

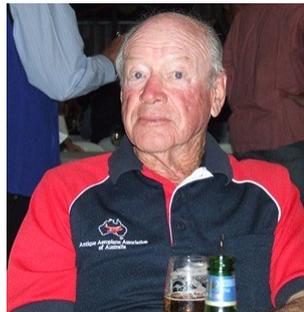


# The N.S.W. Sport Aircraft Club Newsletter

JUNE - JULY 2011

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**Above, clockwise from the top:** Maurie Evans' Stinson, Dave Thomas and Ian Harvie's Aeroclas at Echuca. Inez and Frank Luke; Ian and Don Harvie; Mal McAulay; Dave Thomas; Barbara Pearce and Clin Ashton-Martin, all at the AAAA Annual Awards Presentation Dinner. [No prizes won by SAC this year.]

**Below:** SAC aircraft and visitors at the May 22 Fly-in/Drive-in Brunch. Story is on **Page 6**



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

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

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|                             |    | Caretaker "Kanga" Rouen Andrews  | 0425 380 964 - - -                        |

\* \* **UPCOMING FLYING AND SOCIAL EVENTS** \* \*

If you want to stage an event, or invite the Club to join you on a flying jaunt please talk to me. You will earn additional Championship points.

**Bret Cavanagh**

**UPCOMING EVENTS. Put 'em in your diary**

|                                  |  |              |
|----------------------------------|--|--------------|
| <b>Frogs Hollow BBQ</b>          | Sunday, 12th June, midday, or stay the whole weekend.<br>Contact: John Duncan. 0404 360 489  | Frogs Hollow |
| <b>Avalon Tattoo Fly-by</b>      | Saturday, 18th June, 2pm.<br>Contact: David Rittie. Briefing in Clubhouse at 11am  | Avalon Beach |
| <b>General Meeting</b>           | Sunday, 19 <sup>th</sup> June, 2pm<br>Contact: Margaret Nightingale  | Clubhouse    |
| <b>Social Workday</b>            | Sunday, 26 <sup>th</sup> June. Sign in at 9am. Free lunch for members<br>Contact: Richard Thompson   | Clubhouse    |
| <b>HOLLYBURN</b>                 | Saturday, 23rd July. 6pm<br>Contact: Wendi Leigh, or Dave Berry. 0419 284 185<br>More details are on <b>Page 7</b>   | Clubhouse    |
| <b>Fly-in/Drive-in Brunch</b>    | Sunday 7th August, 10am to 1pm<br>Contact: Margaret Adams. 9567 6522   | Clubhouse    |
| <b>Queensland Outback Safari</b> | Sunday 28th August to Saturday 10 <sup>th</sup> September<br>Contact: Vic Laybutt on 0414 734 540, 9520 2958 or at <a href="mailto:vic.l@optusnet.com.au">vic.l@optusnet.com.au</a><br>Full details appear on <b>Page 12</b> |              |

**We need members to organise some social events and some flying adventures.** Please contact Bret Cavanagh if you are able to organise an event (or two).



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

**HARLAND'S Fruit, 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\*



## From your Editor

Welcome to the June/July 2011 issue of your Newsletter.

Recent events of interest to SAC members include the RAAus Fly-in at Temora, the AAAA Fly-in at Echuca, the Stargazing evening, and the recent Fly-in/Drive-in Brunch at Wedderburn. You will find pictures of these events scattered through this issue of your



Newsletter. In addition to the usual contributors, other interesting articles include (on **Page 10**) a piece by our new Fire Officer,

Lloyd Shepherd, telling us about the requirements of dangerous goods in our hangars, and there's a letter to the Club President (on **Page 11**) where the writer asks for a workday credit for flying his aeroplane, which he claims is doing "core business". It's quite amusing.

Thanks to everyone for their contributions to this issue of your Newsletter. Enjoy.

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

David Rittie

## Words from the President

Hi there.

### Stargazing Evening

Our Club experienced something quite different recently at the stargazing evening, which was held at the airfield with the help of the Macarthur Astronomical Society (M.A.S.). Nearly 120 people attended the event, which is one of the best attended Club events in recent history.

Many Club members helped to make the evening a success - many thanks to you all, but our thanks also go to Tony Law and Chris Malikoff of the MAS who organised their members to be there, to set up their quite sophisticated equipment, and to let us view some of the spectacular sights in the night sky.

### Five Year Plan

Your Committee has been working on the new Five Year Plan. It is an indication of the Club's goals, achievable within the Club's finances, as seen by your Committee. The plan will be distributed at the June General Meeting.

Thanks to all those members who contributed their ideas to the plan.

### Fly Neighbourly

Please continue to take particular care to follow our "Fly neighbourly" policy and avoid annoying members of the local Wedderburn community. Not only is the noise upsetting to them, but they also feel that their safety is threatened by the perceived

low flying over their homes.

