congratulations Colleen. Your prize is an extra helping of dessert at the next Workday Lunch!!

## PHOTO OF THE MONTH



## Ian Harvie tells us about his trip to OSHKOSH - 2015



Well as many people it seems, still prefer OSHKOSH over AIRVENTURE, It was Oshkosh I attended this year.

As in the past I left early so that I could volunteer with the VAA (Vintage Aircraft Association) in getting the Red Barn area set up for the big show. This is al-

ways a lot of fun mixed with hard work, amongst the greatest crowd of people you could wish for. The VAA had built two new buildings each side of the path that leads to the Red Barn and my main task was to paint these two buildings.

However, the real highlight of this year was the mass fly in of Stinsons by members of the International Stinson Club, and I think we created history in that for the first time there were three Australian Stinson owners who were lucky enough to join in as passengers. On top of that, all were from Wedderburn! Maurie Evans, Geoff May and I gathered at Watertown about 50 NM from Oshkosh to join in.

Over 40 aircraft had signed in to attend, but due to the bad weather in some parts of the States in the preceding days there were finally only 19 aircraft at Watertown. On Saturday every one was briefed and took off on quite a long practice run to get used to flying "in trail" for the eventual flight in on Sunday morning. Most people had booked in at the Holiday Inn which is right on the airport, and early Sunday morning we had the last briefing and got airborne in trail for the mass arrival at 0730 hours. Maurie was No. 2, I was No. 5 and Geoff No. 15 in the line up. The weather was fine and all went well. Very exciting landing at the biggest air show in the world.

I got in a bit more work on the Sunday, then was very lucky that one of the other volunteers could run me back to Watertown to pick up my rental car.

Well I know that you must always get fit for Oshkosh, but I felt like I'd walked further than any previous trips. Or is it just old age?

My first wish was to see the incredible Mosquito that had been restored in New Zealand. There were actually two at

**The incredible Mosquito**



Osh. but the other was not airworthy being just a museum piece. The NZ one was immaculate! I studied it very carefully and was most impressed to see the cotter pins in the castellated nuts on the undercarriage had been installed in the proper "British" way. Now, who knows what the difference is? Auster owners should know.

There were acres and acres of homebuilts and of course the thousands of campers in the "North Forty" where visiting non show aircraft are parked.

Most of my time of course was spent in the Vintage lines where many aircraft were parked by type. Incredible rows of highly polished Ercoupes (seventy five years since the Ercoupe first appeared.) Rows of Howards, Stinson Reli-

**The Ercoupe**



ants, Cessna 195s and of course all the smaller Aeroncas, Pipers, Taylorcraft, Cessna 120/140s. One Cessna 140 had flown in from Argentina. Further South there were amphibians like the immortal Republic Seabee.

On the South West side of the main runway there is the "ultra light " strip. This year it seemed to have been taken over by the incredible "Stol" bush planes, that seemed never to be out of the air. A 'must visit' place of course is the very pretty sea plane base which is reached by a short bus ride from Wittman field.

**Homebuilt amphibian**



All this and of course with never ending forums on all aspects of aviation, home building, talks by prominent people etc. Yes it's just getting bigger and bigger. One wonders if

it should be more than a week. The air show proper starts every afternoon and is spectacular for the aerobatics, and warbird displays followed later by night aerobatics in aircraft fitted with fireworks.

Sometimes though I feel that something is missing. To me an airshow is not just incredibly noisy jets roaring in from one side to disappear vertically until they are a dot in the sky. I know I'm getting old but real airshows to me were Art Scholl in the Super Chipmunk, Tom Poberezny, Gene Soucy and Charlie Hillard in the red Pitts Specials, the French Connection, Bob Hoover, and Duane Cole in the clipped wing Taylorcraft. Oh yes, the spectacular Harrier is something to see, but incredibly noisy. It performed several times.



