



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

APRIL - MAY 2006

**YWBN CTAF** 122.55MHz  
**Area Frequency** 124.55MHz  
**Latitude** 34 11.2S  
**Longitude** 150 48.3E

**ABN** 57784 250667 **ACN** Y2094624  
**Address** PO Box 450  
CAMPBELLTOWN NSW 2560  
**Phone** (Caretaker) 0425 380 964



The Gloucester touring party at KIA ORA lookout near Gloucester. Full story page 12-14



SAC aircraft lined up at Wollongong for the SAAA and HARS Fly-In. Story Pages 12 & 16

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)



Inside this issue	
Words from the President	3
Secretary's Report	6
Treasurer's Report	7
Safety Notice	7
Workdays	8
Bird Talk	10
Wings Away	12
2006 Flying Events	15
Ami Gal's RV4 flies	17
Archer's Bobcat	18
Picture Parade	20



EAA President Tom Poberezny poses with Rick Harper (SAAA Chapter 1 President) and Peter Scott at the meeting in Sydney where Tom addressed local home-builder enthusiasts. **See story on Page 6**

COMMITTEE CONTACTS	
NAME	PHONE
Peter Scott (President)	9605 1180
Bret Cavanagh (Secretary)	0407 344 795
Tara Stevermuer (Treasurer)	0425 380 967
Margaret Adams	9567 6522
Ray Feneley	0416 226 912
Matthew Gray	0411 505 521
David Rittie	0407 890 791
Lindsay Sinclair	0425 380 966
Bernie Stevermuer	0414 375 795
Caretaker	0425 380 964



Our four new Committee members: Left to right **above**: Bret Cavanagh is our new Secretary, Tara Stevermuer is the new Treasurer, Matthew Gray is the Work Day Coordinator, and Bernie Stevermuer will be in charge of Machinery and Equipment. **Welcome aboard guys**



**All Wedderburn aircraft being bedded down soon after arrival at Gloucester Airfield.  
Full Stories on Pages 12 to 14**



Welcome to the April/May edition of your Newsletter.

The look of your Committee has changed substantially due to four new faces being elected at the AGM, including a new Secretary (Bret Cavanagh) and new Treasurer (Tara Stevermuer). Matthew Gray (our new Work Day Coordinator) and Bernie Stevermuer (Machinery and Equipment) are the other new faces. Oh yes - and because of your support at the recent AGM your Newsletter Editor

remains for yet another year. (More Committee details appear in the "Words from the President" report below.)

I hope you join me in thanking the retiring Committee Members for the work they have done over the last few years, and hope they can spend more time enjoying the Club they have worked so hard to improve.

There has been a sudden



and welcome increase in the number of articles sent in by you folk which helps to put a more balanced view of things. Thanks to those of you who have contributed articles, pictures and other information. Some of our regular articles have been written by the new

Committee members for this issue.

We hope you enjoy all the coloured pictures and even more stories than ever before. Thanks to Matthew Gray for, once again, making the colour pages in this issue possible. You can see the whole Newsletter in glorious colour on the website. Have a look.

*No headwinds*

David Rittie

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

## Words from the President

### A New Club Year, A New Committee

Well, fellow flyers, at least in part the Committee is new: a new Secretary, (Bret Cavanagh), a new Treasurer (Tara Stevermuer), and two new Committee members (Bernie Stevermuer and Matthew Gray). All of these new members come to the Committee with extensive exposure to the Club's business as they have attended most of the Committee meetings for the year past as invited observers. I welcome them to the Committee and look forward to another productive year.

Welcome and congratulations are also due to the Committee members who are continuing their incumbencies. These are Lindsay Sinclair, David Rittie, Margaret Adams and Ray Feneley. Ray has of course stepped down as Treasurer, but I was relieved that he was agreeable to remaining on the Committee as mentor for Tara while she comes up to speed with the Treasury functions. He also has wide experience in Club management.

Those of you who attended the Annual General Meeting on 12 March will be aware that most of the Com-

mittee positions were subject to a vote to select the successful candidates. In congratulating the people who were thus elected, I extend thanks on behalf of the general Club membership to them, indeed to all candidates, for offering their services to help with the Club's management. A further item of business at the AGM was the appointment of Tara Stevermuer as the Public Officer for the Club. This is a function required under the Incorporated Associations Act and Tara was proposed because administratively the functions of Public Officer align most closely with the duties of the Treasurer.

### Retiring Committee Members

Acknowledgement of the new faces on the Committee should not be allowed to pass without mentioning the stalwarts who have stood down from the Committee. Vic Laybutt and Ian Harvie have long served as Committee members and organizers for the Club. Stan and Margaret Nightingale have between them managed the very onerous obligations that fall on Club Secretary and Margaret has also been a highly successful workday organizer. Many of her innovations will remain a permanent part of workday organiza-



tion. On behalf of all Club members, I extend thanks to these retiring Committee members.

### Committee Portfolios

I intend to continue the assignment of particular areas of Club management to individual Committee members. Not all of the "portfolios" have yet been decided, but some are obvious. Lindsay Sinclair will continue to manage the fly-out events and the Open Day. Every Club member is aware of the dramatic revival of these events driven by the vision and energy of Lindsay and Maree Sinclair. (Elsewhere in this Newsletter you can read about their most recent success, the weekend fly-away to Gloucester.) Matthew Gray has offered to take on management of Work-Days and Bernie Stevermuer volunteered to take responsibility for machinery maintenance. I hope that David Rittie and Ray Feneley will continue to pursue the

Development Applications for quarters for overnight accommodation that require submission to Department of Lands and Wollondilly Shire Council. David will also continue his program to ensure hangar owners maintain their assets in accordance with Club rules, and will retain his role as Newsletter Editor. Margaret Adams will remain the dedicated representative of the Ladies Auxiliary.

### Observers at Committee Meetings

Several non-Committee members were invited as observers to Committee meetings during 2005. It is intended that such invitations will continue in 2006. Maree Sinclair has made invaluable contributions to the administration of the Club by compiling a master list of member names, addresses, contacts and aircraft owned. Although Vic Laybutt is standing down from the Committee, he remains part of a sub-committee appointed last year to

manage the new hangar developments. The other members of this sub-committee are Bret Cavanagh, Mathew Gray and Ray Feneley. So Vic will be invited to attend Committee meetings as an observer. He has also agreed that he will assist the Committee appointee to his past portfolio area of airfield facilities management.

While there will be invited observers, the policy will continue that all Club members are welcome to observe Committee meetings. The one proviso will remain, that when matters of discipline or disregard of Club Rules are to be discussed, observers will be asked to step out. Otherwise observers are welcome to observe. This must mean limited discussion about any business items. If observers were to interpose their views so much as to delay Committee business, the policy of welcoming them would have to be reconsidered.

### Contacting the Committee

As with past Newsletters, you will find the Committee names and telephone contacts in this Newsletter. I have also asked David Rittie to include email contacts. Wherever possible, I recommend contacts be made by email since this provides a written record of the enquiry and is less likely to be overlooked in the press of many Committee business items. You can also find Committee contacts and email addresses on the website.

