



The N.S.W. Sport Aircraft Club Newsletter

DECEMBER 2013 - JANUARY 2014

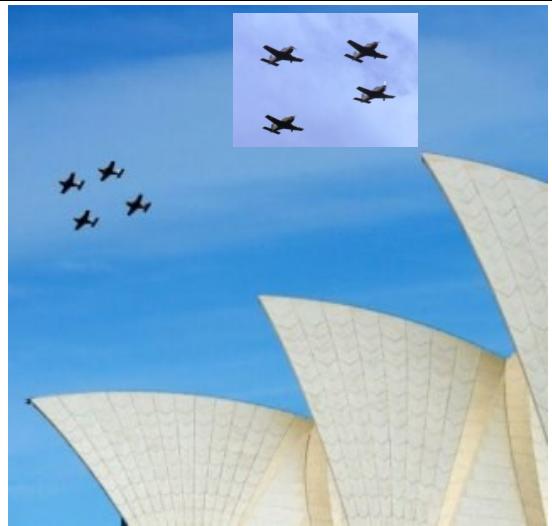


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ABN 57784 250667 **ACN** Y2094624
Address PO Box 450
CAMPBELLTOWN NSW 2560
Phone (Caretaker) 0425 380 964



Above: The SAC aircraft parking area at the recent Open Day. Details appear on **Page 6**. **Below left:** Jock Anderson's canard wing Defiant which created much attention at the Open Day. Sy Allsep's Beaver and Twin Pioneer are in the background. **Below right:** Chris and John Gallagher flew their CT4 in formation over Sydney Harbour at the invitation of the International Fleet Review. Their story appears on **Page 8**.



Contact your Newsletter Editor at
david.rittie@optusnet.com.au

Visit our website:- www.wedderburnairstrip.com.au

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Committee Contacts

David Rittie (President)	0407 890 791 david.rittie@optusnet.com.au
Lloyd Shepherd (Secretary)	0425 380 966 lsh19082@bigpond.net.au
Diane Brookes (Treasurer)	0425 380 967 bizjet@bigpond.com
Bret Cavanagh	0407 344 795 bret@cavanagh.id.au
Matthew Gray	0411 505 521 weemelah@optusnet.com.au
Don Harvie	0407 231 333 donharvie@yahoo.com.au
Doug Stickland	0400 737 911 dougandpenny@bigpond.com
Richard Thompson	0412 288 061 richard@flycorp.com.au
Committee (group email)	committee@wedderburnairstrip.com.au
Caretaker "Kanga" Rouen Andrews	0425 380 964 - - -

UPCOMING FLYING AND SOCIAL EVENTS

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

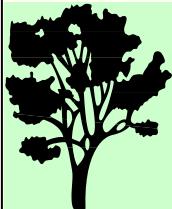
Bret Cavanagh

UPCOMING EVENTS. Put 'em in your diary

SAC Christmas Party	Saturday evening, 7 th December. Contact: Donna Handley 0409 172 776.	Clubhouse
General Meeting	Sunday, 8th December, 2pm in the Clubhouse. Contact: Lloyd Shepherd.	Clubhouse
Australia Day BBQ	Sunday, 26 th January, 6pm. BYO. Contact: David Rittie.	Clubhouse
Social Workday	Sunday, 23 rd February. Free lunch for members. Contact: Richard Thompson.	Wedderburn
General Meeting	Sunday, 30 th March, 2pm. Contact: Lloyd Shepherd.	Clubhouse
Annual General Meeting	Sunday, 30 th March, immediately following the GM. Contact: Lloyd Shepherd.	Clubhouse
April's Social Workday	Saturday, 3 rd May (rescheduled due to Easter and Anzac Day). Contact: Richard Thompson.	Wedderburn



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 December 2013/January 2014 issue of the NSWSAC Newsletter.

Naturally, the main focus of this issue is on the biggest event of our annual calendar - the Open Day. It attracted lots of our aircraft (which are normally hidden inside hangars) to be out on display, which created many photo opportunities.

Amongst others, there is an article sent in by Chris and John Gallagher

You can contact your Newsletter Editor at david.rittie@optusnet.com.au

about the International Fleet Review, where they flew in formation over Sydney Harbour. There are the usual articles from the Cabin Crew, the Secretary's Column, some words from our tireless caretakers, and a certificate and note from Ryan Campbell sent to us after he completed his solo round-the-world trip.

My thanks go to those who have contributed additional material and pictures for this issue including the Gallaghers, and to David Eyre who supplied some of the Open Day photos.