### Lease

I'm afraid that the news is not good with regard to the renewal of the lease of our airfield. According to our lawyers, the matter is now being treated as low priority by the Department of Lands.

### Avalon Fly-by

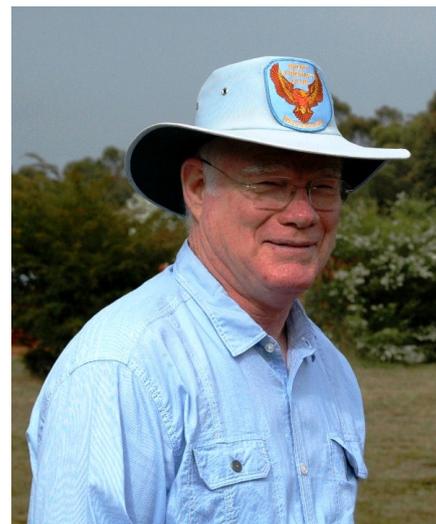
Our member, Neil Johnson, is the organiser of the fifth Avalon Tattoo, which is a military celebration at Avalon Beach with marching bands and many military and other VIPs present. Gary Criddle will be doing a fly-past in the Cessna Dragonfly, and we have been invited to also do a fly-past.

There are already about a dozen of our members who have volunteered to do the fly-by, and if you want to join in call me on 0407 890 791. The event will happen on Saturday 18th June, with the flypast set tentatively for 2pm.

### Queensland Outback Safari

Vic Laybutt is organising this year's big fly-away trip. The current plan is for a 13 day trip of northern NSW and Queensland, starting in late August, the main objective being to spend a few days at Adels Grove near Burketown. A map and all the details appear on **Page 12** of this Newsletter.

We hope we get a big roll-up for this event. Our thanks go to Vic for this initiative.



### Hollyburn

Our two members who organised last year's 'Christmas in July' are at it again. Wendi Leigh and Dave Berry are arranging a Hollyburn evening (Hollywood at Wedderburn) for 23rd of July. It should be as much fun as their last event.

More details about this night of fun appear on **Page 7** of this Newsletter.

### Open Day

Your Committee has decided that this year's Open Day will be similar to last year's event. There will be no organized flying but lots of activity on the ground with the whole day available for flying by members.

Geoff May has offered to organise this year's event again, as he did last year. Thanks Geoff.

Please fly safely.

David Rittie

## From the Secretary's Desk

Hi there everyone.

### June General Meeting

The June General Meeting will be held in the clubhouse at Wedderburn at 2.00pm on Sunday 19<sup>th</sup> June, 2011. (This is one week later than usual due to the Queen's Birthday long weekend.) There are no notices of motion for this meeting.

### The New Constitution

The sub-committee that has been reviewing the Club's constitution has met three times so far. They are in the process of putting together some changes to the constitution for all members to consider. They expect to have some discussion points to put to a special general meeting in late June or early July. Stay in touch with the Newsflashes and mail-outs to find out when the meeting will be.

Thanks to everyone who sent in submissions for this committee to consider and to incorporate into their discussions.

### Five Year Plan

Thanks to all those who sent in excel-

lent contributions for the Five Year Plan. Some of the ideas will be incorporated in the current Five Year Plan.

### The Stargazing Evening

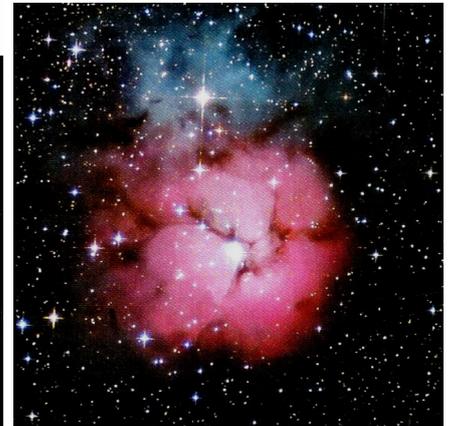
This was the best attended function the club has had in recent times. More than 110 members and guests gazed at the wonders of the universe through hi-tech and expensive telescopes belonging to the members of the Macarthur Astronomical Society. Thanks to all the helpers - Gary Malane, Jim Booth, Rob Chenery, Rou and Dawn Andrews, Wendi Leigh, Glenda George, Jan Faulkner and Veronica Theodore for making the evening a great success. Great teamwork!

Below are pictures of Saturn, and the



Trifid Nebula, as seen on the night. [Photo courtesy of the M.A.S.]

**Margaret Nightingale**



**Below** is a picture of Roy Fox's Gunderman Airfield, and the aircraft flown in by some SAC members who were invited to Roy's BBQ recently. SAC members who attended included Clin Ashton-Martin and Barbara Pearce; Chris and John Gallagher; Ian Harvie; Vic, Ashley and Jay Laybutt; David Rittie; Sharyl and Peter Scott; Dave Thomas. Some stayed for the whole weekend.