### 2005 Report

I tabled at the AGM on 12 March a quite comprehensive summary of the Club's business activities in the preceding year. This will in due course become part of the minutes of the AGM, but it is already posted on the website and I recommend it to members as a reference document.

Peter Scott

## More Words from the President

### \$\$\$s FOR WORKDAYS: A FAIR TRADE ??

The SAC was born of the efforts of founding members who established the airfield entirely with their own labour. Their efforts were voluntary and cooperative to achieve a common goal of affordable flying. There was no accumulated capital money for outside contractors.

The Club has much enlarged but has continued to be managed with the goal of keeping flying affordable for aviators whose motivation is love of aviation and whose flying activity is recreational. Voluntary contribution of members' labour to build and maintain facilities remains essential to the object of affordability.

We now have many members who never attend work-days and elect instead to pay the \$50 levy for each of three days per year not worked. These levies are effectively additional contributions beyond annual subscription charges. The choice to do this is a legitimate option under the current rules.

**However, there is concern by members who do contribute their time that for only \$50 each workday, non-attending members get a benefit in terms of new facilities and better maintained airfield much greater than their financial contribution.**

*Non-attendance at work-days has a further cost to the Club because the long-term absence of many members from organized functions leads to apathy and lack of support.*

*It encourages the view that the Club can be used as an inexpensive aircraft storage opportunity.*

*Such behavior runs counter to the long-term social health of a club which maintains facilities and services at low cost only through the unpaid participation and cooperation of its members.*



**The following proposal** is intended to give greater incentive to attend workdays, while retaining a relatively small contribution from those who cannot attend all three. And those who choose to pay instead of attend will make a fair contribution.

### OPTIONS TO PAY INSTEAD OF WORKDAYS

		NOTES:
Contribution of 3 work-days (or pre-arranged and Committee-approved alternative contributions) in any year	\$NIL levy	
Contribution of 2 work-days (or pre-arranged and Committee-approved alternative contributions) in any year	\$50.00 levy	i.e. same as at present
Contribution of 1 work-day (or pre-arranged and Committee-approved alternative contributions) in any year	\$200.00 levy	i.e. \$150 for second missed workday
Contribution of 0 work-days (or pre-arranged and Committee-approved alternative contributions) in any year	\$700.00 levy	i.e. \$500 for third missed workday

### Qualifiers on Payments in Lieu of Workdays:

Members who are long-term hospitalized or have invalid health status which prevents them leaving home may seek Committee agreement to be excused from attending.

Members who temporarily live and work more than 200nm remote from Sydney may request an exemption in advance for an entire year. If agreed to, people receiving such an exemption will be levied a once-only reduced contribution in lieu of work-day effort of \$300.00 (say). Repeated exemptions over consecutive years will not be granted because such members will not meet the voluntary labour criterion for membership of this self-help club, in which case an equitable monetary contribution is appropriate and the \$700.00 levy applies.

There would be no other exemptions granted. Members who are unable to work would be asked to attend work-days in a non-working capacity. Just their presence will contribute to the social and organizational health and spirit of the Club.

At present, members 65 years of age and older are excused from workdays. If the levy contribution *in lieu* of work-days increases, this dispensation becomes much more significant as a privilege given to older members. The Committee cannot change this exemption as it is written into the Club Rules. Changing it needs a 75% vote at a General Meeting.

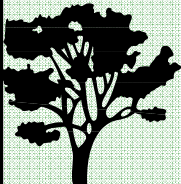
### What do you think?

The Committee can decide workday levies, but intend that any change will only be after consultation with you, the members.

You can email a Committee member directly. Or you can ring any Committee member.

Peter Scott	<a href="mailto:peter.scott@merial.com">peter.scott@merial.com</a>
Margaret Adams	<a href="mailto:mda@isp.net.au">mda@isp.net.au</a>
Ray Feneley	<a href="mailto:rayfene@netscape.net">rayfene@netscape.net</a>
Matthew Gray	<a href="mailto:weemelah@optusnet.com.au">weemelah@optusnet.com.au</a>
David Rittie	<a href="mailto:david.rittie@optusnet.com.au">david.rittie@optusnet.com.au</a>
Lindsay Sinclair	<a href="mailto:redstars@unwired.com.au">redstars@unwired.com.au</a>
Tara Stevermuer	<a href="mailto:hurst@uow.com.au">hurst@uow.com.au</a>
Bernie Stevermuer	<a href="mailto:hurst@uow.com.au">hurst@uow.com.au</a>

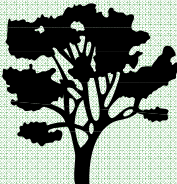
### We want your views!



*Need some exotic plants? Why go to the big smoke, when you can choose from a big selection near the airfield, just around the corner in #7 Blackburn Road at*

**HARLAND'S NURSERY and Landscaping**

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



## Hi Fellow Aviators

The most important recent event was the Annual General Meeting and the election of the Committee and Office Bearers for the next 12 months. It is customary to publish the results of the election in this issue of the Newsletter each year. The election results are as follows.

President	Votes	
Nash Pilling	40	
Peter Scott	54	elected
<b>Treasurer</b>		
Tara Stevermuer	-	elected unopposed
<b>Secretary</b>		
Bret Cavanagh	-	elected unopposed
<b>The Committee:</b>		
Margaret Adams	87	elected
Ray Feneley	80	elected
Matthew Gray	89	elected
David Rittie	94	elected
Lindsay Sinclair	87	elected
Bernie Stevermuer	71	elected
Nash Pilling	56	

Other items of note at the AGM was the naming of Tara Stevermuer (the new Treasurer) as our Public Officer, (which was a unanimous choice), and also the bestowing



of the title of "Life Member" onto Ian Harvie, due to his long and tireless service to the Club, both as a Committee member and also for the work done to maintain our old and tired machinery in good working order.

There are no new members to welcome to the club this month, however there are two prospective new members whose names (for your interest) appear in the Members' Section of the website.

I am now just beginning to get a handle on all the facets of the Secretary's duties, which makes me appreciate even more the work that has been done by my predecessors for this great club.

So, until next time, *Maintain your air speed.*

**Bret Cavanagh**

## SAC President Meets EAA President

On Sunday 12 February, The President of EAA was in town and met with some SAAA members at North Sydney. Tom Poberezny was in Sydney after attending the NZ Homebuilders convention. SAAA Chapter 1 (President our own Rick Harper) arranged for Tom to address local enthusiasts. His talk ranged over aspects of sport aviation and amateur aircraft building that have international relevance.

Among the activities of the EAA, he discussed as highlights the Young Eagles program to enthuse youngsters about the fun of flight, the CAFÉ foundation that measures aircraft performance and flight characteristics, the role of experimental design as pathways to commercial ventures (such as the Lancair Co-

lumbia and the Cirrus), and at the cutting edge, the achievements of Burt Rutan whose experience in amateur built designs led to the White Knight private space vehicle.

