

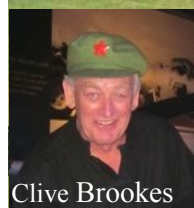


# The N.S.W. Sport Aircraft Club Newsletter

APRIL - MAY 2014

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Clive Brookes



**Above:** Clive and Diane Brookes in the Nanchang, which won the Yak/Nanchang category at the recent AAAA meeting. **Inset:** Donna Handley retires from catering duties. See **Pages 5 and 8**. **Below:** Two new arrivals at Wedderburn: at **Left** is Dieter Wilhelmi with his Focke Wulf, and at **Right:** Dave Thomas with his son, Alex, are with the brand new Sling aircraft. More about these two aircraft appears on **Page 12**.



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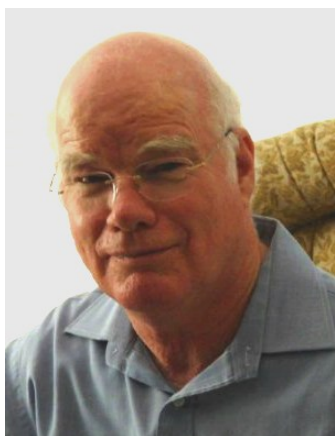
## Your New Committee

**At left:** Your new Club President, **Bret Cavanagh**, who has been a committee member since 2006.

**Below, left to right:** Your new Secretary, **Jock Anderson**; Treasurer for the second consecutive year, **Diane Brookes**; Committee Members **Phil Ayrton** for the first time and **Tim Causer** who is back after a year off.

**Bottom, left to right:** **Matthew Gray** has returned with eight years of continuous service; retiring President, **David Rittie**, is returned to serve his twelfth consecutive year on the committee; **Doug Stickland** is back to serve his second year, and **Richard Thompson** is back for this fourth consecutive term.

*Ed*





### From your Editor

Welcome to the April/May 2014 issue of the SAC Newsletter.

The recent elections have changed the committee somewhat. The new President and the new Secretary both give details of the results in their reports on this page and the

next (Page 4).

There is a list of the Upcoming Flying and Social Events at the bottom of Page 4, and you will find pictures and details of the February Social Workday on Page 5. There are some really special pictures sent in by Greg Ackman

as he flew high over Sydney, which appear on Page 9. They are worth a look.

The big news is that Donna Handley has retired from her social and catering work. She also received a serious injury to her left hand. There are more details on Page 8.

Oh, by the way. I have agreed to do this edition of your Newsletter because we haven't had a committee meeting yet, or time to nominate another editor. So, this is another edition from me.

Cheers.

David Rittie



## Words from the (new) President

G'day all

Well, for those who were not at the GM and AGM on Sunday, I should report the news and the new committee.

The main news of the GM was an overview by David Rittie of the long and at times frustrating story of sorting out a new lease to replace our original, which began in 1978. Just for the record, the original lease still stands and has until 2018 to run, but all of us (myself included) are keen to close things off with a new lease!

I think the neatest summary of this whole story is to say that dealing with the various branches of "the government" demands much patience and resolve. David and others have done this for many years, and admirably! However, as 2018 approaches, I felt a strong resolve from the floor of the club meetings to push to tie things off, and a strongly supportive attitude to do whatever that might require. To that end, the (now old) committee met with and agreed in principle to engage an ex-

perienced lobbyist / consultant to better guide and assist the club through the world that is the bureaucracy. As this newsletter goes to press, myself and members of the new committee (listed below) are working with this gentleman to bring the details of past work into a new lease. Stand by for progress updates, but things are progressing and the feeling is positive. Put it this way, my hangar won't be put up for sale!

The new committee consists of Diane Brooks (thankfully remaining as an excellent treasurer), Jock Anderson replacing Lloyd Shepherd as Secretary, continuing committee members Matthew Gray, Doug Stickland, Richard Thompson, and new members Phil Ayrton and Tim Causer. David Rittie and I have effectively swapped seats between committee and President. Finally, this is the place to say a big thankyou to departing member Don Harvie for all his quiet and sterling work for the club in the past. He's one of those blokes that gets on with the job and makes a contribution far



greater than most would ever know.

So, until there is more of substance to report, I'll sign off and leave you to get on with the reason our club exists, to build and operate (and enjoy) aircraft.

Fly safe.

Bret Cavanagh

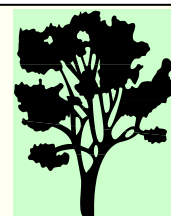


*Need some exotic plants, or want some peaches or other stone fruit? You can choose from a wide selection near the airfield, just around the corner at #7 Blackburn Road.*

**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 the Secretary's Desk

This is my first report as secretary. I was told that not many people know me in the club so I had better send in my picture. I am surprised that you have not seen me around.