## Treasurer's Report

Hi folks.

It's been an interesting couple of months since I took over the job as Treasurer. Despite everyone's warnings that I'd never see daylight again, the job has been surprisingly manageable, and quite satisfying. Thanks to your cooperation, I'm getting on top of things reasonably well and the role isn't proving too onerous. The added benefit is that I'm meeting with, and talking to, more members than I ever have during my 15 years as a member!

There are a few things I'd talk about in this Newsletter.

### Financial Position

The club is in a healthy financial position. As at the end of May we had cash balances of approximately \$200,000. The Committee is considering the Club's operating budget for the rest of this year and is in the process of developing a capital expenditure plan. I'll give interested members a full update at the June General Meeting.

### Old Records

You may have received a statement from the club showing your current balance owed. If you've made a payment in the last few weeks, I apologise if it doesn't reflect that. There are several members with longstanding outstanding balances. If you believe your balance is incorrect, please email me (NSWSAC@gmail.com) or call me (0412 404 787) to discuss. I'd really like to get all of our accounts accurate and up to date. If the balance is legitimately owed, please pay as soon as possible. Some of you may not have received your statements electronically because your email was rejected. If you have changed your email address recently would you please let me know asap?

### Debtors

Per the club rules, a member becomes un-financial if their unpaid debts are more than two months overdue. In the case of "severe temporary financial difficulty" the member may apply to the Committee to request special consideration which will be determined on a case by case basis. Once agreed by the Committee, we will have to enforce the agreed undertakings. If you have a valid long overdue debt, please settle it immediately or approach me or the Committee in writing (email) with a plan for paying it off. The Committee will be reviewing the club's credit policy over the next month. Long overdue debts may involve penalties unless approved by the Committee and the Committee is considering ways to prevent members with overdue debts from incurring additional fuel liabilities.

### Capital Projects and Five Year Plan

The Committee recently considered which capital projects should get priority and a plan and budget for these projects is currently being developed. When its complete, it will be communicated to members.

### Risk Management

I have been concerned for some time that the Club does not have a comprehensive Risk Management Plan to refer to. One of the things I'd like to accomplish during this year is help to develop such a plan and have it available to the Committee and members. This will reflect the various financial, legal and operating risks we face as a club and put in place strategies for reducing with these risks or managing them better.



### Fund Raising

The Club's income is mainly derived from membership and hangar rental fees. These fees are relatively low and yet they still allow us to invest in club infrastructure. However, in the event that members want the club to make significant investments in to the airfield our only means for doing so would be to impose temporary levies, increase annual fees or borrow money commercially. Investments we may wish to make down the track could include a new club-house, further improvements of the runway and taxiways, and, should the option ever re-emerge, acquiring the land. One thought I have been toying with is to see whether members would consider bequeathing any of their assets to the club upon their death. By doing so, the erstwhile member would be reflecting the enjoyment and opportunity the club has given them over the years and, in return, the club would honour them in some appropriate fashion (e.g. naming taxiways, plaques, etc.) and make real use of funds raised in long-term improvement projects. The club would pay to appoint a professional to assist in you in drafting a revised will and some limited estate planning. Obviously it's something you would want to discuss with your family. It's just an idea and I know it's a sensitive topic. If you have any feedback or thoughts about this, I'd be grateful if you would let me know whether I should invest any time in the proposal.

And on that cheery note.... I'll sign off.

**Allan Aaron**

## Bird Talk

Hi Everyone,

Well here we are heading for those winter blues – let's hope we have some sunny weekends to enjoy at Wedderburn. The months of April and May were quite busy for our members with many Flying and Social events for everyone to attend.



**THE SOCIAL WORK DAY** held on Saturday 30<sup>th</sup> April saw a lot of work, around the airfield done and our new Works Day Co-ordinator, Richard Thompson, did a great job on his first day as boss organising everyone and I am sure he was pleased with the effort put in by our members. Your Social Committee was very busy preparing a delicious luncheon for the workers, just under 60 members sat down to enjoy the spread. To our BBQ Chef of the day Rodney George, a big “Thank” you for cooking the delicious Sausages and Rissoles plus the always popular BBQ onions. A selection of salads completed the main meal then to satisfy the “sweet tooth” in all of us, trays of assorted cakes were handed around to complete a very good hearty lunch.

I “Thank” my usual support team of Ladies, Maryanne, Veronica, Lorraine, Glenda, Dawn, Donna and what a wonderful surprise to see Judy Krebs come out to help us for the day – it is always good to have you all with me. To my junior helpers Lillian and Abbey - how good are you two – always willing to assist us, and we love having you as part of our team. To the Krasso Grandchildren, Tex, Abbey and Lucinda – thanks for lending a hand with the many chores we gave you – you did a great job.