As this Newsletter goes to print the Children's Christmas party is in progress. It will be covered in the next issue of your Newsletter.



Merry Christmas
to you all.

David Rittie



Hi there.

Open Day

The recent Open Day was clearly a success, judged not only by the quality of the aircraft present and the other features of the event, but also by the substantial amount of money raised for the CareFlight organisation.

There are many people who deserve to be recognised for their combined efforts in producing this fine result. To the members who helped to set up the facility for the event, the gatekeepers, the car parking attendants, the aircraft marshalling guys, the members who put their wonderful aircraft on display, those who made food and drinks available for everyone, those who flew their aircraft on the day and those who took visitors on joy flights, the public address announcers, the air traffic controllers, the raffle ticket sellers, the team of people who cleaned up at the end of the day, and the caretaker who mowed the whole airfield prior to the event: my sincere thanks go to you all.

It is difficult to single out members who provided more assistance than others, but it is clear that we owe a

great deal for the success of the day to Geoff May, who planned the whole event. Thanks Geoff.

There is more about the Open Day and lots of pictures on **Pages 6 & 7**.

Northern Road

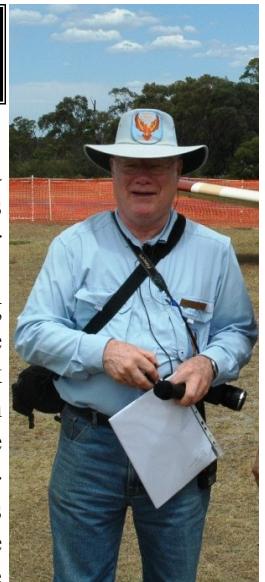
In the last Newsletter we saw some progress of the first stage of the northern road development with the completion of the causeway. Since that time the road has been sealed from the northern gate up to the entrance to Taxiway Y/Z. It was prepared with a healthy layer of road base and has been sealed with two-coat spray seal. It is hoped that sometime next year the road will be sealed from this point up to the airfield south gate. Naturally, this is dependant upon available funds.



Our sincere thanks go to Richard Thompson and also to Glenn Butts-worth for the completion of this phase of the road sealing project.

Vandalism

There have been a few incidences recently at or near the northern gate. The bolt holding the chain to the gate's padlock was cut through with an angle grinder, the purpose of which is unclear, and the wire fencing rope has been cut through about 100 metres up the road. If anyone witnesses any vandalism please report it to the caretaker or to a committee member.



The caretaker

Our caretaker is always keen to help anyone, but it is feared that some of us take advantage of his good nature. Lloyd Shepherd has listed the caretaker's duties on the next page. Please take note.

Southern water tank

Just as this Newsletter was about to go to print work on the 107,000 litre southern water tank had just commenced. More on this in the next issue.

Please fly safely, enjoy a Merry Christmas and have a great 2014.

David Rittie

The Secretary's Column

From my point of view, there's been plenty to do, not necessarily interesting or exciting (except the self-inflicted new/old baby in our hangar), so I won't give you more to read than these few----

Caretakers Duties

It was suggested that I should publish the Caretakers' List of Duties (that they signed on for when they joined us), so here they are for everyone to see.

Please take note that Rou and Dawn are responsible to the Committee, not to individual members, and that a lot of what they (happily) do is not in their 'job description'—purely at their discretion!

List of Duties

Check the clubhouse for security on each week night.

Conduct two random patrols each week night to include all hangar sites. Use of the Club vehicle is permitted for this.

Carry out the same security checks before any departure from the premises and on return Monday to Friday.

Any security breach or any other event putting Club property or Club members' property at risk is to be immediately reported to the police by telephone and as soon as possible to an office bearer of the Club also by telephone.

Clean the clubhouse, guest bunkhouse, inside toilets and hand basins, and outside toilets and hand basins at least once each week, preferably on a Friday. All cleaning items provided by the Club.

Distribute toilet paper, paper towels and soap to all toilet blocks. Items supplied by the Club.

Ensure the gas hot water systems are operating.

Report non-operation to the committee within 12 hours.

Each Sunday night, sort the rubbish into three separate compartments. Two garbage bins are to be taken and left outside Harland's in Blackburn Rd for collection and empty bins to be retrieved on Monday.

Daily check and service when necessary, the 12 kva generator that supplies electricity to the clubhouse and caretaker's residence and charges the batteries connected to the solar panels. The status of the batteries is to be checked daily and the generator started and run when necessary so as to maintain the batteries in a state of full charge.