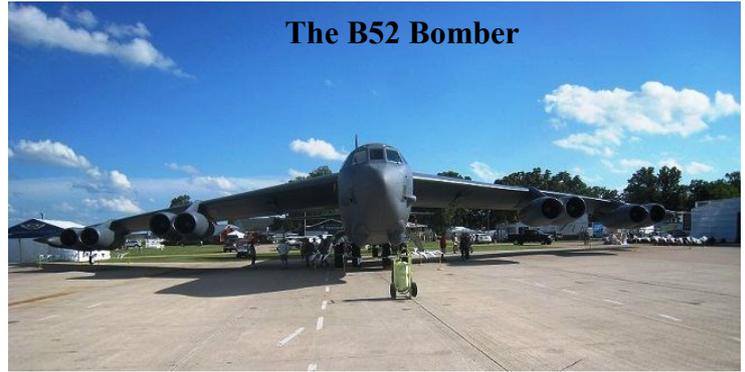
**Hawker Harrier**

One visiting aircraft was the B52. I think it is the largest aircraft to land at Wittman Field. It has "outrigger" wheels



**The B52 Bomber lands at Wittman Field**

each side to support the huge wing span, and the runway lights had to be removed from each side of the runway for it to land. A parachute was deployed to slow it down after landing.



**The B52 Bomber**

Then of course if your not interested in "airplanes" you can go to the pop festivals, but I go to see "airplanes" "airplanes" and more "airplanes", learn more skills at the forums and meet old friends. A visit to the EAA museum is a must and it is heart warming to see the trouble they go to for young children with interactive activities revolving around aircraft.

I have always camped in Camp Scholler, you're right on the spot, get up early and wander the flight line before the crowds arrive. This year, apart from a little rain the week before, it was perfect weather for the whole time.

If you haven't been, make the effort. It's the biggest airshow in the world! And to give it some scale, there are about 2/3<sup>rd</sup> of the total aircraft population of Australia, fly in for the week.

**Ian Harvie**

The story and all the pictures in this article are all Ian's work. Thanks Ian. Very interesting.

Gary Weeks has sent in a link to the website which is just full of Oshkosh photos. The link is:

<https://www.flickr.com/photos/eaairventureoshkosh/page1>

Thanks for the tip-off Gary.

*Ed*



**The Sea Plane Base**

## Sy's Twin Pioneer Progress Report, and some other bits and pieces

### Twin Pioneer Progress Update.

On Saturday 11th July, Sy Allsep's 'Team Wedderburn' completed the overhaul work on the Twin Pioneer port wing in readiness for the next major milestone – lifting and re-attaching to the port wing stub of the airframe.

The wing was finally removed from the temporary turn-over stands, and repositioned back onto the two flat stands. All the fittings, pipes, panels, control surfaces and the wing tip have been returned to their rightful positions after the long overhaul process.



*The smile on Team Member John Land's face says it all really.  
Photo Peter Reardon – 11 Jul 2015*

A few of us were suffering RSI (Repetitive Screwing Injury) from screwing in so many metal screws to close up all panels on the wing and refit the wing tip. But it did feel so good to be leaving the airfield that day, knowing that we are ready for the next big step forward in the project.

Hopefully, by the time you read this newsletter, the port wing will be back on the Twin Pin and Sy will be smiling down on us.

This article was sent in by our member, Peter Reardon. Thanks for the update, Peter.

**Ed**



The two pictures above were sent in by Lloyd Shepherd, and both were taken at Cameron Corner.

The photos are of Dianne and Lloyd Shepherd, and Pam and Bill Bishop, along with their two aircraft.

They were at Kalbarri last we heard, and at that time, were due back in town in around three weeks.

They were shocked to hear about the recent crash.

Thanks for the pictures, Lloyd.

**Ed**

This photo (right) was sent in by Jason Camilleri who wrote:

*"Please find attached a photo of our newly purchased Zodiac 601XLB. A small upgrade from our Jabiru LSA 55 which is now sold!*

*It has a Rotax 912 100 HP up front, and has the newer Zodiac CH 650 canopy. Flies like a dream and Dad and I are absolutely loving it! It's very shiny!*

*We picked it up from Bendigo in VIC on June 20th, and returned back to Wedderburn on Sunday the 21st June after a night at Tumut Airport, and just in time for a great lunch at Bruce's hangar (Yum, Thanks Bruce!!)*

*Jason and Valentine"*

Thanks for the photo Jason. We hope you and your dad enjoy your new toy. Yes. It is very shiny.