Once again we held a Raffle and the 1<sup>st</sup> Prize of a Coles/Myer Gift Card worth \$50.00 was won by Robert Greig and the second prize of a Bunnings Gift Card worth \$20.00 was won by Margaret Nightingale - our Congratulations to the winners. Thank you all for supporting your Social Committee.

**THE FLY-IN/DRIVE-IN BRUNCH** held on Sunday 22<sup>nd</sup> May was quite successful with 41 members and visitors attending for a delicious Brunch fare and we were very lucky in having 5 visitors fly in from Scone Aero Club in 2 aircraft and 1 aircraft from RNAC with 2 of their members. It was good to have our friends come along to enjoy the time with us.



Gary Malane: Chief Chef

Our Chef of the day was Gary Malane, who we seconded at the 11<sup>th</sup> hour, as our two regular chefs were unable to be with us on the 22<sup>nd</sup>. Gary you did an excellent job and I do appreciate you devoting your precious time to us. I will definitely add you to the list of our BBQ Chefs. Thanks to my Ladies for helping in preparing the Brunch and it was good to have Inez with us again.

I am sorry if some of our members missed out on coming along on the 22<sup>nd</sup> as I had to change the date I had organised (15<sup>th</sup>) as the Fly-In to Jindabyne clashed with our date. During the afternoon I was lucky enough to have Dave Thompson, Chief Engineer from Scone Aircraft Maintenance spend time in running Gordon's Tiger Moth – it sounded so good after so many weeks of not running the engine - I do appreciate Dave giving of his time to carry out this important job. Another “Thank” you to my friends Peter and Colin who came along to lend a hand setting up the clubhouse and helping out in the kitchen. Then after that we were able to spend time chatting with our visitors from Scone.

## Bird Talk (cont.)

We all had a very enjoyable day and I trust that our next Fly-In/Drive-In on Sunday 7<sup>th</sup> August will see even more visitors flying in from our nearby Aero Clubs and also more of our members attending.

### **SOCIAL WORK DAY – SUNDAY 26<sup>TH</sup> JUNE, 2011 – FREE LUNCH FOR WORKERS**

Yes, our winter workday rolls around again and this is the day the Ladies of the Social Committee prepare our very popular Vegetable Soup to serve to all the workers. I can tell you those of you who have not had the pleasure of tasting our delicious soup are in for a treat (yes you can have second helpings) – the soup will be followed by assorted gourmet sandwiches and delicious cakes. Please remember to come along and join in with your fellow members working hard around the airfield then come and sit down to a great lunch.

We will be holding a Raffle on the day so please bring your money with you. See you all on the 26<sup>th</sup>.

**FLY-IN/DRIVE-IN BRUNCH SUNDAY 7<sup>th</sup> AUGUST.** I would like you to please write this date in your diaries as we would like to see many more of you coming out to enjoy the day with us. Margaret N. will send out invitations to our nearby Aero Clubs to invite them to fly in to be with us and it would be so good if we had many of our own members present as well.

**CLUB MERCHANDISE FOR SALE** –Don't forget to purchase your Club Polo Shirt, Club Cap and Club Cloth Badge so when you attend any of the arranged Fly-Aways you will feel just terrific in your Club apparel. Contact me on 9567 6522 or Email me [mda@isp.net.au](mailto:mda@isp.net.au) to place your order.

Cheers,

**Margaret Adams**

It's on again! Set aside July 23<sup>rd</sup>!

## **HOLLYBURN** **a Red Carpet Night of Movie Mania**

Get your tables together for a night of chaotic fun and general mayhem,  
lubricated with lots of laughs and lots of food!

Put on your formal clobber

OR

Dress like your favourite Movie Character  
to gain valuable points for your table!

There will be prizes given for just about everything ~  
so most people will end up with some sort of surprize!

Menu, times and costs to be advised later.

\*\*\*\*\*

## A Message from your Safety Officer

### FLY NEIGHBOURLY.

For some time now we have incurred the ire of one of our neighbours to the North of our field at Wedderburn. This neighbour is saying that too many aircraft from Napper Field are flying low over the houses in Victoria Rd. Apparently reports of this nature have been made to CASA and others. These reports could seriously jeopardize our gaining a further lease on Napper Field.

Your Committee has asked – “How is this possible after all the e-mails, articles in the Newsletter, Newsflashes, open discussion at General Meetings etc, etc, about our Fly Neighbourly Policy?”

The former Safety Officer, John Dahl, went to a lot of trouble to produce a wonderful diagram of how to use Napper Field so that we don't fly over Appin Township, the chicken houses to the West of the field and our neighbours to the North. How many of you have studied this diagram? How many of you know where this diagram is? How many of these diagrams are there in our Club House?