I also understand that it is my duty to report the result of the Election for Office Bearers and Committee Members, which was held at the clubhouse during the Annual General Meeting last Sunday, 30 March, 2014. Noel Carmody acted as Returning Officer and did his usual excellent work. He tells me that the count was tricky because an occasional voter left the building without handing in their ballot paper. However he reports that the final count was not in doubt and that we do not need to go to the High Court to press for a re-election. Noel reports that the result was:-

**President:**

Bret Cavanagh	Elected unopposed	
---------------	-------------------	--

**Secretary:**

Jock Anderson	54	Elected
Colleen Pillemer	43	
Karen Lalor	16	

**Treasurer:**

Diane Brookes	Elected unopposed	
---------------	-------------------	--

**Committee:**

David Rittie	106	Elected
Tim Causer	95	Elected
Doug Stickland	94	Elected
Richard Thompson	93	Elected
Phil Ayrton	68	Elected
Matthew Gray	58	Elected
Maurie Evans	46	
Don Harvey	42	
Donna Handley	22	
Robert Greig	21	

I am amazed that so many folks who have worked so hard for this club were not elected. Some people just work really hard behind the scenes and their contribution goes unrecognized. To those, I offer my condolences and thank them for their effort. It is gratifying however that so many members did put up their hands to stand for office.

I will take this opportunity on behalf of the Committee and the Club to thank those members who stood for office and those who voted, regardless of whom they voted for.

I am finding how much the previous Committees have done for this Club. David Rittie, Lloyd Shepherd, Diane Brookes and the Committee have worked tirelessly to advance our objectives. In most cases we do not know how much they have done. As I update myself on the Secretary's functions and responsibilities I have come to realise how much Lloyd did in the year in which he occupied the position of Secretary. The work required to keep a database of club business, membership details, correspondence, airfield lease, hangar leases and the legal requirements of the club astonishes me. Lloyd has handed over to me the secretary's files all in logical order, neat and tidy, making it easy for me to update myself. Thank you, Lloyd. We are also enormously indebted to Diane, David and to the rest of the Committee.

I wish you all a very safe and happy Easter.



**Jock Anderson**

### UPCOMING FLYING AND SOCIAL EVENTS

<b>Wings, Wheels and Wine</b>	Sunday, April 27, 10am.	Mudgee Airport
<b>April's Social Workday</b>	Saturday, 3 <sup>rd</sup> May (rescheduled due to Easter and Anzac Day). Contact: Doug Stickland.	Wedderburn
<b>Wings Over Illawarra</b>	Sunday, 4th May. Main attractions: Matt Hall, HARS. Contact: Phil Ayrton.	Wollongong
<b>General Meeting</b>	Sunday, 8th June, 2pm. Contact: Jock Anderson.	Clubhouse
<b>Social Workday</b>	Sunday, 29th June Sign in by 0900. Free lunch for members. Contact: Doug Stickland.	Wedderburn



## What happened on February's Workday



**Top Left:** Clive Brookes gets ready to do some serious mowing. **Top Right:** The large water tank, that used to be the main airfield tank, is positioned near the Club-house to supply its increasing demand. **Above Left:** The new pump-house at the northern dam (sedimentary pond) is connected up to the main system. **Above Right:** June Nicholson, Jan Faulkner, Wendi Leigh, Donna Handley, Karen Lalor and Lyn Causer of the "Cabin Crew" were at their best, providing another great feed for all the workers and other members. **Below Left:** The CareFlight helicopter arrived to collect the money we made for them at the Open Day, and **Below Right:** Geoff May hands over a cheque to the Careflight crew. All up they received

\$4,500 from us. Well done all.

Unfortunately for us, Donna has retired from her organisational and catering work. Donna organised the Lake Boga Fly-away and the Mudgee Lunch. She arranged the Christmas parties and all of the recent Social Workday lunches along with many other special functions.

Thanks for all you have done for us Donna. You will be very hard to replace.

David Rittie





## Some Wisdom from the Retiring Secretary

By the time you read this, you will have a new Secretary, and I'll be having a breather. Over the next year, an extended holiday in France, a flying trip to the centre, and a number of other flying excursions beckon. There's a good chance you'll see me standing for the Committee again next year.

It's pleasing to hear that the Committee's recent letter to hangar owners has got the attention of some of those it was aimed at, and, at the time of writing, numbers have been seeking advice on 'retrospective approvals'. The President advised in a Newsflash at the time of that letter, that there would be a follow-up to expand on some of the items mentioned.

Sooner rather than later, I'm assured that the Club can expect to hear from Wollondilly Council requiring all hangar owners to comply with the 'fire safety' part of the Assessment, Planning, and Environment Act. It will be given 30 days to comply before the penalties start to skyrocket.

This isn't 'opinion', mine or anyone else's, it's from the horse's mouth!

It is not a difficult process, but time will be important. You'll need to contact any one of a number of suppliers in the yellow pages to get them to inspect your hangar for the issue of an Annual Fire Safety Statement (AFSS). That should only require a statement of what you have in your hangar (which could be nothing of interest), one copy to display, one copy to go to Council. If you have installed fire extinguishers/smoke detectors etc, they will need to be inspected to be confirmed serviceable.

The extinguishers need to be checked every 6 months, and a new AFSS obtained each year. Foam extinguish-

ers need to be refilled every year. Pressure tests are on a 5 year cycle for both dry powder and foam types.