**Ed**



# Maitland Air Show, 4th July - the story in pictures



**Above left:** Bob Hazell after flying the Caribou. **Right:** Donna and Bill Handley, Bob and Marlene Priddle. **Below left:** Gordon Steer and Paul Milsted. **Bottom:** Australia's first astronaut, Paul Scully-Power, looks on.



## Dave Butler's story PART ONE

Delivery flight of VH-UOK from Wedderburn in Sydney to Busselton WA May 2015.

**Editor's note:** This is a very long story, but worthy of the telling. Because of its length it will be published in installments. Here is the first instalment.

When I advertised my Corby Starlet for sale I stated in the advertisement that I could "deliver anywhere in Australia" and I secretly hoped that someone reasonably far away would buy the aircraft so that I could have one last great trip before handing her over. When Ben from Busselton WA committed to the purchase of the aircraft the reality of what was ahead of me started to sink in.

Wedderburn is in Sydney on the East coast of Australia and Busselton is south of Perth on the West coast, from the Pacific Ocean to the Indian Ocean across a continent 3,700 kilometres or 2,300 miles wide. Given that the Starlet has a 42 litre fuel tank and an effective range of around 2 hours with reserve, I quickly realised there were going to be some serious logistical issues to resolve prior to undertaking this flight. The aircraft cruises most comfortably and economically between 105 and 110 knots (120-125 mph) but flying East to West across Australia one can normally expect to have some considerable head winds, particularly going into winter, so it seemed prudent to be conservative on my actual ground speed so I decided to add a 10-15 knot head wind component to my flight planning giving me an anticipated ground speed of 95 knots (110 mph). It was obvious then that the trip across the country was going to take around 21 hours of flying, which is about as much as I had been historically flying the aircraft normally in a whole year! The 2 hours endurance at 95 knots meant a maximum distance between refueling stops of no more than 190 nautical miles (220 statute miles) with my 40 minute reserve safety margin, so the whole trip was going to take at least 11 stops if I could find refueling stops located conveniently every 2 hours. After many hours of looking at 'Google Earth' maps it became apparent that fuel stops were limited in some areas and I would have to be doing a few of the legs considerably shorter than the 2 hour limit to make my way across the country - more like 14 stops in reality. With available fuel stops really dictating the route I needed to take on the trip another aspect started to become clear to me once I started looking at the map details in Google Earth, I was going to be flying over very remote country on a few of the legs, in some instances at least a hundred kilometres from any kind of civilization at all. I'm a low time VFR only pilot with limited cross country experience and my previous forays away from Wedderburn had been limited to generally 'single leg' trips to places like Temora, overnighing there and then back to Sydney the next day - I was now planning on at least doubling this each day and doing it every day for a week or more. My aircraft (which I built from scratch over an 18 year period) is a wonderful little machine; beautiful to fly but not really designed for extended cross country flights. The cockpit is VERY small with no room to move or stretch out at all and two hours flying is about as much as one can do in this machine before starting to become quite uncomfortable. Also the aircraft needs to be hand flown 100% of the time as there are no 'trim' mechanisms to take the aerodynamic loads off the control stick, when the fuel tank is full some constant back pressure is required on the stick to keep the aircraft level and as the fuel burns off this transitions to some forward pressure on the stick as the fuel load lightens.

Given the requirements for distance between fuel stops the flight plan came together fairly quickly as follows:

Wedderburn - Temora  
 Temora - Hay  
 Hay - Mildura  
 Mildura - Renmark  
 Renmark - Port Pirie  
 Port Pirie - Wudinna  
 Wudinna - Ceduna

Ceduna - Nullarbor Roadhouse  
 Nullarbor Roadhouse - Forrest  
 Forrest - Caiguna Roadhouse  
 Caiguna Roadhouse - Balladonia Roadhouse  
 Balladonia Roadhouse - Esperance  
 Esperance - 'The Lily'  
 'The Lily' - Busselton.