Even in the wealthy US, cost of flying training is a serious dampener on the promotion of aviation. Post-war government schemes to subsidise flying training have long since lapsed. The recent introduction of light sport aircraft regulations and lobbying the FAA by EAA to regulate for recreational Sport Pilot qualifications have been major initiatives to address these issues. Also close to our own issues here in Sydney was his description of the effect of rising land values, spreading suburbanisation in causing airport closures. His advice was to start early in

engaging neighbours in a dialogue about the need for airports and the feasibility of addressing their concerns.

A lively question time followed after which Tom was warmly thanked by SAA National President, Gary Spicer, who wished him an interesting and relaxing time sightseeing in Australia before returning to Milwaukee.

**Peter Scott**

Picture of EAA's Tom Poberezny meeting NSW SAC's Peter Scott, and SAAA's Rick Harper appears on **Page 2**

**Ed**



**Hi everyone.**

As this is my first report as the new SAC treasurer I thought I would take this opportunity to tell you a little about myself first. I live in Wollongong with my husband Bernie, who many of you may know. I have been a member of SAC for four years and try to participate in as many club functions as I can, most recently the fly away to Gloucester. We have seven children: three GA [Cessna 210 (BCY), Cessna 207 (FIF), De Havilland Dove (DVE)] and four ultralight [Catalina amphibian, Chinook plus2, Thruster, Quicksilver MXII] - no, we don't have any human children. I love to fly and have flown in many different types of flying machines. I do not currently have a pilot's license but act as unofficial co-pilot, navigator, on-board refreshments and ballast as the need arises. I do plan to get my pilots license when money and time permit (what was I thinking - I just used up all my spare time in becoming treasurer). I do hold a skydiving license and have

jumped out of many flying machines - not all perfectly good! My most memorable jumps include from a 727, a hot air balloon and an inverted aerobatic biplane. The highest I have jumped from is 23,000 feet - the lowest is 2,000 feet. In fact, Bernie was my tandem master on my first jump. My claim to fame in aviation is being related to Sir Charles Kingsford Smith.

On a more serious note, one of my first roles as treasurer is to chase up any outstanding monies owed to the club. After a quick review of the club's accounts I noted that there are a lot of members still to pay their membership fees, hangar licenses and insurance. There are also members with long overdue fuel accounts. I will be writing to those that owe money in the near future. As you all know, there is a late fee for not paying on time. I am hoping that I will not need to invoice anyone with late fees. If you are uncertain if you have any money outstanding please email me (stevermuer@uow.edu.au) and I will



check for you.

I look forward in my time as treasurer to get to know you all a lot better.

I thank Ray for leaving the club accounts in such fine shape and plan to continue growing the club savings such that we can purchase the land. I will update the financial balance sheet on the website for all to see where we are up to. I welcome any feedback you might have on how I am performing as treasurer and what you think I can do better or differently.

*Blue skies*

**Tara Stevermuer**

### FINANCIAL BALANCE SHEET

The Treasurer's Financial Balance Sheet, which formerly appeared on the back page of your newsletter, can now be viewed in the

MEMBERS' SECTION of our website: [www.wedderburnairstrip.com.au](http://www.wedderburnairstrip.com.au)

This provides our Club members with continually updated financial information.

**Ed**

## SAFETY NOTICE SAFETY NOTICE

BHP will be carrying out an aeromagnetic survey in the Wedderburn area.

Helicopter operator, Heli-aust, will be flying various grid patterns at a height of 150 feet over sections of the community including areas within our CTAF.

The survey is scheduled for

sometime after 10<sup>th</sup> April. Operations will not be conducted over Easter, or on weekends.

Club members will be advised by e-mail of the survey schedule, and the intended ops will appear on our website.

Heli Aust has been offered

the use of our airfield.

For your safety, please check the website, keep a sharp lookout for the helicopter during the periods of the survey, and if Heli Aust decides to use our airfield during the survey please cooperate in any way you can.

*Fly Safe*



**John Dall**

**Note: The next General Meeting will be held on 18th June (not 11th June) . . . Ed**

## Hi Folks.

February Workday went well, thank you to all who attended. Numbers were a little low, however, all things considered we achieved quite a lot on the day.

The next Workday will be Sunday 30<sup>th</sup> April; as usual the day starts at 9.00am and will finish around 3.00pm. Some workday activities have been listed below, however if you have any suggestions please feel free to let me, or any of the other Committee members know. A complete list will be posted on the web-

site around a week or so before the workday, along with the sign-on lists in the clubhouse on the day.

In an effort to keep a better track of members who attend the workdays, we are going to trial a new system of signing on to a specific task and, on that task sheet, also register your name for lunch. Last time we did have a few members who went out to work and only registered on the lunch sheet – don't worry though, we made sure your name was registered against the task you actually did so your workday credit would be registered.



Any member just coming along to be sociable for lunch can sign onto the "Joining Us For Lunch Only" sheet, so you don't miss out on the delicious lunch Margaret and the Ladies provide on the day. As usual lunch is only \$5.00 – What a Bargain!

## Workday Activities.

1. Repair the fence behind the last row of hangars in the Southern Precinct—rear of Ami Gale's hangar.
2. Continue weed removal from the runway drain from the aircraft parking area to the Northern end of the airstrip.
3. Clean up leaf litter and undergrowth in the recreation area between the main entrance and the machinery shed adjacent to the clubhouse.
4. Clean up the leaf litter and undergrowth from the main entrance to the clubhouse from the roadway down to the bush toilets and onto the first row of hangars in the Southern Precinct.
5. Clean and clear the undergrowth from around the new drainage outlets along the roadside of the Northern Precinct.
6. Continue with cleaning the firebreak area to the Southern end of the runway, and complete the installation of the cable fence.
7. Pothole Patrol - fill in and repair potholes on the airfield roadways.

Don't forget to bring along some suitable working gear, gloves and any useful tools you may want to bring along from home on the day. The more the Merrier, we look forward to seeing you there

**Matthew Gray**

## Gordon Steer Recovering

Our Club member and old mate, Gordon Steer, is recovering from invasive surgery to remove a cancerous (ahem . . . men's only) organ in his lower abdomen

The operation was a complete success, and Gordon is predicting a return to full functionality "in no time at all".

He is being totally positive about his future, and expects he will soon be harassing his wife, Patricia, as

much as when they were first married.

Now that the renovations to his house are about done Gordon will begin to spend nearly all his time at the airfield to complete the restoration of his beloved Cessna 172.

All of the NSW SAC members wish Gordon a full and speedy recovery.

**David Rittie**





If you weren't at the SAC club house on Sunday 5<sup>th</sup> February then you missed our first fly-in / drive-in brunch **with a guest speaker**. After a fantastic breakfast (thank you Margaret Adams and all your lovely ladies) our inaugural speaker, John Lyon took the floor. Representing AOPA and the Australian Flying Training School, John gave an excellent talk detailing why we are *not JUST private pilots*, which was very well attended by club members and guests.

