



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

AUGUST - SEPTEMBER 2013

**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



**Above: The Mudgee Lunch Munchers:** David Rittie, Donna & Bill Handley, Sy Allsep, Tim & Lynne Causer, John & Chris Gallagher, Ant Prehn, Karen & Steve Lalor, Ian Harvie, Dave Thomas. More on Page 9. **Below: left to right:** Jacqui Thompson stars in Ultra Marathon. (Page 7.) Dave Thomas departs for the Blue Mountains Fly-Over. (Page 8.) Brian Pittman tree lopping on the social workday. See Page 5.



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		Committee Contacts	
Upcoming events	2	<b>David Rittie (President)</b> 0407 890 791   david.rittie@optusnet.com.au <b>Lloyd Shepherd (Secretary)</b> 0425 380 966   lsh19082@bigpond.net.au <b>Diane Brookes (Treasurer)</b> 0425 380 967   bizjet@bigpond.com <b>Bret Cavanagh</b> 0407 344 795   bret@cavanagh.id.au <b>Matthew Gray</b> 0411 505 521   weemelah@optusnet.com.au <b>Don Harvie</b> 0407 231 333   donharvie@yahoo.com.au <b>Doug Stickland</b> 0400 737 911   dougandpenny@bigpond.com <b>Richard Thompson</b> 0412 288 061   richard@flycorp.com.au <b>Committee (group email)</b> committee@wedderburnairstrip.com.au <b>Caretaker "Kanga" Rouen Andrews</b> 0425 380 964      - - -	
Words from the President	3		
The Secretary's Column	4		
The Cabin Crew Report	5		
Notable Birthdays	6		
Blue Mountains Fly-Over	8		
Mudgee Lunch Fly-Away	9		
Roo's World News	12		
RFS visit report	14		
Doug's Safety Article	15		
Aircraft & Hangars for Sale	17		

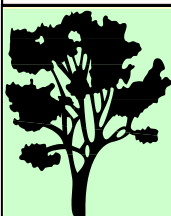
## UPCOMING FLYING AND SOCIAL EVENTS

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

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

<b>GoPro Night</b>	Saturday, 17 <sup>th</sup> August, 6pm in the Clubhouse. Contact: Doug Stickland.	Wedderburn
<b>Frenetic Fickled Finger of Fate Fly-in to Farcombe Hall</b>	Saturday, 24 <sup>th</sup> August, midday. Contact: Lord Farcombe (Rick Harper) for permission. 0416 041 007.	Farcombe Hall (near Old Bar)
<b>Social Workday</b>	Saturday, 31st August. Sign in by 9am. Contact: Richard Thompson.	Wedderburn
<b>General Meeting</b>	Sunday, 8th September, 2pm. Contact: Lloyd Shepherd.	Clubhouse
<b>AUSFLY 2013</b>	Thursday to Sunday, 12th-15th September.	Narromine
<b>The 'Great Escape' Fly-Away</b>	Friday to Sunday, 20 <sup>th</sup> -22 <sup>nd</sup> September. Contact: Donna Handley. 0409 172 776. More information appears on <b>Page 15</b> .	Cowra
<b>Traditional Pre-Open Day Hangar Party</b>	Saturday evening, 2 <sup>nd</sup> November. BYO.	Anne & Greg Goulding's Hangar N4
<b>Annual Open Day</b>	Sunday, 3 <sup>rd</sup> November. Contact: Geoff May. 0404 0844 199.	Wedderburn
<b>Christmas Parties</b>	Children on Sunday, 1 <sup>st</sup> December, adults on Saturday evening, 7 <sup>th</sup> December.	

We need members to organise some social events and flying adventures. Contact **Bret Cavanagh** if you can help.



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

**HARLAND'S Fruit, Nursery and Landscaping**

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

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





## From your Editor

Welcome to the August/September 2013 issue of the NSW SAC News-letter.

As promised last time we have included an article on the Blue Mountains Fly-Over (on **Page 8**) sent in by Chris and John Gallagher. Also in this edition are a few accounts of the well attended Mudgee Lunch Fly-Away starting on **Page 9**.

There is a focus on safety in this issue. Doug Stickland has sent in a safety article with 10 salient points

which appear on **Page 15**, and our Treasurer, Diane Brookes, sent in a really useful pre-flight safety brief borrowed (with permission) from the "Warbird Flyer" magazine, appearing on **Page 19**. Also, the Secretary (Lloyd) and the President have both mentioned safety in their regular articles.

There have been six significant birthdays of our members recently which are covered on **Page 6**.

To top it off, Lloyd Shepherd has



sent in a report of a recent visit to our airfield by the Rural Fire Service (see **Page 14**) and of course, we have included the **world news** according to our caretaker on **Page 12**.

As always, thanks to those who contributed so much to your Newsletter, which keeps this publication interesting and informative.

**David Rittie**

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

## Words from the President

Hi there.

### Near Miss Incident

Regretfully, I must report a near miss incident that happened at our airfield recently. We had the unusual situation where two aircraft, one at each end of the runway, were both planning to depart at the same time.

Both pilots made radio calls, which were obviously misheard or misinterpreted, and to add to the confusion there was another aircraft in the process of landing. The arriving aircraft landed safely and taxied clear, and then the two departing aircraft took off at precisely the same time in opposite directions. Thankfully, good flying skills (or was it good luck?) prevented what could have developed into a fatal accident.

One of your Committee members carried out an immediate investigation into the incident, part of which included the radio calls made. Incidentally, one of the pilots is a very experienced gentleman, and the other pilot is considered to be a normally very safe operator.

I don't claim to be a safety ex-

pert, but the message for me personally (and for all of us?) is that we cannot simply totally depend on radio calls, and that we should be visually alert, especially at, or in the vicinity of airfields, for possible danger.

As mentioned in the last Newsletter, radios are not mandatory at Wedderburn, and we cannot depend solely on radio calls for our survival. CASA's CAAP 1666-2 says it much better.

### Recent Social Workday

There was some excellent work achieved at the recent social workday including repairs to the southern road, tree lopping close to hangars, and the clearing of much of the bush-fire ground fuel.



The most significant job was the construction of formwork and the laying of reinforcing mesh for a concrete causeway about 100 metres from the northern gate (for which the concrete was poured the following Tuesday).

This causeway was needed as the preliminary step before the sealing of the road, with two-coat spray seal, between the north and the south gate. (As you read this Newsletter the road sealing is in progress, which will be featured in the next Newsletter edition.)



The causeway after the concrete was poured

The concept and construction of the causeway was masterminded and supervised by Tim Causer (thanks Tim) and this most recent piece of airfield infrastructure has already become affectionately known as the “**Tim Causerway**”.