So the whole trip was going to look something like the route shown on the map of Australia and I'd try and complete two legs a day and overnight at the locations marked in red. Of course I



knew that I'd be at the mercy of the weather and that this was a 'plan' and that the reality may end up being something quite different!

After many hours of checking online (how did we ever get anything done before the internet existed?) I could see that Avgas should be available at all but probably three of my stops and that Premium Unleaded automotive fuel would be available at those, as the Jabiru 2200 is certified to use Mogas above 95 RON this looked OK. I couldn't actually book any accommodation for specific dates as I didn't know 'when I'd be where' so I would just have to hope that something would be available each night. A number of years ago I had flown across the country with a mate in his Cessna 402 twin and we overnighed at Forrest in the middle of the Nullarbor and really enjoyed the place, we both vowed to revisit one day if we could. When he heard about my delivery trip he decided to use this as the opportunity to go back and visit, so he and his wife, along with my wife, booked themselves on a flight from Sydney to Adelaide and then on to the Indian Pacific train to Perth, but they would disembark at Forrest and stay there for four days - hopefully coinciding with the period that I would be transiting through there.

I now had my basic route and so I started looking at each leg in detail to create my actual flight plans. One of the great advantages of flying in an aircraft is the ability to go directly 'point to point' and (generally) not be constrained by the topography of the earth's surface, however flight planning this way can lead to flights over country that is not at all conducive to a forced landing and, having already experienced one total engine failure at 4,200 feet and the ensuing 'quiet' glide thereafter, I have become very conscious of the availability of landing opportunities in any type of country I chose to fly over (my 'dead stick' landing worked out just fine as I was flying over some good flat country at the time and neither I or the aircraft were damaged at all). So for each leg of my flight it was back to Google Earth to choose a route that was not the shortest but the safest, generally also following major

roads so as to keep me 'in touch' with civilization and to help with visual navigation. I picked my GPS way points accordingly, saved them as 'a path' (.kmz file) in Google Earth and then converted them to a .gdb file to import into my Garmin Aera 500 GPS unit. The Aera was to be my back up GPS, my main navigation would be via an iPad Mini running the Oz Runways EFB application and all of my flight plans were duplicated to run in this App. I don't know how anyone could have done such a flight across Australia in a Starlet in the days prior to EFB technology, I have previously struggled to use just the paper version of the Sydney VTC chart in the tiny cockpit, yet alone all of the required WAC charts to get right across the country - and definitely no room for that old bulky paper ERSA! I would also carry a backup hand held radio (with head set adapter) and a 406 MHz GPS encoded PLB. Between the very small locker at the back of the cockpit and the space directly under my seat I was somehow able to work out how to store a bottle of Aeroshell oil, some tie downs, a very basic tool kit, a small toilet bag, the canopy cover, four pairs of 'undies', a couple of T shirts, a couple of pairs of socks, a spare pair of jeans, a warm top and a bottle of fresh water.

So all I had to do now was set a departure date and this was to be determined by a couple of factors - Ben the purchaser returning back home to Busselton from work commitments in the Top End of Australia - and my successful recovery from hip replacement surgery. And so Friday 15<sup>th</sup> of May 2015 became the 'Go' date, which was about 8 weeks after my operation.

**Friday 15<sup>th</sup> May:**

**Wedderburn to Temora.**

Temora had been chosen for a couple of reasons; 1) It had me heading in the right direction! 2) It afforded the oppor-

tunity to catch up and spend the weekend with my mate Frank Edwards who has a hanger there, also some other guys from 'the Corby Crew' took the opportunity to join us - Stephen Graham from Lake Cargelligo, Bill Tuggnet from Bathurst and Russ Garraway from Colac in Victoria. Another bonus was that it was a 'Flying Weekend' for the Temora Aviation Museum and we would get to see some great aircraft displayed.