John gave many examples to reinforced the importance of aviation in Australia and the importance of private pilots in aviation. His examples included:

The Flying Doctor Service – how would it exist if it did not have a pool of pilots to choose from? And would Australians choose to live in such remote areas if there was no Flying Doctor Service?

Mining companies – relying heavily on aviation to get parts and people out to their remote sites in a timely manner – financially they cannot exist without aviation if any of their lines go down as no



**John Lyon answers questions at SAC Clubhouse**

other mode of transport can get parts to them so quickly.

Even Farmers up north rely on aviation to assist with herding their cattle in difficult terrain.

After reinforcing the importance of aviation in Australia and the need for private pilots, John went on to discuss how dwindling numbers of private pilots is impacting local aviation economies, giving Bankstown Airport as an example. John reinforced the point that although as an individual private pilot we may not contrib-

ute very much (in terms of fuel purchases or parts/servicing of aircraft), as a whole we contribute significantly to the world of aviation; for without us, there is no aviation.

On behalf of SAC and everyone present on Sunday I'd like to thank John for being our guest speaker. He certainly struck a chord with many in attendance. Throughout 2006 we will have guest speakers at all our fly-in/drive-in brunches. We will also have the odd special guest join us on some club fly-aways. I'd like to take this opportunity to encourage you all to attend as many club events in 2006 that you can make – apart from being fun, we wouldn't want our guest speakers to think our club has no members! Having said that, I look forward to seeing **ALL OF YOU** very soon at SAC club events.

*Cheers,*

**Tara Stevermuer**

Thanks for your detailed report Tara, and let's hope we get an even bigger roll-up for the next guest speaker.

**Ed**

## **NSW SAC helps the Wedderburn Community to “Clean up Australia”**

Sunday 5<sup>th</sup> March (“**Clean Up Australia**” day) saw a small band of NSW SAC aviators team up with members of the local Wedderburn community in a joint bid to clean up the area of unwanted rubbish which has been dumped and strewn around the bushland area between the gorge on Wedderburn Road and our airfield's northern gate.

The Wedderburn residents concentrated on the section between the gorge and the intersection of Wedderburn and Minerva Roads, while the NSW SAC members concentrated on the section starting from the airfield gate, working northwards.

Altogether, 137 bags of rubbish were collected during the day, along with around 100 car tyres and numerous other items of junk and old car parts.

This pleasing result was due to the initiative of Glenda George (wife of member Rodney), who motivated everyone and organised the whole effort.

Glenda wishes to pass on the huge “Thank you” that she received from the Campbelltown City Council to our SAC members for the work done on the day.

“Thanks to you all for your efforts, and for demonstrating your commu-



**Glenda George says “Thanks”**

nity spirit.” She said.

**David Rittie**

Hi Everyone

Yes, it's that time again for my contribution to our Newsletter. The weeks are passing so quickly it's hard to believe we are almost into April and as I am writing my few words. I am so happy to see a little rain falling after all this time – its wonderful.

We were delighted with the number who attended our Fly-In/Drive-In Brunch held on Sunday 5<sup>th</sup> February. Fifty members and visitors enjoyed the delicious food cooked and served by the Ladies and by all reports the Bacon, Eggs and Sausages menu is certainly a big hit at these get-togethers, and we will continue with this theme for our next two Fly-Ins for this year – maybe next year we will try something a little different.

Our special guest speaker at our Fly-In Brunch was John Lyon, Bret Cavanagh's Flying Instructor and a member of the AOPA Committee, and all who listened intently to his address were so pleased John had been able to give of his time to speak about some very special issues for our Pilots (*refer to article on Page 9 . . . Ed*)

Our "Thanks" to Bret for arranging for John to attend and we certainly thank John for coming to Wedderburn for our special day and trust we see him again soon.

To my team of wonderful Ladies, you did a great job coping with all those orders, we certainly were kept busy and to have such a turn up of members and visitors was fantastic.



The first Work Day for the year 2006 held on February 26<sup>th</sup> went very well. "Thanks" to Margaret Nightingale for starting the list of members requesting lunch before I arrived.

We had 40 members attend the luncheon and that was very good for us, but I believe Matthew Gray, our new Work Day co-ordinator, did not have that number of members actually working around the airfield so Matthew will be arranging a different format of recording members' names when you first arrive on our Work Days.

Our "Thanks" to all of you who supported the Ladies Auxiliary by enjoying the lunch we prepared. It is very rewarding for us to see so many of you come along, and remember, besides helping with a few hours of work around the airfield you have the opportunity to socialise with your fellow members.

Our AGM is over for another year and I would like to say how delighted I was with the result of the Election, and to all who voted for me "Thank you".

As I have promised for each year I have been elected onto the Committee (8 in all) I will give my time and energy to this wonderful Club that I have been associated with for 27 years, and my duty of serving on the Committee is to be there for all and especially to represent my team of wonderful Ladies, all of whom play such an important role in the betterment of our Club.

---

**WORK DAY**

**SUNDAY 30<sup>TH</sup> APRIL 2006**

**9.00 AM to 3.00 PM**

Please remember to attend our next Work Day on Sunday 30<sup>th</sup> April 2006. The Ladies will prepare an excellent lunch for those who wish to join us and we ask you to please place your name on the Lunch List together with your contribution so that we have an idea of the numbers attending.



Matthew Gray will be writing his screed on Work Day projects to be carried out on this day, so please make sure you make a note of this date and come along.

**FLY-IN/DRIVE-IN BRUNCH                      SUNDAY 21<sup>ST</sup> MAY 2006                      10.00 AM to 2.00PM**

Our normal Fly-In/Drive-In Brunch is held on the 1st Sunday of May but we have moved it for this month only so that the one-day trip to Goulburn could take place, and we trust many of you have booked to go on this most interesting day's outing.

Our guest speaker for this day will be our very own Ron Lalor who has agreed to tell us about his most interesting life as a Pilot, we are looking forward to hearing Ron's story.

Once again please write this date down in your diary or check your Coloured SAC Calendar which you received with your Feb/March Newsletter.

See you all on the 21<sup>st</sup> May

**SOCIAL LUNCH                                      SUNDAY 28<sup>TH</sup> MAY 2006                                      12.30 PM to 2.30PM**

This Social Luncheon will take place after all pilots and their passengers have returned from their Victor One flight. Please read Lindsay and Maree's Wings Away article in this Newsletter for all particulars on this event.

The Ladies Auxiliary will be serving a luncheon of mixed BBQ food( Chicken or Lamb Kebabs, Beef Hamburgers) together with Hot Vegetable bake, bread rolls, followed by slices of cheese cake and other delicious cakes. The charge for this lunch will not be expensive – I still have to cost this menu and will place the information on the Website as soon as I can.