Check daily and use the pump to maintain water level in the large water storage tank at the end

of taxiway KL and the tank supplying the northern and southern toilet blocks.

Report any non-functioning pumps to the committee within 12 hours. The Club is responsible for the care and maintenance of the water pumps.

Collect the rubbish that may gather in the surrounds of the clubhouse.

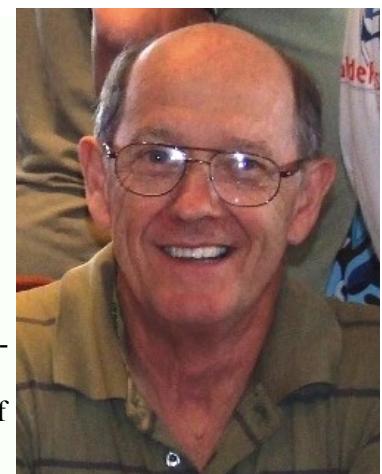
Keep the lawns and edges neat around the clubhouse, BBQ area opposite the caretaker's residence, the aircraft parking area, run up areas, the grass landing area and along the runway. Mowers, whipper-snippers and fuel to be provided by the Club.

Ensure that an order for gas is placed promptly with the Club's contract supplier before all the large gas bottles are empty.

Check daily that the gas stoves in the clubhouse are turned off and the gas refrigerators are working. The pilot light may blow out in the wind.

Monitor the mobile telephone supplied by the Club and to answer enquiries at least between the hours of 8.00am and 8.00pm Monday to Friday except when away from the premises for leave approved by the Committee. When away from the premises on weekends, on leave or on weekdays, the phone should be set to forward calls to the designated Committee officer. Call costs for Club business and telephone rental will be paid for by the Club. Private calls on the Club phone should be avoided wherever possible.

Dip the avgas tank on a regular basis and order more fuel as appropriate.



Vandalism

With recent vandalism on our northern gate and fencing with an angle grinder, it raises the question of the security of our aircraft and facilities. Please, if you see anything suspect, report it to the Caretaker, who will inform the Police. Number plates, descriptions, photographs would be helpful, but it is important that these type of events are logged by the Police. Their statistical approach may help get us more patrols, for starters.

Merry Christmas to all, and . . .

Safe flying!!

Lloyd Shepherd



The “Cabin Crew” Report

The Cabin Crew were on hand at the October Social Workday to prepare and serve up another great meal.

There were 121 meals served on the day which was a complete surprise, as a large number of members had not put their names on the list for the lunch. There may be a new system introduced for the next workday such as a separate list to be filled in for those who want lunch, and/or tokens so that those who register for lunch get served first. Also being considered is that if some workers are going to arrive late (due to continuation of their allotted task) they should call the Cabin Crew to have some food reserved. Watch the Newsflashes for any new system such as these being introduced.

As always, our thanks go to Donna Handley and the Crew for the great meal they served up in support of the members. It's no wonder that the number of members attending the workdays has increased.

Thanks ladies.

Ed



Above: Members of “The Cabin Crew” who were on hand to serve up the workday lunch. **From left:** Dawn Andrews, Karen Lalor, Margie Hardie, Donna Handley, Lisa Laybutt, June Nicholson and Lorraine Wood.

The Gouldings’ Pre-Open Day Hangar Party



As usual at this time of year Anne and Greg Goulding put on their traditional Pre-Open Day Hangar Party in Hangar N4. This event has become a permanent fixture for nearly ten years.

The party was for anyone who cared to come along including friends and families. Lots of members and guests turned up for the evening.

It was supposed to be BYO, but as usual, the Gouldings provided huge quantities of food and drink for anyone who ran short.

There was 70s and 80s music playing all evening on a more than adequate sound system, and the table tennis table was in use for most of the time.

This time around Annie put on a raffle to support the CareFlight organisation (which is the recipient of the funds raised on the Open Day). Surprisingly, the sum of

\$220 dollars was raised during the course of the evening, which formed a major part of the club’s donation to CareFlight.

To Annie and Greg, thanks for putting on the event again, and thanks for raising so much money for our friends at CareFlight. We hope you do it all again next year.

David Rittie

Above left: Greg and Annie Goulding. **Above right:** Jay Laybutt and Alice Collett playing table tennis. **Below left to right:** Diane Brookes, Ant Prehn, Clive Brookes and Karen Lalor, all enjoying the party.



SAC Annual Open Day - 3rd November 2013



Above left: The tiny twin engine Cri-Cri belonging to Chris Willis is in the foreground, and the yellow Cheetah belonging to Armando Papallo is in the background.