My wife and daughter dropped me off at YWBN early around 06:30 but I ended up departing at 10:30 and had a uneventful and pleasant flight that lasted 1 hour and 40 minutes. However I did make note that when I departed YWBN the sky was almost completely clear of cloud but by the time I had just passed Mittagong, which is only about 12minutes flight time, I was under a low cloud base that was holding me at 1,700' AGL to maintain the required 500' separation from the cloud, however I could see it was getting clear again ahead of me and by the time I passed Goulburn it was back to clear blue skies.



**TO BE CONTINUED IN THE NEXT NEWSLETTER**

**TWO HONDA GENERATORS For Sale**

**Two 3,500 Kva HONDA Generators**

**\$350 each**

For further information Contact

Richard on

**0412 288 061**



**Caravan going for FREE**

**Peter Needs has a caravan to give away**

Peter Needs has an old 4.5 meters long "Viscount Ambassador" caravan in his hangar.

He is offering it free to any club member before it goes on GumTree

It's going for free, as is where is.

**Contact Peter on 0412 285 212.**

**COME AND GET IT**

**IT'S FREE**



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



### FOR SALE - Flight Design CTLS

265 hours airframe and Rotax ULS  
LAME maintained  
Constant speed prop  
Comprehensive documentation  
Upgraded landing gear. Leather seats. Many extras.

**\$125,000**

Enquiries:  
Vic Laybutt on 0414-734-541 or  
[jay@cadplanners.com.au](mailto:jay@cadplanners.com.au)

Engine/Airframe hours 320.  
Engine: Rotax 912 ULS, reduction box 1:2.43  
Aircraft Empty weight: 330kg, Max weight 545kg  
Cruise Fuel Burn 17 litres/hour  
Fuel Capacity 80 litres. Endurance: 5 hours  
Climb Rate 1,000 ft/min  
Stall speed 32 knots Max 100 knots  
Cruise 93 - 95 knots in good weather  
New Kaspar in flight adjustable propeller (conservatively, an increase of 12 knots.) The aircraft is a simply brilliant machine and just superb off water. Full fuel, 2 x 85kg occupants and this aircraft gets off the water in approx 120 metres. Currently homed at Wedderburn NSW.

**Offers above \$95,000**

**Jay 0418 734 541 or [jay@cadplanners.com.au](mailto:jay@cadplanners.com.au)**

### Super Petrel 100 Amphibian For Sale



### Karasport



### KARASPORT

RAA Rego No 100411 (registered until 17 Jan 2016).

Engine: Rotax 582 UL. Airframe hours: approx 210.

**This aircraft is from Robert Greig's collection.**

**PRICE:** \$12,000 or near offer.

For more information contact:

**Chris Greig on (02) 95204779 or 0414193774**

### 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](mailto:kaybee@exemail.com.au)



## Aircraft and Hangars For Sale (cont)

### Cliff van Praag's Aircraft and other "treasure trove" items are up for sale



**Pazmany PL2**

Aircraft for sale include:

1. A Pazmany PL2, a 2 place side by side, joy stick, fixed tricycle gear aerobatic sport aircraft. Engine is a Lycoming O320 150hp with fixed pitch aluminium prop. The engine has been repainted with new oil hoses installed and has about 150 hours remaining. The airframe needs some minor work done on one main gear leg and some final assembly before flying. Considering all reasonable offers.
2. Volksplane with VW engine, "Herbi" in flying condition. Considering all reasonable offers.
3. A tube and wire ultralight less engine and sailcloth envelopes. Considering all reasonable offers.
4. A fibreglass ultralight less engine. Considering all reasonable offers.
5. A treasure trove of parts and accessories collected over thirty years including complete VW engines, motor bikes and scooters and various other engines, generators and lots and lots of spare parts. Considering all reasonable offers.



**Volksplane "Herbi"**



**Contact Kevin Haydon on 0408 694 713.**

Goods can generally be inspected each weekend or by arrangement.