#### **Sothern Sewerage System**

As mentioned in a recent Newsflash, our consultants at Harvest Scientific have been engaged to design a sewerage system that can be accessed by all hangars in the southern precinct. The initial report has been raised with the final report expected very soon. Hopefully, upon acceptance of a development application (soon to be lodged with the Wollondilly Shire Council) we can then consider when this project can commence.

#### **Next Year’s AGM**

Our very dedicated Treasurer, Diane Brookes, really struggled to get the annual accounts audited and signed off in time for the Annual General Meeting. I am aware that previous SAC Treasurers (Allan Aaron, John Duncan and Tara Stevermuer) all encountered the same problem. To allow more time for these accounts to be audited, we are planning to have next year’s AGM in April, most probably on Sunday 13th.

#### **Clubhouse Honour System**

Again with regret, I must report that the supply and availability of drinks in the Clubhouse is under threat due to the fact that drinks are being taken from the fridge and not being paid for. Please pay for your drinks, honour the “honour system”, and

allow these and other club privileges to continue for the benefit of all.

#### **Hangar Space**

As mentioned in recent Newsflashes, we are now becoming short of hangar spaces to park our aircraft. If you have hangar space to rent, or you are looking for somewhere to park your pride and joy please let me know by calling me on 0407 890 791, or at [david.rittie@optusnet.com.au](mailto:david.rittie@optusnet.com.au).

#### **Use of the Bunkhouse**

Please make all bookings for the bunkhouse through the caretaker. This is to prevent double bookings or overcrowding.

Please fly safely.

**David Rittie**

## **The Secretary’s Column**

#### **The New Causeway**

Great to see progress on improving the northern access road. All it takes is Tim, Richard, a group of willing helpers, and a liberal application of money! Thanks to all involved- a great first step.

#### **Hangar Licence Agreements**

My program to at least have HLAs on record for each hangar owner awaits one member to return his.

#### **Club Constitution**

In my area things have settled back to a steady pace at last, so I’ve been able to direct my thoughts elsewhere.

The move to update our Club Rules into the newer Constitution is bubbling along in my head. After years as a member, then on the committee for 2 years, and now Secretary, I’ve had a chance to be up close and personal with most aspects of the Club’s operations, and I’m personally convinced that we need to split our Club Rules (that terminology alone can be misleading) into two parts - the formal, legal, Constitution, and a set of rules that we run the Club by on a day to day basis. (I’ll call them Standing Orders, for want of a name, but who cares what they are called.) A lot of Part 6 of our current Rules would go into the Standing Orders.

A simple example would be that the Constitution would show what types of members we can have, but the Standing Orders would show the fees, privileges, duties etc. for each type of member. The types of

members could only be changed by Constitutional change, but the Standing Orders could be changed more easily to keep up with changing circumstances, e.g. currently, some membership matters are determined by having a Pilot’s Licence, but for years now, once you’ve had a Licence, it’s yours forever, even though you can’t/won’t ever fly again! What has changed is that the determinant is to hold a current medical. To update this in our current Rules will require a Special General Meeting, 75% majority etc. etc.

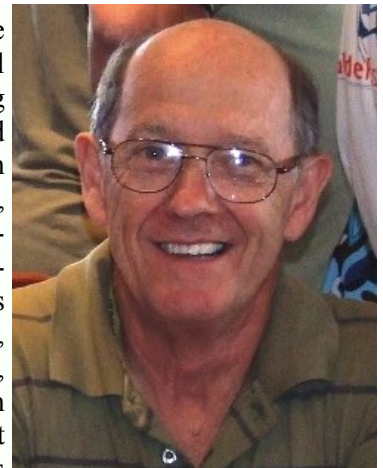
If you have feelings one way or the other on my ideas, I’d like to hear from you!

#### **Pilot stuff**

Remember that use of the radio is only as good as the information that is sent and received by **both** parties. Not everyone has a radio to use, or gives correct information when they do, so make no assumptions and keep a good lookout - if in doubt, there’s no doubt (old Chinese pilot proverb).

Safe flying!!

**Lloyd Shepherd**





## The “Cabin Crew” Report

The Cabin Crew were on hand at the recent Social Workday to prepare and serve up a delicious Italian style meal, consisting of Minestrone Soup, Crusty bread rolls, Rigatoni Bolognese and Tiramisu. There were also vegetarian and kosher meals available.

Our thanks go to Donna Handley and the Cabin Crew for the great meal they served up in support of the members at the workday lunch.

I understand that 91 meals were served on the day. **Ed**



**Above Right: “The Cabin Crew” Standing:** Barbara Papallo, Colleen Keen, Lorraine Wood, Annie Goulding, Donna Handley. **Seated:** June Nicholson, Emma, Karen Lalor, Laura Cunningham. Also on hand, but not photographed were Aria Keen, Orana Keen, Lilli Harvey, Abbey Gray and Lynne Causer, who had to leave early.

## Social Workday 14th July



**Ground being prepared for the new causeway**

Some of the jobs tackled at the recent workday included Vic Laybutt’s road gang carrying out some much needed repairs to the southern road, some tree lopping where the branches were too close to hangars and some much needed removal of bushfire ground fuel.

Another major job (pictured at left) was Tim Causer and his crew preparing the ground, building the formwork and installing reinforcing mesh ready for a concrete causeway to be created, about 100 metres from the northern gate. The concrete was poured a few days after the workday.



**Formwork for the new concrete causeway**





## HAPPY BIRTHDAY CELEBRATIONS



**Joyce Cavanagh**

In the last two months we have celebrated a few significant birthdays.

\* \* \*

The most significant birthday in recent weeks has been the celebration of Joyce Cavanagh's 90th birthday. Margaret Adams has kindly written a tribute for Joyce, which appears on the next page (Page 7).

\* \* \*

Another of our life members and former Ladies Auxiliary and Social Committee's leader, Margaret Adams, turned 80 just a few weeks ago. Margaret is still in charge of the Newsletter Distribution Team who make sure that your Newsletters arrive into your letterboxes soon after they have been printed.

\* \* \*

Peter Hodgens celebrated his 80th birthday in the club house with 50 people in attendance, which included close relatives, some previous SAC and some current SAC members.

There was a nice warm fire burning to keep the guests warm, hot finger food to start with, followed by BBQed steak and desert. There was also a beautiful birthday cake made by Junie for all to enjoy.

The catering for this event was organised by Donna Handley.

\* \* \*

Clive Brookes turned 60 just a few weeks ago. A few SAC members were able to attend and help Clive and Diane celebrate in grand style.

\* \* \*

Richard Thompson turned 50 last week, and celebrated his birthday with lots of friends from here and overseas, and relatives along with quite a few SAC members.