I have heard a lot of my fellow pilots say that this doesn't happen but, believe me, it does, as I myself have seen it happen! I have seen pilots on an extended downwind leg for Rwy 17 such that their base leg takes them directly over the house in Victoria Rd. that has been raising the complaints. I have seen aircraft departing from both runways for Southern departures climbing directly over Appin and also in some cases, infringing the Wilton Danger area (D593 A/B). I have seen aircraft on approach to Napper Field fly over Wilton and then fly directly over Appin on crosswind for Rwy 17 or base for Rwy 35.

When you learnt to fly in Australia, (I learnt in the USA), you were probably taught to climb to 500' on runway heading after T/O, then turn and climb a further 500' before turning onto the downwind leg at 1000' AGL. That usually put you at quite a distance from the airstrip. In our case, that could put you over Appin for the normal circuit for Rwy 35. It could also put you over the houses to the North. You may have also been taught to establish yourself for a 1-2 NM final leg for landing, depending whether you were VFR or IFR. Very few pilots were taught to do a ½ NM final approach. I was, as we were told to never get as far from the landing strip such that we couldn't make it back to the strip if we had an engine failure in the circuit pattern. (For many years, the minimum distance required to be from the threshold when established on final was “not less than 50m”).

As you all know, these same ‘normal’ circuits at any airfield in the Sydney Basin, Bankstown, Camden, and the former Hoxton Park or for that matter, any other airfield in the world e.g. London, New York, Sydney etc. all take you on final approach, over houses with people in them. People have been complaining about aircraft noise since aircraft first flew and will continue to do so. Most pilots think nothing about flying over built up areas

as that's how they learned to fly.

But we can do something about the noise problem when using Napper Field. May I suggest the time is right to review our local airfield arrival and departure procedures.

There is no problem when taking off using Rwy 17 for a departure to the South providing you don't turn right too soon after t/o which could take you over Appin and possibly through D593A/B. Again, when departing from Rwy 35, although still on the initial climb, turn left before reaching Blackburn Rd. (not to be confused with Victoria Rd).

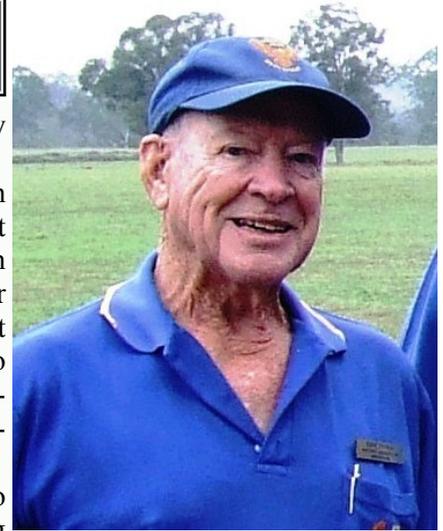
Our main area for concern is using Rwy 17 for landing. As you can see on the back page of the latest Newsletter, (thanks Don for your good work in producing this diagram), anything other than a ½ NM final approach takes you over our neighbours' houses to the North. As you can also see, a 1NM final approach takes you on the base leg, directly over houses in Victoria Rd, resulting in us receiving complaints. If you have done a downwind leg at 1800' (1000' AGL as you were taught), then turned base and started to descend to be at 500' for final, you will be at less than 1000' AGL when you pass over the houses in question. (sounds logical!). You will also be less than 1000' AGL when you pass over all the other houses but none of them have complained – yet.

Not all aircraft based at Napper Field can follow the circuit as suggested by the red lines on the Newsletter diagram as some are of a reasonably high performance and others are quite heavy in weight but some can if they try.

To land from a ½ NM final approach starting at 500' AGL would require a 10 degree Glide Path approach. To land from a 1NM final approach starting at 500' AGL requires a 5 degree GPa. A 2NM approach from 500' AGL requires a 3 degree GPa.(normal ILS approach).

My suggestion to avoid the houses in Victoria Rd. is to:

- For those aircraft that can do so, aim for a ½ Nm final approach for both runways.
- For the “heavy metal” aircraft. i.e. heavy twins and big round engine a/c, try for a 2 NM approach for Rwy 17 from say 800' AGL.
- For all other aircraft, try for less than a 1Nm or more than 1NM final approach for Rwy 17 so that your base leg avoids the house with the green roof



in Victoria Rd as the base leg for a 1NM approach takes you directly over the said house.

- When approaching from the West, start your crosswind leg for Rwy 17 to the north of Appin.
- When approaching from the West, start your base for Rwy 35 to the South of Appin.

Above all, try to avoid overflying houses at low altitudes and at high power settings.

The above should get you all thinking and open the subject for further discussion.