As this will be an on-going requirement (and expense!), it shouldn't be difficult to get an automated reminder from your supplier so it's not missed.

Firetech at Penrith did the 'clubhouse complex', and are willing to come to the field on a weekend (with some notice) to do a bunch of inspections, at a 'bulk rate'. They also deal a lot with Wollondilly Council, so are up with their requirements, and no, I don't have any interest in Firetech!!

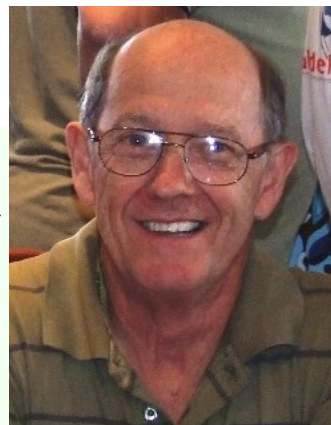
Personally, I've done my dry powder and foam (what's the point of having a u/s extinguisher!), and I'm ready at any time to get the AFSS.

If you go to the Club website and re-read the June/July 2011 newsletter, there is an article on dangerous goods. It is still applicable (though the link may be 'dated'). Again, it's not 'opinion'. If you are interested in what you can legally have at home, you'll need to look at the Act yourself---and you will be surprised!

I checked my own hangar insurance policy, and it will not cover damage/loss if the dangerous goods laws are broken (common for commercial/business insurance). My home policy isn't bothered, but apparently some of the 'cheapie' home insurers won't cough up if the dangerous goods laws are broken.

Bon chance!!!!

**Lloyd Shepherd**



## Clive Brookes Wins AAAA Award

Clive sent me the following message after winning "Best Yak/Nanchang" award at the AAAA fly-in on 29th March. He says:

*"The 40th AAAA meeting was a great event especially with dinner held in the Temora Aircraft Museums display hangar, absolutely awesome atmosphere surrounded by some famous aircraft and aviators.*

*We will be back next year to defend our title."*

Clive is pictured **at left** receiving his award at the dinner. Note his Russian hat!! Congratulations Clive.

**Ed**



## News and Other Bits and Pieces



**Top left:** Geoff May, John Duncan, David Rittie, Richard and Jacquie Thompson at John's 60th birthday party. **Top Right:** Eddie Seve delivers one of his Oz Runways lectures. **Above Left:** Airfield (SAC) members are thanked, by the Wedderburn community, for assisting with the "clean up Australia" campaign. **Above Right:** The ATSB give us a talk after the Workday lunch. **Right:** Doug Stickland has arranged a tentative date with the Macarthur Astronomical Society for the next "Star Gazing" evening. It is set for Saturday, 19th July. **Below left:** This red-bellied black snake is happily sunning himself near the southern airfield gate a few days ago. **Below Right:** Ray Feneley is about to touch down in his Jodel on Runway 17.





## Our Donna Handley - an Update

You are probably aware that Donna Handley severely cut her hand a week or so ago, and had to be taken to hospital from the airfield in an ambulance on the morning of the accident. She has been keeping us up to date on progress, and a few days ago she sent me the following message:

*"We visited the specialist today, good news and little bad. Confirmed that the plastic cast I'm wearing will be for 12 weeks then if all going well I'll be in a woven hand cast for 6 to 9 months.*

*I've been complaining about my ring finger it has been so sore, so I'm off for an ultra sound the doctors think I've ruptured the tendon. If so it will require more surgery, so we have our fingers crossed.*

*So this is what I've managed to do: Cut 3 tendons, 4 nerves, 1 artery, severed my hand muscle.*

*I visit hand therapy twice a week that will go down to once a week once I manage to do the exercise without effort and then to the specialist once a fortnight.*

*All is going well, I'm struggling with the nerve pain it is really something all of its own."*

I know that Donna hasn't lost her sense of humour, because she signed herself off as "The one-arm Bandit", and called the attached picture "My little flower!" Good on you Donna!

We wish her all the best for a full recovery.



David Rittie

## \* \* Aircraft For Sale \* \*

### The Feneley YAK 18T is for sale

#### Ray Feneley's YAK 18T

Recently completely restored to new condition.  
You will just love this aeroplane

**\$100 000**

WITH A FRESH ANNUAL.

Contact Ray on 4647 6446 or 0416 226 912



### Rachel Lumb's Glasair

#### Glasair 2SH FT

1100 TT, 150 kts cruise, O320 E2D 150 HP

Hendrickson cruise prop & new spare metal Sensenich prop.

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

Always hangared & LAME maintained.

**\$80,000**

Phone 0405 354 452





## Some Stunning Photos from Greg Ackman



**Above:** This unusual photo of Sydney Harbour was taken by Greg Ackman, flying (with permission) over Sydney at 10,000 feet, with the Harbour Bridge and the Opera House in the centre.

**Right:** this was taken just a couple of minutes later as Greg flew over Mascot Airport and Port Botany.

Our thanks to Greg for sending in these great pictures.