\* \* \*

You will recall that, in the last issue of the Newsletter, we celebrated Simon Bates' 50th birthday.

**All SAC members wish each of you  
a very**

**HAPPY BIRTHDAY**



**Margaret Adams**



**Clive and Diane Brookes**



**Simon Bates**



**Peter Hodgens and Junie**



**Richard & Jacqui Thompson**

Donna Handley, who did the catering for Peter Hodgens' party, is usually available to assist with other Club functions. Donna can be contacted on 0409 172 776.

## **CONGRATULATIONS**

**“Congratulations” to our esteemed member  
Joyce Cavanagh, who celebrated her 90<sup>th</sup> Birthday on the 18<sup>th</sup> June.**

Joyce, with her late husband Steve, were foundation members of our club and in our very early days they played a very important part in the development of SAC.

Joyce was a valuable member of the Ladies Auxiliary and together with her late daughter Robyn, they cooked fantastic biscuits, slices & cakes, a variety of Jams and Relishes plus they had been busy for months in knitting beautiful knitted toys and making many more handicrafts all to sell on our stalls on every Open Day for over 28 years - they were fantastic.

Also, Joyce and Steve attended every social function we held in the Clubhouse, to raise much needed funds and they were always happy to get into the spirit of the evening by dressing up and being lucky in winning “Best Dressed Couple” on many occasions. Like all of our wonderful events we had over the years, we, with Joyce and Steve, all had a great lot of fun.

Life Membership was bestowed on both Joyce and Steve on 13-3-2005 and it was a most fitting award to be presented to these wonderful members.

Joyce, I know you enjoyed the very special Birthday party the family arranged for you and together with your many friends, from the various organisations you have been a member of for so long, everyone had a most wonderful time.

Our “Congratulations” again Joyce, on reaching 90 years young and we wish you many more Birthdays and “Thank” you for being such a dedicated member of SAC.

**Margaret Adams**

### **Our Jacqui does it in fine style at the Comrades Ultra Marathon**

It's Official. Jacqui Thompson, wife of your SAC Committee member, Richard, was awarded the Vic Clapham medal as she completed the 88th running of the Comrades Ultra Marathon over a distance of 89.28kms.

The traditional race is held on an undulating course from Durban up into the hills to the town of Pietermaritzburg in South Africa.

For the record, out of over 20,000 entrants Jacqui finished 1011th in the female category and 421st in her age group. She completed the course in an amazing time of 11 hours 16 minutes and 2 seconds, which is well inside the allotted

time for the event.

The photo at right shows Jacqui giving us the “thumbs up” during the event, looking nearly as fresh as when she started the gruelling uphill race, and clearly delighted with her progress.

Jacqui was very pleased to have beaten her local Australian team mates, who are all threatening to challenge her again at the same event next year.

Congratulations to Jacqui from all of us at Wedderburn for this wonderful achievement.

**David Rittie**





## Chris and John Gallagher (some more of our ace SAC reporters) report on the **BLUE MOUNTAINS FLY-OVER**

On Saturday 25th May we flew over the Blue Mountains as part of the Bicentennial Celebrations for the first crossing of the Great Dividing Range west of Sydney by Blaxland, Lawson and Wentworth in May 1813. The Flyover was organised by Matt Hall of Red Bull Air Race fame and advertised several months beforehand.

We had read the rules and decided that although it sounded great, we did not have the \$10million insurance cover that CASA required so we opted out. After the closing date for applications we read in the SAC Newsletter that QBE had agreed to top up all insurance to the required limit so we contacted Matt and got permission from CASA for a late entry.

The organisation of the flyover was exacting, with a YouTube briefing for all pilots with specific details of locations, times and altitudes to be strictly adhered to. This type of navigational exercise appealed to us so we spent many hours flight planning exactly where and when we should be at specific points. Final details were sent to us the week before the event, and we had been allocated a start time from South Entry point at 11.57am, at an altitude of 3000 ft. There would be other planes above and below us.

The weather had been lousy for a week and on the Friday night at 6pm it was still raining, and we thought that the event would be cancelled, but Saturday dawned with 10 /10ths clear skies and minimal winds.

In all, there were 9 aircraft from Wedderburn joining the flight. We left the airfield just after 11.40 and arrived at our reporting point at 11.57, from where we were directed to the start point at Penrith Bridge. The track followed the highway through Glenbrook, Springwood, Hazelbrook, Katoomba and Blackheath with directions to be over specific landmarks such as parks, lakes, buildings and chimneys at specific altitudes. All across the mountains there were observation areas for the public to watch the Flyover and celebrate the bicentennial. We tracked to the spur on Mt York and then on to O'Connel before finishing at Bathurst.

With an airspeed of 120knots the flight was over all too quickly with John concentrating on the flying and me on the navigation, and in less than an hour we were at Bathurst. Despite the fact that there were so many planes in the air at the one time we saw only two planes, one that we passed over at Blackheath and Ian Harvie's Aeronca close to O'Connel, before joining a flock of planes all ready to land at Bathurst.

In total there were 75 planes involved with start times

spreading over less than an hour. There were a couple of formation teams including The Roulettes and the Red Barons and individual aircraft ranging from Ultralights to the De Havilland Drover and Grumman Avenger.

Wedderburn members who participated other than us in our CT4, were Ian and Don Harvie in Ian's Aeronca Chief, David Rittie in his Jabiru with Bret Cavanagh as navigator, Dave Thomas in his Aeronca Champ, Rob Mangan in his Yak 18T (departing from Camden), Gary Weeks in his Lancair Legacy and Sy Allsep in his Beaver. Doug Stickland was ready and rarin' to go in his Sportstar, but pulled out at the last minute due to sickness.

The Bathurst Aero Club members worked hard giving parking directions and providing a sausage sizzle and tea and coffee. We were impressed by the airmanship of all pilots during the landings and subsequent take offs. After a break for a sausage sandwich and drink we departed, and flew direct to Katoomba and then on to Wedderburn.

On the return trip we had the opportunity to have a good look at the topography and realised how difficult it must have been for Blaxland, Lawson and Wentworth to have navigated across the myriad of hills and valleys to traverse the Blue Mountains on foot. What took them weeks, took us less than an hour, and in a lot more comfort.

A great time was had by all participants, who became a small part of history whilst they celebrated a very important Australian historical event.



**Chris and John Gallagher**



## The Mudgee Lunch



Below are a few stories sent in by some of our SAC members who went on the Mudgee Lunch Fly-Away on 13th June. Clearly, a great time was had by all. Thanks to all those who sent in their stories, and many thanks to the organiser, Donna Handley, for making it all happen.

**Ed**

### What Donna Handley said:

Well after a few discussions about whether we should or should not go, with text messages coming in, and iPads out checking the weather, the executive decision was made to go.