I'm sure we will have many attend, and if you could book early I would appreciate this. Please phone me on 9567 6522 or email me at [mda@isp.net.au](mailto:mda@isp.net.au)

*Cheers*

**Margaret Adams**



**VALE**



It was with sadness that a group of our members attended the funeral of Margaret Bleuel, beloved wife of 48 years of our past member Gunter, on Monday 20<sup>th</sup> March

From our very early years when Gunter joined our Club in 1983, Margaret always accompanied him to join in many of our social

functions and to attend and enjoy their flights in their Piper Cherokee Aircraft VH-MAM to our many Fly-Aways we arranged. They both enjoyed being a very important part of our wonderful Club for over eighteen years and unfortunately Margaret became ill over the past few years so we did not see her, but Gunter kept in contact with us with progress re-

ports on Margaret's health.

We will miss Margaret greatly, and our thoughts are with Gunter and his family at this very sad time.

With sincere sympathy from all your friends at the NSW Sport Aircraft Club Wedderburn.

## 25 Feb H.A.R.S. OPEN DAY WOLLONGONG

It was quite a surprise for us, we only had some 10 people advise they were interested in attending, and lo and behold on the day some 26 odd members attended. Either by plane or car. Great turnout. There was quite a lot happening on the day and all the aircraft (about 14) from SAC certainly added to the interest for the locals. The short fly down there was relatively smooth and uneventful. But plenty happening on the ground. The Connie, Dak, Cat and Neptune were available for inspection along

with several others, Winjeels, Drover, C180. It certainly kept our guys gums a-flapping with eyes alight.

The Saddler Vampire operation was available for inspection and without a doubt (trust our true SAC members), they kept the cafe financial with the coffees, teas and food orders that they partook of.

Everyone was back at the SAC Clubhouse by late afternoon for a



recap of the great day had by all.

Thank you to all attending - both by air and by road.

**Maree and Lindsay Sinclair**  
(See pictures on **Page 20 . . . . Ed**)

## 18-19 MARCH - GLOUCESTER FLY AWAY AND COACH EVENT

Well for all those who did not attend, guess what, you missed out on a great time. We had (after some late minute cancellations) 37 attending which comprised of 22 flyers in 12 aircraft and 15 coach travellers.

We were in luck - the weather held good for the flyers - they had a pretty good fly up there - a bit cloudy but it made it interesting and I'll leave it to Dave Rittie to fill you in on the flying aspect of the trip.

From the coach perspective - it was a great success. Although we had to have an early start at 7 a.m., everyone was on time and we were off and cruising heading north in a very luxurious 56 seater. Plenty of room to spread out and relax in. Jeff, our driver, got us moving and we just floated along - almost like flying it was. Headed up the new M7 and on to Hornsby, picked up a couple and kept going till half way - had a break at the Caltex road house for a "expel and intake" break. Back on the road heading north and on past Newcastle where we took a leftie onto the Buckets Way for Gloucester. Very scenic, lovely countryside, very green, travelled through little villages with beautiful Crepe Myrtles and Lassiandras flowering. We were having a lovely time until we

got onto the Stroud/Gloucester road where from out of no-where we were buzzed and attacked by these aircraft, all heading north. They must have been bored - reckon they should have travelled by coach - more fun that way.

Anyway, we said we'd be there at the Gloucester Airfield by approx. 12 noon to pick up the aviators and we were there at exactly 12 noon. How's that for coach travel? Want to get there on time travel by coach. Unlike one aircraft, he was still stuck at Maitland, but I have to say he eventually made it, which was the main thing - better late than never. No names will be divulged - must protect the guilty.

So our flyers received a great welcome from the Gloucester Aero club - they were very hospitable and friendly, and once aircraft were bedded down and kissed farewell, we headed off to town for a quick bite to eat and then the hard work of sightseeing began. Oh, first we had to go back and pick up our last arrival by air, then it was on to our first sightseeing stop at the Herb Farm - which was very interesting. We were given quite a good talk on a wide range of herbs, what can be done with them medically

(calmative effects), cooking wise, cosmetically, propagation/growing of the plants. Must say, the guys certainly pricked their ears us on the mention of the vodka bit added to the herbs. Had the chance to sample the products and purchase the goodies and look around the gardens.

Further down the track, we headed out to an Alpaca stud farm - travelled through some lovely green countryside and guess what - it had a airstrip on the property - mind you it was a bit small some 400 odd metres but still it was an airstrip - it made the pilots think they were in seventh heaven and kept the aviation starved members happy - gazing and drooling over an airstrip. The rest of us sane people enjoyed looking and photographing the little critters. Alpacas are very photogenic - they know how to show off to the camera - shy otherwise but very cute. We were given a talk on the alpacas, and what this farm does - sampled some different types of alpaca meat - served as a terrine, sausage, hot dog, but mainly the meat is very popular and sought after as scotch fillet steak - alpaca style.

By now it was late afternoon so we returned to the township and to our motel which everyone agreed was



tops, bunked in, unpacked, relaxed and very quickly the majority found the watering hole - right next door at the Gloucester Golf Club where we were to have dinner. Unfortunately, dinner for some was not up to standard and they were somewhat disappointed, however others totally enjoyed it. There was a bit of miscommunication in the kitchen which caused problems and reduced the quality of the food served. When organising these events we can only go by recommendations from others and we totally rely on others to perform. To the few members of the night who were not happy with the meal, we can only say normally this does not happen and is a very rare occurrence. We do our best to ensure all is perfect but sometimes it is out of our control.

Anyway, during the evening we had a performance from Steve Irwin the 2nd, (alias our web master, Jay Laybutt) in showing his agile ability in quickly subduing the wildlife of the area and saving all us eaters from jumping up on the tables and carrying on in an undignified manner. No it wasn't a rat or mouse as I had first thought - it was a ghecko or lizard style critter who quickly thanked his saviour for rescuing him and returning him to the wild by giving him a "thank you" nip on the hand. But not to worry, we have ensured that Jay has been fully vaccinated, inoculated, and immunised. He is not scurrying around under logs as yet - so he is safe.

So a great night was had by all. Some had an early night and others partied on.

Morning dawned bright and early

and foggy. Most of us tucked into a full cooked breakfast (as if we were starved), and then we were away by 8.30 a.m. for more hard slogging sightseeing. Headed up to a lookout known as Kia Ora to view the foggy valleys and mountains and had a group photo taken. Still it was pretty - the view I mean. Further down the track we were heading for a gold mine where billy tea and damper was awaiting us starving travellers. We were given a chat about the history of the place, the gold mining days and how it all happened - sounds like a lot of hard yakka just to get some gold dust. A stroll up a rain forest track - very cool and beautiful. Up the top of the track was the Mountain Maid Gold Mine where we could look around - we were given a demonstration of how easy it is to pan for gold (ha ha). Quite a few of us came away with a bit more than we bargained for. The local leeches decided they could get a free ride to freedom on the feet, legs and other parts of humans. But rest assured all local wildlife was eventually left behind in an unharmed manner. Oh, except the one that was stomped on by - - - ah - - - well, I won't make the person feel any more bad than what he/she already feels in squashing a little blood sucking thing.