**Dave Thomas, Safety Officer.**

## Aircraft and Hangars For Sale

### Kevin Haydon's impressive RV8, VH-KVI, is reluctantly for sale



110 hours, IFR category, Full glass panel, full featured A/P, every possible extra.  
Oshkosh Silver Lindy award winner.  
Call Kevin on 0408 694 713 for a full spec sheet and price.

**QUICK SALE . . QUICK SALE . . QUICK SALE**

### Hangar for Sale

Almost new Hangar J9 is for sale.  
13.5W x 9D

**Price is reduced to \$50,000 for quick sale**

Contact Bernie on 0414 375 795 for details.



### Bob Peak's Hangar, B3, and other items are for sale



Bob Peak's hangar, caravan and generator are all for sale. Hangar is 12m wide and 9m deep with concrete floor, good doors and 4m tarred access to taxiway.

- Hangar B3, including Dexion shelving \$50,000
- 5m Caravan. . . . . \$1,600
- 3.3kva Honda Genset . . . . . \$1,000

For more information contact Bob Peak by phone on:

**(02) 6973 1377**

or by email: [bobpeak@skymesh.com.au](mailto:bobpeak@skymesh.com.au)

## What's in Your Hangar??

Your new Committee Member, Lloyd Shepherd, has taken on the role of “Fire Officer” for our Club. He believes that what you have in your hangar may be a fire hazard, and could also contravene the OH&S and Dangerous Goods legislation.

It would be worthwhile for hangar owners to take note of Lloyd's article below.

*Ed*

You may think that your hangar is like your shed at home—OHS and Dangerous Goods considerations don't apply--- but you could be very wrong! Under 135A of the OHS Act, your hangar and shed at home are treated the same as a workplace under the Act if you have quantities of specified Dangerous Goods in excess of certain amounts (listed below).

It would be a good idea to survey all the contents of your hangar to see what you actually have.

This is somewhere to start, but it's your responsibility in the long run.

Anything containing dangerous goods should be marked with at least one coloured diamond with a description and number in it. The number is the ‘Class’. For example Class 2 is Gases, but Class 2 is further broken up

into Classes 2.1, 2.2, 2.3 to describe gases with different characteristics. A jerry can of fuel is still a flammable liquid, so it is Class 3, too (it should be marked, but if it's not, then it's up to you to rectify that). The diamond may also contain the symbols I, II, or III in red. This is the Packing Group, I being the most dangerous e.g. petrol is Class 3 Packing Group II, and kerosene is Class 3 Packing Group III. The package may have a UN number (e.g. 1971) which may be relevant in the list below.

Gas volume is assessed by the volume of the cylinder in litres, not how much gas is in it (called water capacity), also for liquids it is the capacity of the container (not the actual contents) in litres, and for solids it's the actual weight of the goods in kilograms. Dangerous goods (usually fuel, oil, batteries, fire extinguishers etc) in vehicles/machinery used for their operation are not counted, so forget what's in aircraft, cars, boats, generators, mowers, chainsaws etc that you might have in your hangar.

If you have more than the following amounts of ANY ONE of the following items, then you are considered to be a workplace, and ALL the OHS/Dangerous Goods stuff will apply to everything. That means compliance costs (labelling, documentation, storage etc), notification fees, liability to inspection, penalties for non-compliance etc.—lots of money and time!

| Class and type of dangerous goods                          | Threshold quantity   |
|--|--|
| Liquefied Petroleum Gas (LP Gas) in cylinders (being       | 500L water capacity of containers                          |
| Class 2.1, other than LP Gas (e.g. acetylene in cylinders) | 200L water capacity of containers                          |
| Class 2.2 (e.g. oxygen or air in cylinders)                | 300L water capacity of containers                          |
| Class 2.3 (e.g. pesticide gas)                             | any quantity (i.e. this code of practice applies to a non- |
| Class 3, (flammable liquids) not in Packing Group 1        | 100L   |
| Pool chlorine (i.e. solid pool chlorine of Class 5.1)      | 100kg  |
| Sodium hypochlorite designated by UN number 1971           | 100L   |
| Class 9 (Miscellaneous dangerous substances)               | 100kg  |
| Any Class of dangerous goods in Packing Group 1            | 5kg or 5L  |
| C1 Combustible liquids (e.g. diesel fuel, some oils)       | 1,000L   |
| Any other dangerous goods not covered above                | 100kg or 100L  |

This last line is a ‘catchall’. Lead/acid batteries, for example, are Class 8 (Corrosives), so they would be part of this line. A bank of those for your solar panels could generate (sorry, had to write that!) a problem. Add to this line all of the other classified items that aren't mentioned in the list above. As I understand it, if you have 75 L of liquid and 30 Kg of solid on this line, just add the numbers, and if it is greater than 100, you have exceeded the limit amount.