We all rugged up and headed to our aircraft to fly in to the Blue Wren Winery for lunch. We will re think as we approach Katoomba. With amazing tail winds and smooth as ice at 5000ft it was going to be a goer.

After our very delicious lunch we headed back to our aircraft to refuel and head home, but along the way my eye spotted a patch of field mushrooms, then another, and then there were more. There was 7kg of mushrooms on the back seat and it was time to head home.

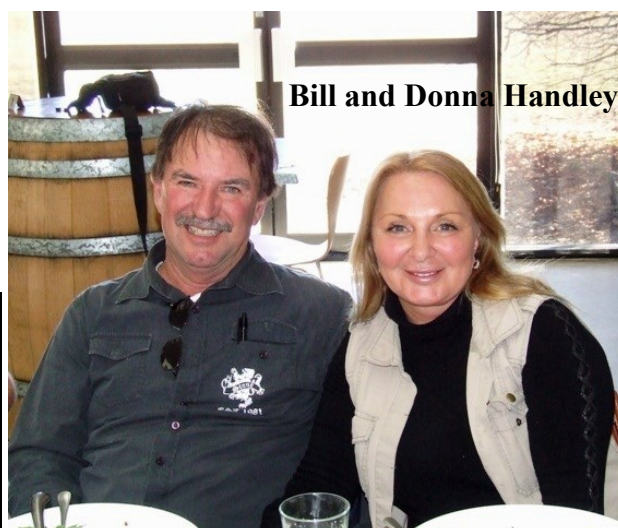
A really great day and excellent company, Thank you all for making it a great fly away.

**Donna**



Soon after, all the gang had arrived safely at Mudgee Airport. We all headed across the field and walked into the winery with our table awaiting us in front of a blazing fire. Just awesome!

**My beautiful pick of field mushrooms from Mudgee Airport, 7kg. The hangar now has a gorgeous smell of Tarragon & Mushroom Soup**



**Bill and Donna Handley**

### What Ian Harvie said:

Well Donna, our excellent organiser of trips away, had sent me a text message about the lunch at Mudgee. The SAAA years ago had often flown to Mudgee for weekends and I knew it would be a good trip.

I was expecting an old friend to be staying with me so booked two lunches. Kept an eye on the weather and it looked good for the Saturday, so with my friend Fred set off for Wedderburn early.

We met up with Dave Thomas my excellent companion on many trips, and we got airborne about 0945. What a

surprise to see I was showing around 95 knots ground speed. Fred (who is a fanatical motor cyclist) had in his early career, worked as an engineer for Air NZ on simulators, so it was with confidence I told him to take over and fly for a bit. "No No he said, I don't feel happy at all about that!" Oh well, I don't think I'd feel happy on the back of his bike either.

Arrived at Mudgee after 1 hour 20 minutes and landed on the grass. (Tail draggers prefer grass) closely followed by Dave, and John Gallagher who of course had left much later than we had.

Soon others arrived and we chatted until it was time to walk over to the restaurant. Some one said to me "you've been here before, where is it" Well that was early 1988 and they've moved it!

Our fearless leader Dave R headed across some open ground and beside

a vineyard was the restaurant.

I don't know about anything else, but the fish was delicious.

Soon it was time to head back. I found there were mushrooms growing in the vineyard, so picked a couple. Later I found Donna had picked a whole basket full! They were delicious.

The trip back was as good as the trip out but of course a slight head wind, and my time back was 1 hour 40 minutes. After landing we all gathered in the Handley's hanger for delicious coffee before heading home.

Thank you Donna and Bill for the great day and hospitality.

**Ian Harvie**



## What Chris and John Gallagher said:

Just three weeks after the Blue Mountains Fly-Over we were flying over the Blue Mountains again. While seriously planning a weekend trip to Mudgee we received the updates email from the Club notifying us about the trip organised by Donna Handley for 15th June to lunch at Mudgee. We jumped at the opportunity to join in. Again the weather was unpredictable and even as late as early Saturday morning there was some question as to whether it would go ahead, but by late morning the sky was clear and the wind much lighter than the predicted 20 - 30km. Ian Harvie with a friend Fred, and Dave Thomas departed about 10am and we left about half an hour later. We flew to Bringelly and then tracked straight to Katoomba, then on to Lithgow and then over the power station at Wallerawang before skirting Lake Windermere and into Mudgee. We arrived just as Ian and Dave landed, and disembarked into a chilly wind. Thank goodness we had brought plenty of winter wool-lies.

After chatting for about half an hour we watched the other 7 planes arrive. (Who was it that forgot that runways 16 and 22 at Mudgee have right hand circuits?)

We were joined by Donna and Bill in their Lake amphibian, Ant in his RV4, Sy in his Beaver, Tim and Lynne in their Sonex, Karen and Steve in their Liberty, Dave in his Jabiru.

Bruce Keen arrived late in his Lightning, but like the real thing he did not

strike twice in the one place, having tracked to Wellington before realising that he was at the wrong airfield.

Donna had everything well organised and had even provided all pilots with a specially made jar of marmalade? We all headed off to find the Blue Wren restaurant. The only person who had been there before was Ian and he was uncertain of exactly where it was, but it did not take long to tramp across country to the most likely looking building.

Wood burning fires inside the restaurant made for a very pleasant ambiance as we settled down at a pre arranged table right in front of a fire. The service was excellent and in no time at all we were tucking into delicious meals of chicken, filet steak or Atlantic salmon. For the sweet toothed like me, this was followed by scrumptious desserts such as chocolate pannacotta and Creme Brulee. Although this was in a winery we could not sample the offerings due to fact that we would all be flying soon after.

On returning to the airfield Donna made use of her time collecting a full basket of field mushrooms and looked like Red Riding Hood with a basket for grandma as she

got back into her plane. Some pilots refuelled their planes, and then we all departed for Wedderburn.

Donna's hospitality did not end there. After locking our planes away we congregated in Donna and Bill's hangar for a chat and coffee. What a wonderful way to end a great day of flying.



**Chris and John Gallagher**



## What David Rittie said:

The hope and plan was that we would all fly to Mudgee for a lunch at the Blue Wren Restaurant. We had been there a couple of times before and were keen to enjoy another flight and another great meal there.

On the morning of the proposed flight the weather looked to be OK out of my bedroom window, but I dutifully checked the weather forecast. Unfortunately the words and graphics on the computer screen said to me “don’t go!” So with a sense of defeat I went to the airport to do a bit of socialising and some hangar work.

The weather near the airport still seemed OK to me when I arrived, and we gathered in the Handley’s hangar for a cup of coffee, and a conference. We all decided that the weather bureau was being over pessimistic, and decided that we would all fly to Katoomba and see what it looked like from there.