**David Rittie**





## ROO'S NEWS

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

#### DONNA HANDLEY

Donna recently sustained a very severe trauma injury to her left hand in a freak accident the weekend prior to the AGM. While carrying a jar of jam into Bruce and Laura Cunningham's hangar she fell on the concrete and virtually sliced her hand in half. Only prompt action by the Cunninghams averted what could have been a tragedy. Donna underwent micro surgery at the specialist clinic at Fairfield and is on the road to recovery but faces a long period of physio and special exercises to recover full use of her hand.

DONNA the thoughts of all of those at the club are with you and we pray for your full recovery, grateful thanks to Bruce and Laura and to Phil Lee for his work in getting the paramedics here in very quick time.

#### SOCIAL WORK DAY - Sunday 23rd Feb

Another very full and very successful work day was held and many important infrastructure projects were completed. Team A the Tim Causer/Peter Grogan combo plus helpers successfully installed the large plastic tank at the rear of Sy Allsep's hangar plus associated pipe work which will supply the clubhouse and caretakers residence with rainwater in the future.

Team B led by the Richard Thompson/Glenn Buttsworth combo plus helpers completed pipe work at the new pumphouse at the northern dam plus associated earth work to channel runoff water from the road to the dam.

Thank you to the big team who sorted and cleared out the double garage and made room for 2 ride-on mowers plus assorted tools plus brush cutters etc. A GREAT JOB GUYS WELL DONE. All the assorted paints and materials have been taken to the Wollondilly Council yard at Picton for their clean up Day.

#### THE GARDEN

Thank you to the top group of blokes who pruned, mowed, whipper snipped, and cleaned up, over, under and around the Clubhouse and residence. A big thank you for a job well done and very much appreciated by Dawn and me.

#### BUNKHOUSE

We are continuing to experience an upsurge in the use of this great facility and this does indeed give us great satisfaction. Dawn is happy to keep this amenity clean and tidy, plus sheets, towels etc are always laundered between guests so please book if you are intending to use this facility as we keep a diary of bookings.

#### NPWS & CROWN LANDS

Andrew Lawless and Dan Cross, our contacts with these two organisations, are both working hard to discourage

our "VISITORS" by signage and the installation of cameras from the northern gate up to the first bend.

This will happen over the course of the next few months as they upgrade their facilities in the Dharawal National Park.

#### SOUTHERN ROAD WORKS

The road from the Airstrip to the Westcliff Mine will in the near future be graded with a large grader and also rolled with a heavy roller. This work has been arranged by Vic Laybutt in conjunction with members of the committee and will be carried out by Bob Sproule as and when weather permits. This will improve the surface for all those members accessing the Club from the southern end, Please be on the lookout for the heavy machinery as no other notification will be able to be given.

#### RAINFALL

Our rain gauge tells us that our monthly totals have been January 12mm; February 69mm; March 186mm - April to Tuesday 7th 46mm.

#### AGM 30th MARCH

Congratulations to Brett Cavanagh on his elevation to the Presidency; to Jock Anderson on his election as Secretary and to all those elected to Club Committee for the next 12 months - welcome back Tim Causer. Our very sincere thanks to retiring President David Rittie for all he has achieved in his time as President. It has been our great pleasure and privilege to work under your leadership and guidance. Our thanks also to Lloyd Shepherd for his advice, assistance and support during his time as Secretary and to Don Harvie who has been of great help and assistance whenever approached for advice in regard to club matters.

ALL OILS AIN'T OILS. REMINDER: YOU CAN BUY YOUR AEROSHELL AVIATION OILS FROM THE CARETAKER.

We stock AEROSHELL 100 (Mineral oil); W100 and W100 Plus Anti dispersant oils. For Rotax Engines we stock SPORT PLUS 4. And also 15W 50 Multigrade Oil. These are charged to your fuel account.

We are always here to help members in any way we can.

**Dawn and Rouen**  
**Phone: 0425 380 964**





## More News From Rou AMPHIBIAN TRIP AROUND AUSTRALIA

From the Wedderburn Roving Reporter - Dateline 09/04/2014

Apparently as I am able to read and write, I am now aviation correspondent for the Wedderburn Times.??? !!!!

Our intrepid adventurers, the Pillemer, together with Marty/David (one plane), Doug, and Andrew (from Lord Howe Island) departed Wedderburn Wednesday 3/4/14, landed at Lake Conjola for overnight stay, then to Merimbula and thence to Lakes Entrance Vic. Next stop Georgetown, Tas. Stayed overnight at Wynyard, thence to King Island where they visited cheese and kelp factories, had pies at the bakery.

Barwon Heads, Victoria the next stop and on to Point Cook, RAAF base (for a Make a Wish flight).

They then went to Robe SA where they were joined by another 2 planes piloted by Vaughan and Peter. A lovely BBQ was had at Robe on the beach and an overnight stay before going on to Goolwa. Thence to Aldinga (Make a Wish flight).