Even if you only have 10 L of fuel in a 200 L drum, it is still counted as 200 L—too much!

The Code of Practice is full of good information, and is available at [http://www.workcover.nsw.gov.au/formspublications/publications/Documents/storage\\_handling\\_dangerous\\_goods\\_code\\_of\\_practice\\_1354.pdf](http://www.workcover.nsw.gov.au/formspublications/publications/Documents/storage_handling_dangerous_goods_code_of_practice_1354.pdf)

I would think that the likely suspects in your hangar would be too much LPG, flammable liquids, or the last ‘catchall’, but you won't know until you check!

A Workcover Inspector can walk into your hangar if he has a reason to think it's necessary, and if you are found not to comply, it can quickly turn really nasty and very expensive.

It would be wise to make sure that any extinguishers are suitable for the dangerous goods you do have. Smoke detectors need to be considered if you intend to sleep over in the hangar.

**Lloyd Shepherd**

## OPEN LETTER, REQUESTING WORKDAY CREDIT

Below is a letter, written with tongue-in-cheek, from one of our very experienced professional pilots. We weren't able to fit it into the last Newsletter, but it is quite amusing and worth a read. The author wishes to remain anonymous. His wish is granted. *Ed*

I request an 'honorary' workday credit for my efforts on Sunday, 20<sup>th</sup> February. Let me explain. Though not physically present at YWBN, I was very much with the workers in spirit, indeed many times on the 20<sup>th</sup> I would have happily changed places with the hottest, most over worked member! Besides, I was working damned hard furthering the interests of the club 'and my own' and any 'worker' still on the job at 7.30pm would have witnessed the fruits of my labour as the first few touchdowns, off only one approach, of a Sonex at YWBN came to pass.

My day started at Jacobs Well in Sonex 19-???? for a delivery flight to YWBN (rego removed to protect the innocent) at 5.55am with an instrument 0/0 take off due dew. What a silly language! In heavy dew how do you clear and keep clear acres of Perspex? Little homebuilts don't come with a demist system. Some two hours of pleasant aviating later, having left the 'chicane' of Coffs Harbour and its sky diving and what not behind, I was pleased with my progress, throttled back with 80kts indicated TAS 85? 90kts G/S, with a quick refuel, YWBN @ 1030L and a slightly late sign on for the workday, seemed feasible.

But now the plot began to thicken, in fact the plot had been thick for some time. Any time I added power the oil temp climbed toward max with a corresponding drop in all important oil pressure to min, hence the extremely conservative 2900rpm cruise, down in hot conditions at 1500ft So at the two hour mark, as I battled past Nambucca Heads, little Sonex, later nick named 'Storm Bird', and I were feeling the heat. Storm Bird's glass panel felt the heat so much that it took a little rest and went totally blank, taking with it all my engine and flight instruments. Now I couldn't tell how my little engine was doing, didn't know my altitude or air-speed. Instant Alzheimer's. Reduced to a single CHT gauge, a standby compass and 30ltrs of juice, diverted to Nambucca Heads. Note: watch out for wires and big red balls on approach for 02.

Shaded canopy as best I could with borrowed tape from friendly oyster farmer and RAAus magazine pages. Covered glass panel with damp cloth, I should have been a nurse, I'm treating Storm

Bird for heat stress. Procedure worked. Bird recovered consciousness and we departed southward. Abeam Kempsey, same deal, glass panel felt very hot 'and dry', heat stress, and having another little rest! Oil temps and pressures prior to rest and blanking, max and min respectively, though I'd set low power and a rich mixture as a cooling measure.

Now listening very carefully to the comforting engine drone and monitoring my one remaining gauge, CHT, I'm sure I picked up a slight surge. Diverted to Kempsey. 35-40C on ground, no wind, stifling. Eventually organised cooling and refuel for the patient, I'm becoming a bit of a case myself. I'm thinking: 'Bird, I've been taking care of you, soon you'll be taking care of me'. Took off, hot as Hadies, full fuel but Bird leaps into air like the proverbial homesick angel, bound for a shady hangar at Camden Haven, YCMH, and an air conditioned cabin for me, where I plan to spend the rest of my life. Guess I won't make the working bee after all. Bird rapidly over heats in all areas again, so nurse Bird to YCMH, no wires this time, shady hangar for Bird but no aircon cabin for me.

Sweltering ground conditions, 35C+, no wind and extremely humid at YCMH 'til 'Ts' dumped some rain and lowered temps a little around 4.45pm, after which we once again headed south. Around Forster, looking ahead, I could see many lightning strikes, it looked like a WW1 artillery barrage, at times a virtual picket fence display of lightning strikes striking the ground. Repeated queries to ATC assured me that YWLM was CAVOK. Poor weather behind, now approaching 30nm to run.