All flew towards Katoomba and the word was passed back along the line that the turbulence was acceptable at 5000 feet. In fact it was quite smooth at that altitude, despite a headwind. Not much was said as we passed Katoomba because the weather remained the same for the whole trip to Mudgee.

All who arrived at Mudgee at the appointed time started towards the restaurant, but noted that a few members of the party were missing. We heard later that Bill Leighton and Rakesh struck some unacceptable turbulence and went back home, and Bruce Keen took a diversion to Wellington, which got him to Mudgee about half an hour later than the rest of us.

Well! What a lunch. It was really good. We all sat at a long table at the western end of the res-

taurant, in exactly the same place as we did last time, but the food was better than I remembered. The steak was excellent and the zero-calorie (?) desert was just out of this world. We all chatted together as only aviators do, as we told each other taller tales than the previous one.

Unfortunately we all had to refrain from tasting the local wines as we had to fly back without delay as last light was at 5:15pm.

When it came time to pay, Donna had it all under control, what with the envelopes with the correct money inside etc.

The meal was well worth the effort to fly there. No! that’s not correct. The meal could have been sub par. It was the excuse to go flying with friends that had us eating in the restaurant. But it was really good.

Donna decided to collect a whole load of mushrooms that were growing wild in the paddock on the way back to the airport. She collected around seven kilos worth.

We all took off pretty much at the same time except Sy, who brought up the rear. All back safe with a slight tailwind to blow us back in good time.

Those SAC aviators who took part in the Mudgee Lunch Fly-Away were Sy Allsep, Lynne and Tim Causer, Chris and John Gallagher, Donna and Bill Handley, Ian Harvie (and friend Fred ), Bruce Keen, Karen and Steve

Lalor, Ant Prehn, David Rittie and Dave Thomas.

Thanks for arranging it Donna. Great stuff.

**David Rittie**



## The “Go Pro Night” is planned for 17th August

This is a GoPro – the world’s most versatile camera – wear it - mount it – love it ( according to the ad).



The Club will be holding an information night regarding GoPro’s on Saturday evening 17th August with a few instructional videos and very little entertainment. However there will probably be a free colour booklet so that alone makes it worthwhile.

Dinner will be provided in the Clubhouse by The Cabin Crew at a nominal cost of \$10, which is dearer than Maccas but superior nutritionally.

So, if you’re keen on being on the leading edge of this awesome technology just contact Doug Stickland, your Committee Member for the Mundane and Banal, on 0400 737 911 or email me at [dougandpenny@bigpond.com](mailto:dougandpenny@bigpond.com)

**Doug Stickland**

## Roo's News

### FLY THE FRIENDLY SKIES - EXPERIENCE THE JOYS OF WEDDERBURN

NEWS OF THE WORLD - WEDDERBURN EDITION 25 July 2013

#### A few words from Dawn and Rouen Andrews



Giddyay folks,

#### **PETER HODGENS 80th Birthday 22 June.**

Congratulations Peter and our sincere thanks for our inclusion in your celebrations. It was great to meet Lindsay your brother and rellies who made the trek, it was a great get together. Special mention for Junie for all the hard work and organisation for the night (and to Donna Handley for her assistance). The birthday cake was a work of art Junie and thank you for the extra slices.

#### **SOCIAL WORKDAY 14/7**

I understand between 80 and 90 members turned up and a massive amount was achieved due to the organisational skills of our workday coordinator Richard Thompson, projects included tree lopping - Bill Leighton and his enthusiastic band did a great job removing hazardous branches etc. from around hangars and Tim Causer and his team completed the form work and earthworks for the culvert at the northern gate. Vic Laybutt with Jay and Bernie Stevermuer and Phil Lee attended to the southern road resulting in a vast improvement to the surface which will please our southern members.

#### **OUR GREY NOMADS**

We have a number of members doing outback Australia treks, some returned.

**Errol and Colleen Pillemer** - 29/6 to 12/7 - Simpson Desert Trek and including Birdsville, Alice Springs,

Uluru, Dalhousie, Warburton Crossing, and Mungerannie. **Gordon and Patricia Steer** - at present in Perth on the way home from an extended trip across the north.

**Gary and Linda Weeks** - a flying trip exploring the north west, Longreach, Kunnunarra, (for the Ord, Lake Argyle and the Bungles, Cape Leveque and down the coast to Broome. Then leaving the Legacy at Broome for Derby, Windjara Gorge and the start of the Gibb River Road, Carnarvon and Geraldton before heading to Perth.

**Robert and Marlene Priddle** are also exploring the Simpson Desert area and other places of interest.

Our overseas travellers include **John Bennett** and partner **Veronica** and **Ian** and **Don Harvie** who are all bound for Oshkosh - due to a few health problems our Oshkosh veteran **Dave Thomas** will be missing from that show this time. HOW WILL ALL THOSE GIRLS MANAGE WITHOUT YOU THERE THIS TIME DAVE?

**Diane Shepherd** in doing a European trip and including the Ashes Test at Lords! I just cannot understand how I did not get an invite, I could have at least handled the luggage!

**Glenn and Peta Buttsworth** are enjoying a trip to Europe. Peter Lightbown received the picture below from Glenn with the words "**Tuff life this travelling. Lunch stop**"



#### **BUNKHOUSE REFURBISHMENT**

The Ladies Social Committee headed by Donna Handley and able helpers, Laura Cunningham, Colleen Keen and Dawn, have outfitted the beds with new sheets and matching doona covers, plus new pillows and covers. June Nicholson has supplied a new double bed doona and cover and Bret Cavanagh is supplying a replacement single mattress. We now have available 4 single and 1 double bed. Please advise any accommodation requirements early.



### ITALIAN LUNCH

As usual the Cabin Crew headed by Donna Handley provided a restaurant style meal which was eaten with relish by all our hungry workers - thanks Donna and the team.

### WORKDAY EVENING 14/7

At around dark at the entrance to the Rural Fire staging area I was confronted by two 4-wheel drives, 4 men in each who had removed the main post holding the cable fence, and damaged the warning sign (this is Crown land and the fence is theirs) demanding to be let out through our northern gate. They were aggressive and had lost their direction to the point of entry on to the Crown Land. These vehicles were on our road and were trespassing and could have created havoc had they been allowed to continue driving on the airstrip. Please be aware of any vehicles in this area that may access our airstrip. Please phone the Police and Caretaker if you observe non members in this vicinity.

### SUNDAY 21/7 CRIME SCENE AT NORTHERN GATE

In the early hours (around 4.30am) there were shots fired and a vehicle set on fire blocking the northern gate. Campbelltown Police attended and access was closed until 12 noon.