Landed on Kangaroo Island, spent night in cabin - no power, no phone. Now on the way to Port Lincoln to re-fuel, then to Nullarbor Roadhouse leaving there 10.35am Sunday 13/4/14. Arrived Esperance (W.A.) 5.38 pm Monday 14/4/14 Spending two days here.

After a bit of a drenching at Lake Canjola and also en route to Lakes Entrance, everything has settled down and dried out and everybody is enjoying their adventures.

More updates will follow on the weekly Newsflashes.

**Dawn & Rouen**

Thanks for the update Rou. We will have to re-name you "Scoop Andrews"

**Ed**

DEE WHY couple Errol and Colleen Pillemer will fly more than 14,000km around Australia to fulfil a lifelong dream to see the nation from the air.

Mr and Mrs Pillemer, 66 and 64 respectively, will leave Sydney on April 3 in their LA4-200 Lake Buccaneer seaplane.

They will hug the coast around Victoria, the north coast of Tasmania, South Australia and Western Australia before flying up the west coast, across the Top End and back down along the edge of Queensland.

During their two-month trip, the pair expect to stop at more than 100 places, visiting some of Australia's most remote communities along the way.

While both will take control of the aircraft at points throughout their trip, Mr Pillemer will fly the plane for the majority of the time with his wife navigating.

The pair have both been involved in the airline business throughout their working lives. Mr Pillemer was a 747 pilot while Mrs Pillemer worked as a flight attendant.

Mr Pillemer said the trip was something he had wanted to do for a long time.

"I had it always in my mind," he said. "It's to see more of Australia, the out of the way places."

Mrs Pillemer was less excited, but wanted to support her husband.

"I'm very, very nervous of small aircraft. It's something he's always wanted to do in his life," she said.

"I am not a great flyer." She explained she became a flight attendant "with difficulty" but eventually became accustomed to being up in the air.

She was now facing a new challenge, moving from a 400-seat airliner to a sea-



Errol and Colleen Pillemer, of Dee Why, are flying around Australia in their seaplane.

Picture: CHRIS MOORE

**"I hope I survive flying with my husband for two months in a confined space"**

- Colleen Pillemer

plane that only fits the pair of them and their luggage.

"It's now going from this big thing I'm used to this little plane. I'm apprehensive but I'll get there," she said.

The pair will be joined by three other aircraft from Brisbane and Victoria for the round-Australia trip, and will be joined intermittently by a further three planes at different points throughout the flight.

Their stopovers around the continent will involve taking sick and disadvan-

taged children on joyflights, which the couple are doing to support the work of the Make-A-Wish Foundation.

The flying group was approached by the charity and Mrs Pillemer was enthusiastic about helping.

"We thought that was a brilliant idea," she said.

"We hope to bring a lot of joy to these children."

The big thing for them, Mr Pillemer said, was that the journey was more important than the destination.

Weather and other circumstances may slow their progress, or even stop them for periods, but that was part of the fun of it. "It's an adventure," he said.

Mrs Pillemer expected the flight to be challenging, but rewarding.

"He does all of these crazy things, and I just tag along. It's given us 40 years of good marriage so I'll go along on this one," he said.

"I hope I survive flying with my husband for two months in a confined space, and I haven't killed him."

The pair are seeking donations to cover fuel costs for the Make-A-Wish Foundation joyflights. Any excess funds will be given as a donation to the charity.

To donate, go to touchandgo.com.au.

This photo of the airfield was taken by Lloyd Shepherd only a few weeks ago. Thanks Lloyd.





## TWO NEW ARRIVALS

These two new aircraft arrived at Wedderburn recently

### Dave Thomas's brand new SLING

I first saw this Sling aircraft at Natfly, Narromine last year. I hadn't looked at low wing aircraft for the past 16yrs (as I was a confirmed high wing lover - last low wing I flew was an A36 Bonanza), but I immediately thought "what a lovely design". I fell in love with this Sling2 after an exposure flight at Narromine.

The owner, Errol van Rensburg, the Australian Agent for Sling Aircraft, said he wanted to sell this kit built plane as he was getting a factory built replacement, but said that he needed it until the end of January or early February next year (2014). Due to my recent illnesses, knee replacement etc, I was in no hurry to get a new aircraft particularly as I still had my trusty "Airknocker Champ".

Early Jan. this year, Errol called me and said that he had to sell 19-8120 at the end of the month to make way for his new aircraft. I called my instructor son, Gary in Tamworth to see if he had the Australia Day weekend off. He said he did so we went up to Heck Field (QLD) on the Sat. morning with the idea of flying the Sling2 back to Wedderburn Sat. afternoon. Weather prevented this so we spent Sat. night in Tamworth and flew into Wedderburn on Sun. morning. We flew all the way without refuelling.

The aircraft is a South African designed 2 seat, low wing, steerable NLG, all metal - except for the composite engine cowls and wing tips. It has a Rotax 912 100 HP engine giving a 100-110kt cruise at 75% power at 18lts/hr. Each wing tank holds

65lts of 95 Mogas. This gives the aircraft a 7hr endurance with a range of 900nm.