From there it was close to midday so we headed back to town, for anyone hungry who wanted a feed, then it was out to the airfield, kick the pilots and air travellers out so our coach travellers could spread out, relax, and enjoy our journey home. Back on the road by 12.30 pm and back at Wedderburn by 5.15 p.m. - pretty good going. We travelled back the same way, everyone either snoozing

or chattering at one time or another.

We received along the way reports of the flyers safely arriving back at Wedderburn and sitting back relaxing with a refreshment. We were soon there to join them and re-hash the weekends events. I think overall everyone had a great time.

The coach, I believe, was very successful. It certainly gave an opportunity to some of our members (our non flyers, non aircraft owners, spouses and social members) to also be able to join in and participate on our flying events and have some fun, instead of hubby coming home and saying "Gee I had a great weekend, sorry you missed out" - well now the wife can say "Yep, I too enjoyed the weekend away as well".

So all of you who are still thinking about it, think harder and join in the fun. We are looking at a coach going up to Mudgee on the long weekend in June. See the "Upcoming Events" and website for details. Let us know as soon as possible if you are interested.

To everyone who joined in this event and made it possible and successful - thank you - we really appreciate your support.

Till next time - cheers and happy flying.

**Maree and Lindsay Sinclair**



## GLOUCESTER from a pilot's point of view

Many of those who chose to fly to Gloucester needed to deliver their other halves, friends or children to the airfield before 0700 to board the coach. The coach trip was scheduled

to take five hours, whereas the fliers would need only around one, or one and a half hours (weather permitting) if they were to do the trip non-stop.

The coach departed with all on board exactly on time, so there was a group of flyers at the airfield wondering what to do with themselves for the next few hours so that a co-

ordinated departure would have us all arrive at Gloucester at the same time. Some pilots and co-pilots were able to sleep in and arrive at the airfield much later. There was a plan being hatched to fly to Old Bar first for a late breakfast then on to Gloucester. This plan was in favour, until it became obvious that most of the co-pilots and passengers would not arrive at YWBN in time to do so.

Not to be denied his low cholesterol breakfast, Vic made eggs and bacon at the Clubhouse, which he shared with other like-minded, health-conscious pilots. Lindsay rang quite a few times from the coach to give local weather reports along the way, and all seemed to be OK on that front. So, a group of aircraft (Vic's Cardinal, Nash and David's two Jabirus and Ray's Jodel) departed soon after nine thirty with Tara, Naomi and Jay as co-pilots, all intent on having coffee at Maitland. All of the others decided to leave later, including Peter Scott, Greg Goulding, Jan Zytka, Dave Thomas, Doug Montague, Frank Krassoi, Russell Dann, Bob Faber and Bret Cavanagh.

Our group went up the VFR lane in good, smooth flying conditions, in some sort of straggling loose formation, and at Patonga we set a course for Maitland. A phone call from Lindsay gave a final reassurance that the flying conditions, though hazy, would be favourable. They were.

All landed safely at Maitland, some using runway 05, others on 08. Nash couldn't see the terminal from the end of 05, so he called David on the mobile to get taxi-in instructions. Whilst drinking our coffee Lindsay called again, and it was decided that we should depart Maitland at 1115 so that we would all arrive at Gloucester at around the same time.

The flight up the valley from Mait-

land to Gloucester was beautiful. It was smooth as, and there was some cloud cover, which sometimes hid the hills from view. The train line weaves hither and yon, and we ensure that we don't follow it into the tunnels along the way. Jabirus might fit through the tunnel, but I doubt if the Cardinal would be so fortunate. All of a sudden Peter Scott has joined the party in his Thorp, and settles in behind Dave's Jabiru. Greg Goulding passes overhead at Mach 2 and disappears up the valley. There is lots of chatter on our local CTAF frequency, and we all enjoy each other's company.

Peter passes Dave's Jabiru and is first to make contact with Lindsay on his hand-held radio on board the coach. Peter then locates the coach from the air just a couple of miles short of Gloucester, and buzzes it to the delight of those on board. Dave's Jabiru flies alongside the coach at just above stall speed and hopes that there are some cameras at work inside the coach. All is going to plan. Nearly all will arrive at the same time. What co-ordination!

Everyone is sorting themselves out above Gloucester airfield, and most choose to land on runway 35, until the long-tail Jabiru creates confusion by announcing he is on downwind for 17. Good airmanship is displayed by everyone else and all land safely shortly thereafter. Nearly all of the other Wedderburn aircraft are on the ground when we arrive, and by the time all aircraft have been tied down and secured Lindsay is there with all the land travellers to meet us.

Nash Pilling's Jabiru



A good time is had by all at Gloucester and surrounds over the weekend as recorded in Lindsay and Maree's column. (Page 12)

Around midday on Sunday the coach dropped off all the fliers at the airfield, then the land lubbers headed off down the highway. There was one less passenger on the coach, as Bob Sproule decided to compare road travel with air travel by hitching a ride home on board Greg Goulding's twin.

Because of the thick grass on the airfield, Bob Faber got stuck while taxiing his Grob motor glider to the end of the runway, and Kim had to get out and push while Bob applied full power to reach the runway threshold.

Not to be denied their wish to visit Old Bar, three aircraft (Vic's Cardinal, Peter Scott's Thorp and David's Jabiru) headed off towards the coast (with some passengers swapping aircraft), and landed (somehow) at the Old Bar airstrip in a twenty knot crosswind. A further meal/another lunch/early afternoon tea/whatever was consumed before coming home by following the beautiful coastline to Nobby's head at under 1000 feet, and then to Brooklyn Bridge in a side-by-side but safe and sociable formation before joining the inbound VFR lane in line astern and on to Wedderburn.

All aircraft back home safe, and most fliers settled in the Clubhouse courtyard with drinks-in-fist when the coach arrived – exactly on time again, and a few more hours were spent re-living the experience, telling tall tails and even downright lies.

What a great weekend! Thanks to the Sinclairs for arranging such good weather and for organising such an enjoyable event.

David Rittie



**During the Easter break** - take a quick fly away (try commercial airline like Qantas or Air New Zealand) to New Zealand and go see the Wanaka Air Spectacular - certainly it is worth a visit. You will have a ball. It is the best air show in the southern hemisphere. As a second incentive, stay a couple more days and see the scenery, it is quite something, and there is plenty to see and do in the South Island of NZ.

**22/4/06 - MUDGEE AIR SHOW** - is happening - it is not a club event but for anyone interested in attending the air show you will not be disappointed. Plenty of air activity and ground activity happening. Make a weekend of it and visit a winery or two while you are there. It is a Wings, Wine and Whatever Weekend. Go along and join in and enjoy.