### PERSONAL SAFETY OF MEMBERS ACCESSING THE NORTHERN GATE

Whilst it is not my intention to create any undue anxiety, I would advise members to be cautious and on the alert, especially at night or early morning. If anything looks suspicious phone the Caretaker 0425 380 964 or Campbelltown Police 4620 1199 or Emergency 000. If giving the location to the answering person, please remember that the nearest cross road is Blackburn Road, Wedderburn. Also be aware Lysaght Road is hard to trace, and is not on GPS.

We have a local Wedderburn lady Kate Robinson (and her daughter) who walk their 2 dogs in the bush and on the road. The dogs are well restrained on chains and harnesses and are always kept out of the way of traffic. Kate in return, collects all rubbish around the gate and leaves it in bags for me to collect. Please be aware of this and give her courtesy.

### CAMPBELLTOWN CITY COUNCIL

Although we are in Wollondilly Council area, we rely heavily on the goodwill of CCC to remove the household rubbish, furniture etc. which is dumped either at the gate or along the road.

When I phone the Council Waste Dept. they expedite the collection and clean-up of these areas. I would ask that members seeing these men at work would give them the courtesy for work that they do.



### PULL UP, PULL UP, PULL UP

Come on guys and gals. Now here is a challenge for you, what's half a dozen wallabies and five tame ducks. I think we could import IMPALAS AND MAYBE SOME ELEPHANTS just to make it interesting!!!

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

## Our Secretary's Report of RFS Visit

26/6/13

### Visit to WBN by RFS Officers to examine bush fire safety at the airfield

Present: L Shepherd, SAC Secretary

Inspector David Stimson (DS), Community Safety Officer-Wollondilly

Stuart Chadwick, District Technical Officer- Wollondilly

After a briefing about the airfield layout, perceived threats, and planned developments, we conducted a tour of the field, looking for problem areas.

It was considered that the main threat would always be a fire approaching from the west—any fire from the east would be of lower intensity, such as not to be a great problem.

The factors considered were radiant heat, ember attack, and actual flames.

#### Personal safety:

DS said that, at the approach of a bushfire, a suggested 'safer area' would be to stand in the main aircraft park. It would be hot, uncomfortable, and the ember fallout would be difficult, but would be quite survivable and not last for long. The distance from the fire front to the west would be far enough away for radiant heat to not be dangerous, and there is nothing to burn in the parking area. It would be better for members to be in the parking area than in their hangars.

Under no circumstances should members try to escape the airfield because of the high risk of being caught by the bushfire as the roads out pass through fire prone areas.

#### Fire risk areas:

An examination was made of bushland in and around hangars.

DS explained that ember attack from an approaching bushfire would set fire to any ground fuel buildup in these areas. If the ground fire was hot enough, then some fire would move up trees, depending on the condition of the bark/twigs etc. Only if the ground fire was hot enough to preheat the upper storey of the trees to a high enough level would there be a chance of the fire extending into the treetops. In the present state, that would not be a significant risk. There is some risk of embers lodging in cracks in trees and smouldering for long periods, weakening the affected trees.

To maintain the low ground fuel levels necessary, a program of raking and removal of fuel would need to be established and maintained. Generally, this maintenance should extend out to 20m from buildings. Low shrubbery within about 5m of buildings should be removed. Overhanging branches should be cut back to 5m from buildings. Gas bottle vents should point away from the hangar wall.

#### Hangar safety:

With the above precautions, the risk to hangars is from ember attack, particularly when driven by the high winds associated with a large bushfire nearby.

Apart from embers gaining access through openings in the hangar structure, glass windows are liable to break when exposed to high heat and allow entry of more embers.

While the structure of hangars is steel, the presence of timber (particularly pine) verandahs etc is a definite fire risk. The contents of hangars are of concern. Anything flammable (eg curtains, carpets, furniture, wood, petrol, thinners, paint etc) greatly increase the risk. A fire within a hangar may distort cladding and heat the neighbouring hangar. Radiant heat would be an issue. Depending what is against the adjacent wall in a neighbouring hangar, the fire may spread to the next hangar.

DS raised the 'interesting' question of liability—if a hangar burns down because of the inadequate precautions in a neighbouring hangar, would there be grounds to sue for damages? He also asked about hangar insurance coverage by members—which I couldn't answer accurately!

In summary, hangar owners need to clear, and keep clear, the area around their hangars as described above. Fire-proof shutters should be installed on all windows. External timber structures are 'inappropriate'. Storage of anything flammable inside needs to be considered—moved away from walls etc. Dangerous goods limitations should be adhered to as a maximum.

They are to source for me sufficient up to date, suitable, brochures for a mailout before the bushfire season starts. I also queried the progress of the planned burnoffs to the west of the airfield. Apparently RFS are having difficulties getting Lands 'to the table', but with 12 years of buildup, the situation is becoming urgent and will be chased at a 'higher level'. With the extent of trails, both official and unofficial, through the area, burnoffs can be fairly easily organized.

**NOTE:** You will find a double-sided BUSH FIRE SAFETY brochure included with this Newsletter. L.S.



## The upcoming “Great Escape” Fly-Away to COWRA

Donna Handley is organising a weekend’s fly-away to Cowra. The trip will be from Friday to Sunday, 20th to 22nd September. The trip will include:

- Cowra Breakout Hologram & POW Theatre.
- A tour of Phil Goard’s Brumby Aircraft factory.
- BBQ lunch with Michelle Goard (Phil’s daughter).
- Trip to Cowra Japanese Garden and war cemetery.
- Cowra Fun Museum.

- Bus trip to Iandra Castle.
- Gourmet picnic lunch by Robyn's Catering, Cowra.
- Tour of a local winery.
- Dinner at Neila’s Restaurant.

If you can’t come on Friday then join us on Saturday.

**For bookings and further information contact  
Donna Handley on 0409 172 776**

## 10 Interesting Items with a Safety Flavour

Kindly sent in by Doug Stickland

**1. THOROUGH** Performing a complete preflight inspection (in and out of the cockpit) and using a checklist are two basic disciplines drilled into us before we set foot in our first airplane. Yet we frequently hear about control locks not being removed and, too often, witness \$100 hamburger pilots just jump into their planes and take off—no preflight, no run-up, no nothing. Whether using a laminated card, a panel-placarded list or even well-practiced mnemonics, a consistent process is the best way to defend yourself from dumb, preventable mistakes. Even between short flights, performing a simple walk around before departing will ensure that your prop lock is off and the cowl plugs are removed, and that you’re not going to taxi with the asphalt securely attached to your tie down ring.

Weather briefings and flight planning are the other basic tasks ingrained early on in training. But, for some reason, many pilots believe they can save time by “winging it” or by simply depending on the GPS.