ATC still assuring me that YWLM was CAVOK. Now approaching 25nm to run Willy, still lots of distant lightning activity YWLM still supposedly CAVOK, decided new temporary destination Willy. Negotiated 'Track direct Willy <= 1500 remain VFR'. Weather rapidly worsened, seemed to approach from above, but I couldn't be sure as I still had my canopy shade stuck in place. How do you high wing types that never see the sun get on? Weaving between shafts of rain, cleared 'Track as

required remain VFR'. Occasional heavy rain, moderate turbulence.

Storm Bird behaving beautifully, the rain has cooled Bird, all glass displays 'up', oil temp down from limit and oil press 10psi inside limit. Bird looking after me, I'll do my pilot thing and look after me and Bird. Even in all the banging around Bird is a delight to fly, and it's comforting to know the airframe is aerobatic capable if need be.

Considered options. Turn back to, well, no real option. Still told Willy CAVOK. Decide press on, Willy 12nm to run. Now special VFR, vis 2km sideways, no forward vis.

Some rain penetrating cockpit and navigation getting more interesting. No GPS, silly me. Change to Willy Tower, asked for and cleared tight left base runway 12, two nm to run, no contact with runway but what looks like RAAF base in sight, unless I've stuffed up totally. Should see runway soon. Ts on short final, 1nm to run 500ft parallel taxiway 'A' in view. Thinks. Should I tell TWR I'm Cat111,0/0 capable, at 200ft minima visual, air taxi down nicest site in the whole world. Sorry girls, but that runway looked bloody good.

Refuelled for \$14 with help of welcoming committee. Weather south now looks clear, so requested a launch for what turned out to be a very boring trip home to YWBN via BBG etc. Boring, other than the aircraft, now full of beans, still having the energy for a bit of a pig root down the runway. Fortunately, all the workers had long since left and no one believes one S Cohen, the only witness.

That's all folks, but seriously Mr President etc, I'm requesting a workday credit. After all we're a flying club and I spent all day carrying out core club business. The new aircraft which has so gamely proved its capabilities, will proudly join the rest of Wedderburn's motley crew and be enjoyed by all.

Crikey, a bloke should get a workday credit just for writing this sensationalist fiction! By the way, if you want the real story, which is way too incriminating to put to print, what actually happened, you'll have to loosen my tongue with ample quantities of chilled amber truth serum, or one cool day, actually meant for flying, a nice mugachino at a pleasant aviation pit stop, might do the trick!

Cheers , Storm Bird and Passenger.

Great story Mr Anonymous. Thanks. *Ed*

## Vic's QUEENSLAND OUTBACK SAFARI

Vic Laybutt is organising a 13 day outback fly-away tour of Queensland's more interesting destinations. All S.A.C. members are invited to participate. The basic plan is to depart Wedderburn on Sunday 28th August, returning Sat 10<sup>th</sup> September. The schedule is:

**SUN 28 Aug** WBN - NARROMINE - BOURKE - COMMEROO STATION (just south of QLD border). 1 night D/B/B accommodation on an operating sheep/camel station.

**MON 29 Aug** COMMEROO STATION - HUNGERFORD - NOCUNDR HOTEL (morning tea) - DIG TREE - BIRDSVILLE (late lunch) then track BIRDSVILLE - BOULIA.

**TUE 30 Aug** BOULIA - MOUNT ISA - ADELS GROVE (in Lawn Hill National Park)

**WED 31 Aug** ADELS GROVE.

**THU 01 Sep** ADELS GROVE.

**FRI 02 Sep** ADELS GROVE - COBBOLD GORGE. Accommodation in self contained cabins.

**SAT 03 Sep** COBBOLD GORGE.

**SUN 04 Sep** COBBOLD GORGE - UNDARA LAVA TUBES. Accommodation in tents or antique railway cars.

**MON 05 Sep** UNDARA.

**TUE 06 Sep** UNDARA - INGHAM - TOWNSVILLE - BOWEN - AIRLIE BEACH.

**WED 07 Sep** AIRLIE BEACH - EMERALD - CARNARVAN GORGE.

**THU 08 SEP** CARNARVAN GORGE.

**FRI 09 SEP** CARNARVAN GORGE - ST. GEORGE - WALGET - BUNGLE GULLEY (farm stay).

**SAT 10 SEP** BUNGLE GULLEY - SCONE - WEDDERBURN.

There are plenty of fuel stops along the route, but more can be included if necessity warrants. Accommodation will be your own responsibility. However, if you contact Vic on 9520 2958 or [vic.l@optusnet.com.au](mailto:vic.l@optusnet.com.au), he will provide contact phone numbers of the applicable hotels etc. As there are already four aircraft committed, and accommodation at some locations is limited, it is suggested that you get your accommodation requirements booked A.S.A.P.