It has an MGL EFIS panel on the pilot's side with basic conventional instruments in the panel middle; electric flaps; electric elevator trim; transponder; taxi/landing lights; an auto pilot; hydraulic brakes; fixed pitch, ground adjustable, composite propeller; a baggage area holding 35kgs.

The aircraft come as a 2 or 4 seater, Factory or Kit built.

I hope in future, I won't have to leave Wedderburn 2 or 3 days before everyone else when we have our fly-aways.

**Dave Thomas**



### Dieter Wilhelmi's FOCKE WULF

The Focke Wulf is a 4 place, dual control, fully aerobatic aircraft. It was initially designed as a four-seat touring

aircraft developed from the P.148 two-seat primary trainer, which first flew on June 19, 1953. The design came from the team of Giovanni Casiraghi. Adolf Galland, the famous fighter pilot and youngest general of the WW2 Luftwaffe and his co-pilot Eduard Neumann tested secretly the Piaggio while coming second in the Italian Air Tour Flying Rally, flying the Piaggio P.149 prototype in Summer 1954. One year later the Luftwaffe had a fly-off to select the new trainer from the Beech T34, Saab 91 Safir and the Piaggio. The flight demonstration was almost a full success, but the Piaggio Test Pilot forgot to lower the landing gear under a great laughter of the competition, he belly-landed. The damage was small only the propeller was damaged, and immediately replaced. The aircraft was flying again next morning which made a great impression on the Luftwaffe brass and was consequently selected in Bonn by the new Luftwaffe in 1955 (I have a small personal connection; I was born in Bonn in 1955).





My Grandfather flew with Richthofen in WWI and this particular aircraft was flown by the Jagdgeschwader (Hunter Squadron) 71 Richthofen. It is presented in authentic Luftwaffe markings and was flown by the highest scoring fighter pilot in history - Major Erich Hartmann - 352 aerial victories during WWII. This aircraft is serial #190 of 190 and the last FW 149D built for the German Luftwaffe and has been previously registered on both the German and US Civil Registers. The aircraft was constructed in 1960 and delivered to Memmingen Air Base in Bavaria. It wore various Codes throughout

its service life before being sold off as surplus to requirements in 1989 initially appearing on the German Civil Register. The machine is construction number 190 and this makes it the last of 190 examples that were manufactured by Focke-Wulf for the Federal German Air Force (Luftwaffe der Bundesrepublik Deutschland).

**Dieter Wilhelm**

Thanks for the details guys. We hope you get many hours of enjoyment from your beautiful new babies. **Ed**

### Letter from an Australian Cattle Station Pilot

This story has been around for a while, but it was sent in this time by Robert Priddle and also by Rob Chenery.  
Thanks guys. Eh? What's that? **Of course it's true!**

Bluey.....me old Vietnam clobber.

I am writing to you because I need your help to get me bloody pilot's licence back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate.

But first, I'd better tell you what happened during my last flight review with the CAA Examiner. On the phone, Ron (that's the CAA d\*#head), seemed a reasonable sort of a bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property and let me operate from my own strip. Naturally I agreed to that.

Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead, because the "ALA"(Authorized Landing Area), is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than the "ALA," and despite the power lines crossing about midway down the strip, it's really not a problem to land and take-off, because at the halfway point down the strip you're usually still on the ground.

For some reason Ron, seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again. Because the prick was watching me carefully, I walked around the plane three times instead of my usual two. My effort was rewarded because the

colour finally returned to Ron's cheeks. In fact, they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with some farm work, as I had to deliver three "poddy calves" from the home paddock to the main herd.

After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard but Ron, started getting onto me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because calves, like to move around a bit particularly when they see themselves 500-feet off the ground! So, it's bloody pointless trying to secure them as you know.

However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight. Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunning her to 2,500 RPM. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded I account for it.

Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because

it's jammed on "All tanks," so I suppose that's Okay.

However, as Ron was obviously a nit-picker, I blamed the noise on vibration from a stainless steel thermos flask which I keep in a beaut little possie between the windshield and the magnetic compass. My explanation seemed to relax Ron, because he slumped back in the seat and kept looking up at the cockpit roof.

I released the brakes to taxi out, but unfortunately the plane gave a leap and spun to the right. "Hell" I thought," not the starboard wheel chock again." The bump jolted Ron back to full alertness. He looked around just in time to see a rock thrown by the prop-wash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble." I thought.

While Ron was busy ranting about his car, I ignored his requirement that we taxi to the "ALA," and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the lift off point, and then he bloody screamed his head off. "Oh God! Oh God! Oh God!"

"Now take it easy Ron," I told him firmly. "That often happens on take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons of super MOGAS and shook the wings



up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly. Anyway, at this stage Ron seemed to lose all interest in my test flight.

He pulled out some rosary beads, closed his eyes and became lost in prayer. (I didn't think anyone was a Catholic these days) I selected some nice music on the HF radio to help him relax. Meanwhile, I climbed to my normal cruising altitude of 10,500-feet. I don't normally put in a flight plan or get the weather because, as you know getting FAX access out here is a friggin' joke and the weather is always "8/8 blue" anyway. But since I had that near miss with a Saab 340, I might have to change me thinking on that.