Neither Mother Nature nor the publishers of the temporary flight restrictions (TFRs) have the slightest tolerance for a lack of planning.

Is it likely that something significantly bad could happen with the airplane or with the weather in the hour or two after taking off? My friend Captain John would answer, “Probably not, unless it does!”

**2. CALM, COOL & COLLECTED** The first time I took my father for an airplane ride (20-plus years ago, with the ink still wet on my certificate), we were climbing through about 100 feet in a rented Cessna 150 when there was a sudden, loud pop, and a rush of air swirled through the cockpit. I nearly jumped out of my skin, but Dad, a commercially rated pilot and generally calm guy, just smiled and said, “Would you like me to close the door now, or leave it open and enjoy the breeze?” His response certainly made me relax—we kept climbing and eventually closed the door. That kind of calm demeanor is the difference between “reacting” and “responding” to a situation. Responding allows us to remain focused on the task at hand: flying the airplane, making passengers comfortable, and then dealing with other issues. Reacting causes our attention to be diverted and thought processes to become erratic.

**3. MODEST** Joe, a well-known CFII in Maryland, related a tale of a gentleman who came to his flight school to get “checked out” in a Cessna 172 after having been away from flying for a few years. The lapsed pilot presented himself as a very-high-time instrument pilot with thousands of hours in high-performance singles and light twins. He regaled Joe with stories of harrowing flights through bad weather and the skill with which he could land his Comanche in 800 feet, over obstacles, on a windy day. As the gentleman lumbered toward the Skyhawk, he told Joe to do the preflight since he already knew how to do one. He then suggested that Joe handle the radios so they could expedite the checkout process. They did take a short flight, but predictably, it didn’t go well. He never returned for another flight.

Skipping a full Freudian analysis, there are many examples of this attitude in a pilot eventually leading to something getting broken. The FAA refers to terms like compensation, denial, rationalization and aggression to describe behaviors that must be managed in the process of becoming a pilot. Nearly all of the examples I’ve gathered about good pilots contain a common thread of that person not talking “all that much” about his or her specific accomplishments and skills. These pilots do, however, acknowledge their own mistakes (neither dwelling on nor making excuses), compliment others’ abilities and seldom put down fellow pilots (whether or not they deserve it). As our grandmothers’ always preached, “If you have nothing good to say, say nothing at all.”

**4. COMPETENT** One day last year, an exceptionally enthusiastic pilot who had recently passed his private checkride, approached me with a big grin on his face. Apparently, he had just been out practicing slow flight and stalls (albeit, somewhere up near the flight levels)—these were all maneuvers that had once made him more than a little uncomfortable. The following week, the same pilot spent an afternoon flying into a number of controlled (Class D) airports in the area—an activity that once made him significantly more nervous than doing power-on stalls. He knew how to do these things, but realized that only practice would get him over the hump to real competency. He was right. Any learned skill is diminished by lack of use. All those hours spent in the training phase were specifically designed to build skills that, ironically, are most often used during very short phases of flight. Turns about a point, S-turns, slow flight and stalls are the very maneuvers that, once mastered, allow us to operate safely in that little space around the airport where we fly slowly and close to the ground. Remaining current has little to do with being competent or building experience. A wily FAA inspector in New England was often known to say, “Some pilots have logged 500 hours, and some have logged one hour 500 times.” There’s a big difference.

**5. ACTIVE IN THE PURSUIT OF LEARNING** Those who actively participate in the aviation community have little choice, simply by exposure, but to learn things that will improve their flying. A whole lot of research has concluded that education reduces accidents—just ask the FAA, NTSB and insurance companies. Hundreds of seminars on dozens of topics are held yearly by all the big alphabet groups and local FBOs; these are not only potentially fun social outings but also learning opportunities. Did you know that a Cessna 172 has a tested structural limit of 2 G’s with flaps fully extended? I know a respected airline captain and accomplished tailwheel instructor who constantly asks other pilots about their experiences and opinions on various techniques. He doesn’t do this because he lacks experience or knowledge, but because he’s open to learning new things and doesn’t assume he already knows everything. A few of our good pilot examples use their biannually required flight review as a learning experience. Some have added a float or glider rating. Many suggest using a type of airplane you’ve never flown or getting a high-performance or tailwheel endorsement.

**6. SMOOTH ON THE CONTROLS** One of the greatest compliments a pilot can receive is how smoothly he or she flies an airplane. Often, this comes in the form of a “nice landing” comment from a new passenger who believes that was the true test of a pilot’s flying skills. To get a “smooth” comment from a fellow pilot, much less a jaded CFI, requires a much broader demonstration, not to mention consistency. Smooth pilots understand how to use those footrests on the floor to counteract adverse yaw—not only during turns but also while correcting for bumps and turbulence. They intuitively keep the plane aligned with the runway while correcting for a crosswind. They make subtle control (aileron, rudder and power) inputs when needed, so they aren’t forced to make large, jerky corrections. Landings are (generally) soft and made precisely where they were intended. Many years ago, an instrument instructor I know claimed that while transporting a well-known rock band, he did a complete roll in a cabin-class twin in an attempt to calm the rowdy group. Unbeknownst to him, the lead singer was in the windowless lavatory. The singer eventually emerged, wondering why everyone was suddenly so quiet. Now that’s smooth.

**7. SELF-AWARE** Every pilot must acknowledge his or her own limitations with regard to weather, personal health and experience or skill level. Establishing personal minimums may sound clichéd, but how many times have you cringed at seeing someone (maybe yourself) take off in marginal weather or in a questionably loaded aircraft? Granted, you must continually gain experience to advance your skill level, but it should be done incrementally and at your own pace. Should a newly minted private pilot launch on a windy night to a short strip in the mountains? No. But by incrementally logging night, wind and short-field time, that pilot will gradually be able to raise his or her minimums.

**8. SITUATIONALLY AWARE** My friend JW used to throw rocks at helicopters, or so he claimed. The helicopter school at his field had a habit of conducting taxi and hover practice very near JW’s (rather plush) hangar, routinely washing his beloved Cardinal with dirt and gravel. After the helo pilots found a bucket of dirt in their own hangar, a friendly discussion ensued, and they confessed that they simply weren’t aware of the disturbance they had been creating. On the ground, a good pilot is simultaneously aware of open hangars, people, fuel pumps, taxiways, wind socks and aircraft in the pattern, and has a plan to navigate the situation as a whole. In the air, pilots should simultaneously be aware of terrain, landmarks, airspace, wind, weather, charts, radios, engine instruments and sounds, passengers, other aircraft and probably a dozen more things. Digesting all this awareness requires an enormous amount of focus. A new pilot recently took a friend up for his first ride in a small plane. After a short briefing by the pilot, the friend asked



how she managed to do all these things while talking with passengers. She quickly replied, "I ask the passengers to be quiet. Oh, and could you hold the yoke for me while I do my run-up?" Wide-eyed and very quiet, the friend performed his task to perfection.