#### **PA-22**

#### **PIPER TRI-PACER 160**

**s.n. 22.6710**

Engine: LYCOMING 0.320.B2A 160hp. TTAF: 2080hrs. Engine: 750hrs to run. Prop: 400 hours since overhaul per Sensenich SPRM 546. Cover: 100% Dacron – Excellent condition. Instruments: VFR only, transponder overhauled, new decoder fitted in 2014 and new battery in 2015. Always hangared - 4 place intercom. Garmin GPSMAP 296.

All AD's are up-to-date including crankshaft corrosion inspection and remediation. New wing struts, of the sealed type, have been installed as well as new sparkplugs. Disc brakes have been installed. The rego has been changed to VH-FTL, brand new Airworthiness Certificate now complete. This aircraft is "as good as new".

**PRICE: \$70,000**

Contact Hank on 0418 230 102 or at [vangasselt@wgib.com.au](mailto:vangasselt@wgib.com.au)



### **YAK-18T - The best one in the country**

Aerobatic, 4 seats,  
2400 hrs TT. 2 hrs since ground up rebuild.

All logs since new.

New 400hp M-14PF. New MTV9-29 3 blade prop.

Long Range tanks 4.5 hrs total.

Digital Gmeter, Digital Tacho, Colour Garmin GPS.

All new fabric, paint, interior, windows, batteries, brakes, wheels & tyres. VHF, AM/FM/CD, DVD player, infrared headsets in rear. Experimental category.

**Reduced to AU\$150,000. No GST.**

Genuine enquiries only - NO TYRE KICKERS.

Contact via email: [aussiehouseboats@gmail.com](mailto:aussiehouseboats@gmail.com)





**Rutan VariEze**

Rego 19-8286  
 Lycoming O-200, 800 hrs to run  
 Radio, analog instruments  
 Cruise 150Kts  
 Airframe 9/10, interior 7/10  
**\$22,000**  
 Contact Steve Cohen on 0425 221 271

**Glen Frohling's Maggie**

Stall speed: 40kts clean, 34kts with full flaps  
 Max cruise and VNE 100kts  
 Max fuel: 80 litres  
 Fuel burn: 15lts/hr at 85kts  
**\$10,000**  
**Contact Glen on 0404 843 963**



**Vic Laybutt's Cessna Cardinal 177RG**

Comfortable 4 seat cruiser, 138kt on 38lt/hr, 6hr endurance.  
 TT 4140hr, eng 1450 htr, prop 535 htr.  
 STD Cessna IFR panel, currently downgraded to VFR.  
 SIDS due 2016.

**Best offer above \$55,000.**

Contact Vic: 0414734540 or vic.laybutt@gmail.com



**AIRSTRIP and QUALITY HOME, NSW**

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

300 acres, numerous sheds, 45,000 litre house water storage. Dams and springs.

Grass airstrip 800m x 100m, extendable with small additional land to 1000m, fully fenced, cone markers, two windsocks, clear approaches. Two hangars, 15 x 18m and 12 x 8.5m both with power and water, concrete floors and aprons. Minutes by air from Temora with its museum, aero club and fuel, 150nm from Sydney.



**\$1.6m ono.**

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

## 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



## 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

**\$25,000 ONO**

Contact Bob on 6495 9251 or boboshkosh@yahoo.com

## Roy Docherty's TIPSYP NIPPER

## Slingsby T66 Single Seater.

Reluctantly selling my Jabiru 2200 powered Topsy Nipper.

This fully aerobatic airframe has flown 729 Hrs since rebuild,  
Engine 53 hours since new.  
Hangared at Wedderburn.

This aircraft is for sale at the newly reduced price of

**\$15,500**

Call Roy on  
0404 756 407 or 02 4294 3900



## HANGAR Q1/R1 is FOR SALE



Large (31m x 15m) hangar with easy taxiway access.  
1 x 18 metre wide and 2 x 12 metre wide hangar doors.  
Extra large mezzanine area covering over half of hangar.  
Generator shed with remote control 12 KVA diesel generator.  
Workshop equipment included. Too many inclusions to list.  
Possible option to purchase either half hangar.

**Price \$275,000**

Call Bernie on 0414375795

for inspections or expression of half hangar interest.



**Picture is courtesy of Doug Stickland**

**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.**