**7/5/06 - SUNDAY - GOULBURN - ONE DAY FLY AWAY CLUB EVENT** - Join us for a great day looking around Goulburn - you will be surprised what there is to see and do in Goulburn. We won't be able to do and see the lot, but we are attempting to have a inspection of the Waterworks Museum and perhaps the Goulburn Brewery - (just bring a friend along that can also fly your plane so that you can sample the brewery). **We do need numbers** so that we can book the mini bus or whatever chariot we can get our hands on, we also have to advise the museum and more importantly the brewery so that they can brew extra for all you thirsty participants. **Let us know as soon as possible if you are attending.** Cut off date for RSVP is 18/4/06.

**28/5/06 - SUNDAY - VICTOR ONE AND TUCKER AFTERWARDS - ONE DAY CLUB EVENT** - Weather permitting - we are having a lovely mid-morning fly along Victor One. Head up the light aircraft lane to somewhere near the Brooklyn bridge and then turn around and head south down Victor One - enjoying the sights - whoever spots the most white pointers may get some points. This is open for everyone to participate - wives, spouses, friends, social members join in - you don't have to do the flying thing - while the pilots are hard at work earning comp points flying, you can come along to the club house - sit back, sip a wine or two, have a nibble or two, and relax and enjoy the sunshine. By the time the pilots get back, have their comparison chat about what they saw and did along the way, it will be time to have a feed. Maybe a BBQ or similar will be on the cards. Let us know numbers who wish to participate in whichever part of the day and we will organise something terrific for you. **LET US KNOW ASAP PLEASE.** RSVP Cut off date for catering is 22/5/06.

**10 - 11 - 12 JUNE - LONG WEEKEND - CLUB EVENT - MUDGEE & SURROUNDS** - for those who missed the air show we will be returning to the Mudgee area to follow up on the Wine bit of that weekend. We are allowing three days for this so that the pilots can certainly sit back and enjoy and sample the wines for a full day and not be concerned with flying. We will have a look around the area - a trip over the Gulgong and see the old town, the historic buildings around the area and plenty of vines and vineyards and produce. It means two nights accommodation and we are interested to get feedback if you are coming along and if we get a coach organised from Wedderburn for the non flyers or the serious wine samplers who don't want to fly and drink, but just drink. **RSVP by 12/5/06 for coach and accommodation booking.** Cancellation fees will apply.

**2/7/06 - CLUB EVENT - HALF TO ONE DAY EVENT - SYDNEY AIRPORT TARMAC TOUR** - Quite an interesting look around Sydney airport - behind the scenes, up close and personal with the big beasties, lunch available but it is extra. **WE NEED NUMBERS TO BOOK A BULK BOOKING AND GET A DISCOUNT.** Group bookings are limited to a set number. **LET US KNOW ASAP. RSVP no later than 24/4/06.** GET in quick to get your spot.

**Other details on the above events is on the website - go check it out.**

All these club events will earn comp. points for the pilots and get all club member participants into the hat for the draw at the end of the year for that terrific surprise prize.

**Still more happening during the year. Again, tune in to the website and read up on it, let us know ASAP if you are interested in attending.**

Cheers and happy flying

**Lindsay & Maree**

It was a magnificent day on Saturday 25<sup>th</sup> February; blue skies with barely a whisper of wind. Our day started with a briefing at 9am at the Club house where Lindsay Sinclair (event organiser extraordinaire) told us all we needed to know for the day's events all the way down in Wollongong. Our mission today - to attend the **HARS Open Day** and the **Inaugural SAAA fly-in**.

More than 20 SAC members made their way down south over the day. It is always a joy for me to fly over my home town of Wollongong in the Cessna 210, and getting to do it a little slower this time in a Jabiru was really great.

SAAA members were on hand to escort our group of eight to the terminal to sign in. After a brief conversation with John Brooker (HARS Vice President) we headed off for a tour of the HARS facilities. With the hangar floor recently cured HARS now had several aircraft parked inside, including the first Cessna 310

on the Australian register and a de Havilland Drover.

Outside was of course the Connie, the Catalina, a DC3 and a couple of Neptunes. Our guide gave us a brief history on each aircraft. While we were only able to look inside the Catalina, we were able to go inside the Connie and DC3.

By midday coffee was calling so we made our way to the aviators lounge. Here we ran into a dozen other Wedderburnians already enjoying their coffee and a bite to eat. Those lucky enough to have a seat inside enjoyed the talk given by John Brooker on the history of HARS and the story of how the Connie was rescued.

A short walk later and we arrived at the Sadler Vampire facility. Here we were able to see these aircraft in various stages of construction and speak with their builders. Also in this hangar were experts from FGI composites, Australian Air Props,

and Aircraft Parts and Equipment, as well as representatives from the Wollongong Squadron of the Australian Air League.

Before heading home we had one more hangar to visit, the Capital Aircraft Services hangar. After looking around their facilities we listened to avionics guru Neil Allen talk on, you guessed it, avionics. Looking around the audience I couldn't help but notice almost everyone was from Wedderburn.

A short flight later and we were back at Wedderburn. It was truly great to see such a large attendance by Wedderburn members and I am especially grateful to Dave Rittie that I got to be one of those flying in. See you all again very soon at the next SAC club event.

Cheers,

**Tara Stevermuer**

Thanks for the story Tara.

See pictures on **Page 20**

**Ed**

## **We assist the Local Fire Brigade**

Just as our A.G.M. was finishing on Sunday 12th March Ted Noble of the Wedderburn Volunteer Fire Brigade turned up on our doorstep asking if we could help him to locate (by air) the source of smoke somewhere to the east of the local Wedderburn community.

The long-tail Jabiru was allocated this task. "We can be in the air in ten minutes" declares the pilot. We swing open the hangar doors, pull the Jabiru outside, strap Ted into the passenger's seat, a quick pre-flight check and the engine is started in six minutes. We taxi to the runway, and after engine runs and a warm-up we are in the air in under nine minutes.

We quickly locate the fire. It is down in the bottom of a ravine to the east, which, if it takes hold could threaten our neighbours' properties on Victoria Road.

Ted gives directions to the fire truck down on the ground using his walkie-talkie. "Turn left, turn right, no, go back, now turn right" etc whilst we circle above at about 300 feet AGL.

While this is going on the Jabiru pilot makes many radio calls and keeps a sharp look-out as the location is close to the Downwind and Base legs of Runway One-Seven. As soon as the fire truck on the ground has the fire spotted we move



away from the danger area, thankful that we haven't had to deal with other air traffic in the circuit.

It was agreed that we should remain airborne until the fire danger is over, so we go and check the damage caused by the recent fire on the Appin Road near the Westcliff Colliery, and then on a short sight-seeing trip to the escarpment where we can see Wollongong.

When we return to the scene of the fire there is no smoke, so we have no further excuse to keep flying. We land safely back at YWBN.

The Jabiru pilot then encouraged Ted to call on our Club's assistance if ever the need arises, as we are always happy to cooperate in any way we can.