Above Right: Vic Laybutt (in the orange jacket) with the Laybutt family's Super Petrel.

Right: Richard Thompson's newly painted and impressive Twin Commander.

Below: The Wedderburn Rural Fire Brigade put their fire appliances on display.



The recent Open Day, the biggest event on our Club's calendar, was a little different to all the previous open days.

It appears that the attendance was down, probably partly due to the fact that we couldn't advertise it as an air show (resulting in less media coverage), and partly due to the potentially threatening weather.

The quality and variety of the aircraft on display and in the air was as good, if not better, than ever. The other ground displays, food suppliers, stands and marquees

made the event interesting and satisfying for members and visitors alike.

Naturally, we are indebted to our sponsors, suppliers and outside organisations who set up other displays. We were also happy to see our local politician, Bryan Doyle, attend the event (who, incidentally, went on a joy flight with Vic Laybutt).

It was simply a great event, with most members contributing to its success.

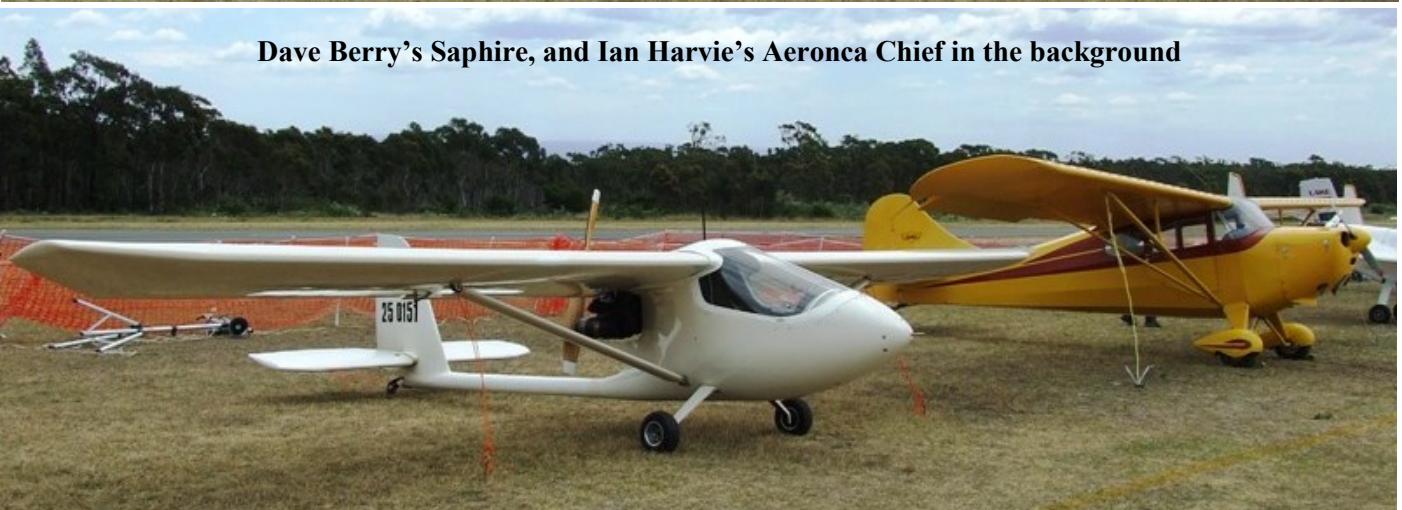
David Rittie

Open Day (continued) . . . The story in pictures

Kevin Haydon on duty beside his new Sportsman, with Karen and Steve Lalor's Liberty close by



Dave Berry's Saphire, and Ian Harvie's Aeronca Chief in the background



Above: Foundation members Ron and Pat Lalor, George Hennessey, Maria and Bob Phillips came to the Open Day.
Below left: Stan and Margaret Nightingale. **Centre:** Member for Campbelltown, Bryan Doyle, seemed to enjoy his day, and also his joyride with Vic Laybutt. **Right:** Some beautifully presented model aircraft on display.



International Fleet Review

Our senior members, Chris and John Gallagher, took part in October's International Fleet Review, by flying their CT4 over Sydney Harbour in formation with three other CT4s. This is their story.