**9. INVOLVED WITH THE AIRCRAFT** Over the past few years, it seems to have become more common for pilots to participate in the annual inspections of their planes. There's no better way to learn where those maintenance dollars or rental fees go than to spend a few hours removing inspection panels or attempting to replace an oil filter through an opening half the size of your fist. More importantly, it provides a perspective that many pilots seldom experience: the other side of the cowl. Perhaps having a complete understanding of how the valve train is assembled isn't a critical factor in being a good pilot. Understanding in detail how landing gear goes up and down, however, probably is. Three experienced mechanics shared a list of questions that generally competent pilots typically ask them: What's the correct air pressure for each tire and what's the acceptable amount and pattern of wear? Where's the battery and what's its voltage? What type and grade of oil should I use and why? How do I start up when it's hot/cold? For some, these seem like simple questions, but for many, a day in the maintenance shop would make them better pilots.

**10. ENDORSED BY OTHER PILOTS** Every person, without exception, whose thoughts I've incorporated in this "top 10" list began by naming a specific pilot who fit his or her perception of a great pilot. With each name came a story to justify the "great" designation. On the whole, aviators are a proud and confident group. We're not a shy bunch, and if asked for an opinion, we'll offer one. And we've all been through the same training. To be nominated as a truly good pilot by one's flying peers certainly carries credibility—especially if the nominee doesn't believe it too much.

Thanks to Doug Stickland for sending in this article.

*Ed.*

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

### Doug Montague's Classic Cessna 172a

Classic Cessna 172a VH-MHF (formerly owned by Keith Lyons and David Kent) is for sale. TTAF 4211.7  
100 hourly done in August 2012 (90 hours to run).  
Continental 0-300 6 cylinder 145hp engine, McCauley two blade fixed pitch prop.

Hangared constantly, good paint, interior excellent.  
Dual TKM MX11 VHF coms, intercom, Bendix T12C ADF with Davtron digital readout, Narco AT165 Transponder, dual GPS (Apollo/Garmin 295), Strobes.

Asking Price: **\$45,000 (OBO)**



### 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**

Ph 0405 354 452

## Stan Nightingale's new Whisper Motor Glider is for sale

This almost new **Whisper Motorglider**, registered experimental ZIP with the Gliding Federation of Australia, is the first flying aircraft of its type in Australia. Factory built, its features include: 120hp 6 cylinder 3300 Jabiru engine, Dynon D180 EFIS engine monitoring system, Flightcom 403 MC intercom, Icom A210 radio, LX16 electronic LCD variometer, Garmin 296 GPS, Garmin GTX 327 transponder, dual battery and wiring system, Airmaster AP 332 feathering inflight adjustable propeller and leather seats.

Wingspan 16m, Fuel capacity 85L, **Glide Ratio 1:28 at 105km/h, 25 hours engine time and total hours.**

Asking price: **\$99,000** (negotiable).

Contact: Stan Nightingale on 0415 911 373



## Nick Hunt's two CESSNA AIRCRAFT are FOR SALE

Nick Hunt is seeking expressions of interest from any club member for the purchase of his two Cessna aircraft. He will sell them separately, but if a member is interested in taking them both, a more favourable agreement could be reached.

Classic 1955 Cessna 180. VH-YMH. 4700 hrs TT. Immaculate condition. 3 bladed prop. New interior including panel. Recent new paint. Glider tow-hook. Due for engine Overhaul. **\$108,000.**



Cessna 185, 1961. VH-FFC. 6000 hrs TT. 300hp Engine, Eng O'haul due at 7025 hrs, 88" Seaplane prop. Parachute door. Glider tow-hook. Interior/Exterior excellent. **\$145,000**

For more detailed specifications and more photos, please contact Nick via e-mail at: [nickhunt.1@bigpond.com.au](mailto:nickhunt.1@bigpond.com.au) or by mobile phone 0427 279 798

## HANGAR SPACE AVAILABLE

Allan Aaron has some hangar space available. The space is suitable for a small high-wing aeroplane.

**For further information contact Allan on 0412 404 787**

If you have hangar space available for rent please contact the Newsletter Editor on 0407 890 791

## For Sale - Randall Krebs' Zenith Tri Z



**The late Randall Krebs' 4 seater Zenith Tri Z, VH-DJE is for sale.**

TT 591, Engine 522 TR, Prop 1966 TR. Fresh 100hrly as at 15/3 2012. 2 x Com, ADF, intercom.

This aircraft is being advertised in the Aviation Trader for \$35,000 HOWEVER,

**the NEWLY REDUCED PRICE is \$25,000** to an SAC member. For further information or test flight contact:

**Matthew Gray at [weemelah@optusnet.com.au](mailto:weemelah@optusnet.com.au) or on 0411 505 521**



# ARE YOU FIT TO FLY YOUR WARBIRD

## Mitigating Risk

- Acknowledge the Risk
- Eliminate the Risks that surface
- Mitigate the Risks we can't eliminate

## Why do we make mistakes?

- We're human
- We have limited supervision
- We want to impress others
- We want to impress ourselves
- We aren't as young as we once were
- We get in a hurry
- We get sucked into things we're not comfortable with, Inertia

## Risk Assessment

- Name a risk
- Rate the risk
- Rate the reward
- Is it worth it?
- If yes, suggest a mitigating strategy

## An Honest Self-assessment

- Am I healthy?
- Am I current?
- Am I proficient?
- Am I in the right frame of mind?
- Am I airworthy in my Warbird?
- Is my airplane airworthy?

## Is this acceptable?

### Can we agree on the following?

- Warbird flying is dangerous
- Pilots make mistakes
- It is not always the other guy who gets killed
- The numbers won't change unless we do!

## Peer Counsel or Adult Supervision

- Find a Mentor. Not an enabler. Someone you respect who you trust enough to be honest with you.
- Empower them to give you honest critique and keep your ego in check.
- Many of our accident victims have long aviation careers without a scratch on an airplane. Then get killed in a warbird - Yes, we need adult supervision, kids!!

## Do What???

- Make it an annual priority!
- Schedule it.
- Find an Instructor, or a group of peers and have discussions
- Go flying
- De-brief!!!

## Mistakes were made... Is there anyone here who hasn't made mistakes???

- Taxied over a chock?
- Missed a preflight item?
- Forgot the boost pump on Take-off?
- Left a master switch on?
- Unintentionally dried out a tank?
- Lost Situational Awareness in the air show furball?