Anyhow, on levelling out, I noticed some wild camels heading into my improved pasture. I hate bloody camels, and always carry a loaded 303, clipped inside the door of the Cessna just in case I see any of the bastards. We were too high to hit them, but as a matter of principle, I decided to have a go through the open window.

Mate, when I pulled the bloody rifle out, the effect on Ron, was friggin electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre.

Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre. Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500-feet down to 500-feet at 130, knots indicated (the last time I looked anyway) and the

little needle rushed up to the red area on me ASI. What a buzz, mate!

About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment to Ron on this unusual sight, but he looked a bit green and had rolled himself into the fetal position and was screaming' his 'freakin' head off.

Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny! At about 500-feet I levelled out, but for some reason we kept sinking.

When we reached 50-feet, I applied full power but nothing happened. No noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carb heat, carb heat." So I pulled carb heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you! Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. You would have been really proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now).

Suddenly Ron's elongated neck and bulging eyes reappeared. His mouth opened very wide, but no sound emerged. "Take it easy," I told him, "we'll be out of this in a minute." Sure enough, about a minute later we emerged, still straight and level and still at 50-feet.

Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing." This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again.

By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought,

"there's an omen. We'll land right there." Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut it's circuit breaker to shut it up.

But by then I knew we were slow enough anyway. I turned steeply onto a 75-foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again!

Halfway through our third loop, Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it. He couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead.

It was then that Ron, really lost the plot and started running away from the aircraft. Can you believe it? I saw him running off into the distance, arms flailing in the air and still shrieking with laughter.

I later heard that he had been confined to a psychiatric institution - poor bugger.

Anyhow mate, that's enough about Ron. The problem is I got this letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test.

Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was a so bloody bad that they have to withdraw me flaming' license. Can you?

**Ralph H. Bell**  
**Mud Creek Station**



## Words from the Retiring President

I know that old broken-down presidents should just fade away graciously and quietly, but I feel the need to write a few words about how the place has changed over the years, and to pay tribute to some members before I completely disappear into oblivion.

When I first arrived at Wedderburn in the 80s there were just a few members to be seen, a small cluster of hangars near the clubhouse and there were some other hangars dotted around at the southern end. John Gallagher's hangar (H1) seemed well away from the rest out there in the bush and there were caravans in amongst the trees and later a machinery shed just behind where Sam Randazzo's hangar (D1) stands today. The runway was just a gravel strip with a goat track as a main taxiway. The public road running past the airfield was almost impassable due to some HUGE potholes along with a few dumped and burned-out cars and there was a rubbish dump where the northern dam (sedimentation pond) sits today.

I met some of the foundation members who are not around today, including Gordon Crampton and Jack McSparron. Along with other members, (before my time) they had obtained and transported the clubhouse from Bankstown to the airfield. They were really proud of what they had and what they had built, and rightly so. The southern end of the airstrip was sealed with spray seal in 1997.

I applied to join the club a couple of times when Bob Philips was the President, and finally received a response from the Club Secretary, Inez Luke, who got me on board.

A few years later when I joined the Committee under Vic Laybutt the area north of the Clubhouse was all bush except for a small clearing used as the aircraft parking area and there was a rough taxiway used for access to the north end of the unsealed strip, with trees almost close enough to touch the wingtips. Vic and Ray Feneley, with considerable help from Peter Lean, planned the whole northern development of taxiways and hangars.

In Peter Scott's time as Club President the aircraft parking area was enlarged, and taxiways appeared all down to the northern end of the airfield, and some hangars began to spring up, the first being Greg Goulding's Hangar N4 in 2004.

Since that time the airfield development has blossomed with the strength of ever increasing membership. In November 2007 the airstrip was sealed from end to end with hot-mix bitumen, with financial assistance from the "Friends of the Runway" group. Since then all the northern taxiways were sealed and the main taxiway has been widened and fully sealed. The grass safety strip came into

being, and has undergone continuous improvement ever since. Just recently the road has been sealed from the northern gate up to Taxiway Y/Z, and the 107,000 litre water tank has been built and commissioned in the south-east corner.

There have been some interesting caretakers in my time, but our current caretakers (Dawn and Rouen) arrived around four years ago, and have proved to be about as good as could ever be hoped for.

Apart from these infrastructure improvements the main focus during my time has been the renewal of the lease which is due to expire in 2018. We got to the point where we signed the new 40 year lease in late 2012, only to have it unrecognised by the authorities for some reason which we are not able to identify. The new committee, under Bret Cavanagh, will strive to have the signed lease recognised and bedded down for the benefit of all members off into the future. I can only hope that whilst on the committee I am able to play a significant part in securing the lease.

The airfield today is an absolute picture, and is now recognised by the aviation fraternity as the centre of private aviation in the Sydney basin, and for many miles beyond.

I just want to say a few words of thanks before I go. Almost without exception all club members have been supportive of the committee over the last eleven years, the members voting at elections have always chosen their committee members well, and the committee members have given their all for the benefit of the club.