**David Rittie**



Finally the big day arrived, 4 years 4 months and twelve thousands rivets later, the night before the big day saw me rectifying some fuel line leaks and other overlooked items to the very early hours of Sunday morning. With the help of a handful of local "early risers", Neville and Dolce Harrang, Dave Thomas, Dave Rittie, Peter Bowman, Ariella Gale (my wife Ella) and off course the test pilot Keith Engelsman who, while seating in the cockpit to check for size, was handed the pop rivet gun to "pop" some rivets ...minutes before first flight. (All cushions removed to make room for the long legged man...)

Just before midday and after two fast runs up and down the runway she leapt into the air like an angel (by Engelsman).

To my great relief and complete satisfaction the flight went extremely well with only minor problems with the flap motor and prop governor cable. No heavy wing, rudder, or over-heating problems. A day to remember!

## Looking good



A very big thank you to Keith Engelsman for putting your life on the line for me.

My deepest thanks to so many people that helped me on that very long long journey, at times the smallest of contributions had a great impact – thank you all.

Thanks to my wife that endured my mood swings, my poor house and garden keeping and other developed bad habits acquired along the way.

Thank you Bruce Nash for your excellent job wiring the beast and lending me the moulds to hide her muscles, I am forever grateful.

Special thanks to Michael Warden my dear friend who helped me with riveting and final rigging, thanks to John Johansson who stayed with me almost to the end, until the day beautiful Yolanda took you away....

Thank you Steve Cohen and Allan Aaron for the help in



Last-minute preparations

the glass department.

Thank you Dave Rittie for the engineering, delivery/pickup and moral support over the hurdles.

Thanks to Emile Khoury, Neville Harrang, Bob Hazel, Barry Davis, Neil Davison, Cliff Van Praag, Stephen Dines, John Dall, Rod Russell, Dave Eccelstone, Chris Meloy, Tom Lathouwers and John O'Byrne. Also, Dave Dent of Dent Aviation and Walter Mezger of Gidd engineering for those lots of little bits.

A very special THANK YOU Peter Hodgins for sharing your tools, knowledge and experience.

Looking so much forward to sharing the big blue sky with you all. Thanks for your contributions both large and small.

MY OBSESSION.

VH-LPP

Ami Gale

## Keith Engelsman—the big man did a great job



Thanks for the story Ami. It seems just about everyone at Wedderburn (along with a few others) had a hand in making your dream come true. Congratulations on your success

Ed

# EQUIPMENT HIRE



## CAMDEN HIRE

Caters for just about all equipment, construction, earthmoving and landscaping hire requirements.

Big job or small, the staff at Camden Hire will help you pick the right tools for the job.

[www.camdenhire.com.au](http://www.camdenhire.com.au)

## World War II Fryer - - - or - - - "Oh Velly Solly"

It seems that a young Texas agricultural pilot volunteered for military service during World War II. He had such a high aptitude for aviation that he was sent right to Pensacola Naval Air Station, skipping basic flight training. The very first day at Pensacola he solos and is regarded, by far, the best student flier on the base. All the brass could do after a few more days was give him his gold wings and assign him immediately to an

aircraft carrier in the Pacific.

On his first day aboard, he took-off and single-handedly shot down six Japanese Zeros. Then climbing up to 20,000 feet, he found nine more Japanese planes and shot them all down as well.

Noting that his fuel was getting low, he descended, circled the carrier and came in for a perfect landing on the

deck. He threw back the canopy, climbed out on the wing and saluted smartly to the captain and asked, "Well sir, how did I do on my very first day?"

The captain bowed politely, and replied, "Well fryer boy, you make onry one velly, velly selious mistake."

Thanks for the laugh Lindsay

**Ed**

## David Archer's Bobcat on the way to completion

David Archer obtained a semi-built Bobcat aircraft that had three previous owners.

The first owner progressed the building of the fuselage, the second owner built a pair of aluminium wings, and the third owner covered and painted the fuselage, and completed the tail surfaces.

David then set about completing the job, but in the process, had to rebuild much of the previous owners' work. This work included making a pair of wings from scratch, using lighter materials including spruce and foam. The wings are not yet covered, but the reduction in weight has been well worth the effort. It is estimated that the new wings will weigh in at around 21 kg each.

The tail feathers have been remanufactured (by David) from spruce and foam, have been refitted, and they are extraordinarily strong and light.

A Rotax 503 engine (twin carburettor and dual ignition) has been selected and bought, and David is in the process of designing a mount to adapt the engine to the firewall. The only other work required is to (possibly) re-cover the fuselage with better and lighter materials. David refuses to be bound to a timeframe for the completion of the project.

When the single-seat, low wing aircraft is completed it is expected to weigh not much more than 200kg empty.



David lives at the Carrington Retirement Village near Camden, and he has been allocated some workshop space below the swimming pool. He has nothing but praise for the management of the retirement Village, and also for Dave Dent who has been quite helpful to him during the course of the project.

**David Rittie**

More pictures of David with his project are on the adjoining page **Ed**

## AIRBORNE AVIATION

is Australia's first Cessna Pilot Centre

- We offer professional pilot training, aircraft hire, joy flights, charter flights, and more.
- We hope you will find all the information you require on our website:

[www.airborne-aviation.com.au/](http://www.airborne-aviation.com.au/)







## Ian Harvie is Awarded “Life Membership” at the March A G M

At the AGM in March, President Peter Scott presented Ian Harvie with “Life Membership” of the Club. In his citation of Ian's distinguished contributions to the Club, Peter referred to Ian's 9 years of Committee service and his selfless enthusiasm for lending his time in the execution of Club projects. The contribution was greatly enhanced by Ian's extraordinary engineering skills and his willing transfer of that knowledge to fellow volunteers. As an innovation to mark Life Membership, Ian was presented with a testamur formally documenting the award and his Club's appreciation. (It is intended such testamurs will be made for all the Life Members.)

## Our Piper Pacer Pilots Presented with Prizes at Tocumwal Fly-in



The two well-deserved trophies - nice!



*Congratulations*

Noel helps Bert, Dianne and Lloyd celebrate their win

Over the weekend of the 18<sup>th</sup> and 19<sup>th</sup> of March, four club members, Lloyd and Dianne Shepherd, Bert Faulkner and Noel Carmody, represented our Club at the Short Wing Piper Fly-in at Tocumwal. About 20 aircraft attended, coming from SE Qld, NSW and Vic.

At the dinner on Saturday night, Lloyd and Dianne's Pacer, VH-ZSG, was awarded the **Best Tailwheel Trophy**, and Bert's Tripacer, VH-PIC, won the **Best Original Tripacer Trophy**.

Congratulations on your success guys . . . Ed

## David Archer's Bobcat





When Lindsay was asked why the mountains just west of Gloucester (pictured below) were called “THE BUCKETS”, he replied — “Bucket if I know!”



**Above:** Left to right: Damper and tea at the goldmine, the Alpaca farm, Goldie and the rock crusher at the mine

**Below:** the Neptune, the “Black Cat” Catalina, the de Havilland Drover under the tail of the Connie, and “Connie” (L1049 Super Constellation look-alike), all seen at the HARS facility on the “Wings over Wollongong” trip.