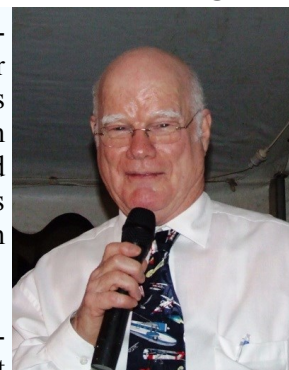
Finally, I need to acknowledge the effort and dedication of my predecessors - Vic Laybutt and Peter Scott. Vic was an honest hard worker and was a hands-on very practical person, and Peter was a clear thinker and about the best administrator I have met. We all owe both of them a great deal and I certainly learned a lot from working with both of them.

That's it from me. Thanks for the ride. It's been an absolute hoot, and with a bit of luck I may stick around the committee for a while yet.

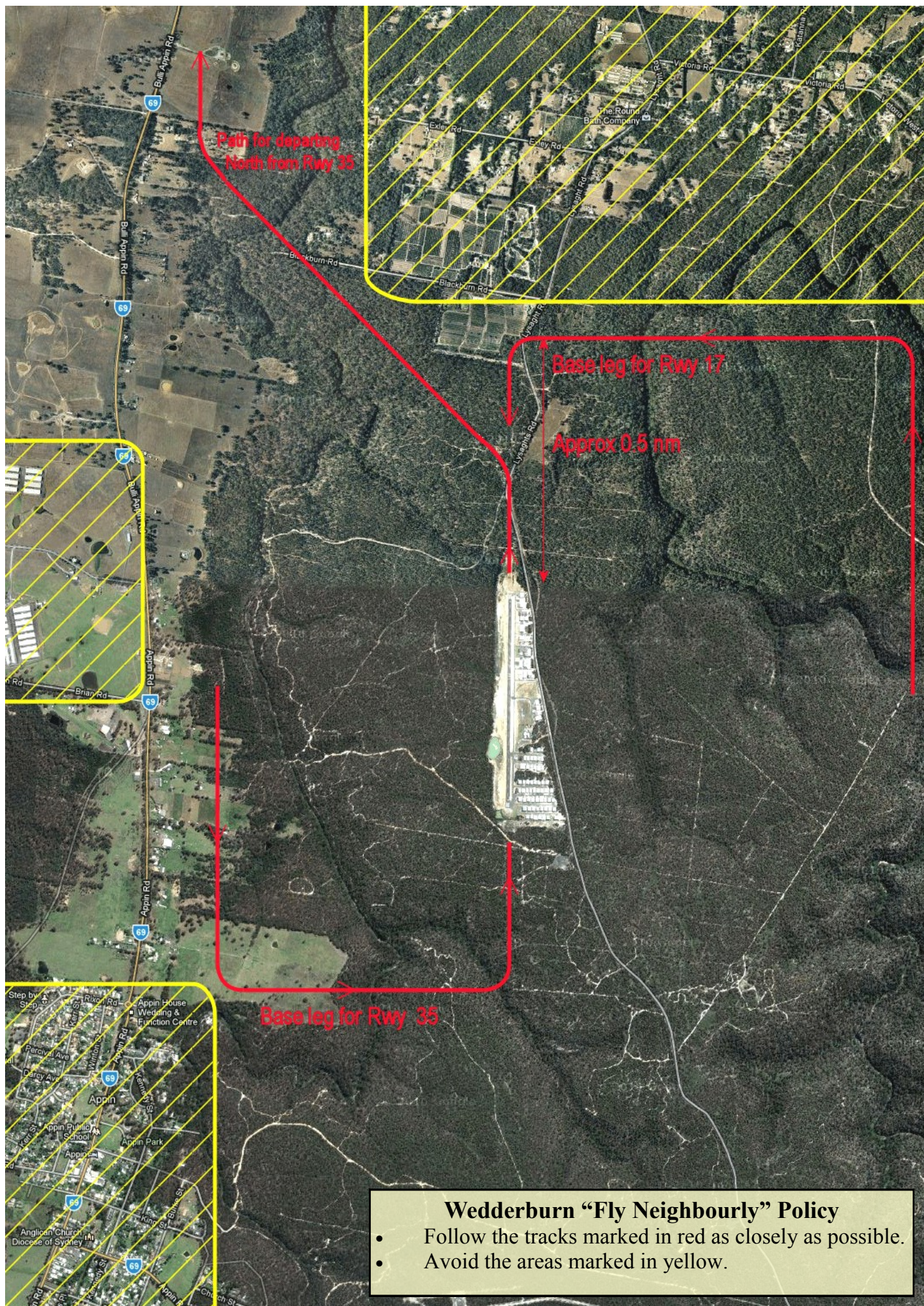
I now realise that if something close to heaven exists around here, then it's right here at Wedderburn.

Thanks for listening!

**David Rittie**







### Wedderburn “Fly Neighbourly” Policy

- Follow the tracks marked in red as closely as possible.
- Avoid the areas marked in yellow.