Ed

I received a phone call from the manager of the Royal Australian Navy Fleet Air Arm Museum at Nowra, asking if I would be interested in flying my CT4 in a flypast as part of the International Fleet Review to be held over Sydney harbour on 5th October. Naturally I jumped at the chance. At the first planning meeting I suggested that the flight could be expanded to include a CT4 formation circling the harbour instead of a single pass. The Navy were enthusiastic about this idea and it was approved. I invited Matt Denning from the Sunshine Coast together with Matt Henderson and Murray Wallace from Kyneton in Victoria with their CT4s, who are all highly experienced formation display pilots, to join in. On Friday 4th we met at Wedderburn for some intensive practice, together with safety observers, (Chris Gallagher, Simone Denning and Andrew Wallace). Dave Thomas, who had graciously offered to hangar two of the CT4s, went along for the ride with Matt Henderson and had a ball. On Saturday morning we left Wedderburn at 10am and flew in formation to Albion Park for the civilian pilot briefing. Karen Henderson was now in the right hand seat of #46 with husband Matt. After the briefing there was a break of a couple of hours during which we were treated to a flyover at about two hundred feet by the massed formation of Navy helicopters returning to Nowra from their display. Excitement mounted and by 1.40 we were strapped in and anxious to be away. At fourteen hundred hours we formed up in pairs and departed Runway 26, into diamond formation over Lake Illawarra, then north just off shore at five hundred feet. With a westerly wind there were no hang gliders which was a relief and enough time to settle the butterflies before Bondi Beach hove into view. Our brief was to enter the Sydney Heads early and hold in Manly Cove at five hundred feet, but with a FA18 zotting around, the Harbour Controller initially ignored my request for a clearance so I was left little option other than to initiate a lazy right hand orbit just outside. The HARS Dakota was holding offshore from us, a Winjeel holding to our south and a Drover holding offshore of him, when some guy called up wanting to fly Victor 1 southbound. I think he

got my message when he changed his mind and went somewhere else.

Finally the practice and the waiting was over when I got the call "Parrot Formation cleared to enter the heads and proceed to your holding position". This was almost anticlimactic but any thought of relaxation was gone in an instant when we sighted Manly Cove, it was obviously far tighter than it had looked on Google Earth. The team had slipped into line astern as planned for the hold but the fifty degree banked turn had got a little untidy after six or seven minutes before we heard the call "Dakota passing North Head" our cue to breakout and head into the main harbour. I headed south for Rose Bay and around Shark Island as Murray in Parrot 3 slipped into position on my left, Matt H in Parrot 2 had cut the corner and already taken up his position on my right and of course I was never going to see Matt D in Parrot 4 as his position was just behind under my tail. The sight in front of us was breathtaking as thousands of small craft, tall ships and warships filled the whole area. Down harbour to Garden Island and a right turn, careful to lay on just the right angle of bank to keep us clear of Kirribilli and then straighten up as we passed Cremorne Point followed by a left turn around Bradley's Head, back to almost the heads then another right turn opposite Watson's Bay to do it all again, this was FUN. On the second pass I laid a steeper bank angle as we passed Bradley's Head and looking down the wing it was a huge thrill to see thousands of faces looking back up at us. Then it was just a matter of holding the altitude past two more bays before climbing to one thousand to clear the incoming helicopters and out of the harbour. Time to relax as we turned south for home, but no, a big twin was coming straight at us from the opposite direction (I think it was a Dornier) so break left and keep your wits about you, its busy here. The formation broke for the flight down Victor 1 so that the others could enjoy the view, up until now they had seen nothing but my #39. After crossing the coast at Coal-dale we formed back into the diamond for the run in to Wedderburn, but here the wind had built up making things bumpy. A few passes over the field before a pitch and break. At the end I was getting a bit ragged, adrenalin let down, anticlimax? I don't know but Chris noticed it, nonetheless the whole thing was an enormous thrill and an incredible privilege to be part of and I am sure none of us will ever forget it.

John Gallagher

Great story John. Thanks

Ed

The I.F.R. Formation Team. Left to Right: Matt and Simone Denning, Murray Wallace, Matt and Karen Henderson, Andrew Wallace, John and Chris Gallagher



Ryan Campbell's world record 'round-the-world' flight

We received these three items (below) from Ryan Campbell recently after the completion of his round the world flight. Below left is a certificate thanking us for our sponsorship. At right, a nice note from Ryan, and at the bottom, a nicely framed photo of his arrival at Wollongong with a few words thanking us for supplying the final tank of fuel he needed to complete his flight. The framed photo will be proudly displayed in the Clubhouse.

Ed



WORLD RECORD ATTEMPT

Dear NSW SPORTS AIRCRAFT CLUB - WEDDERBURN

It is with immense appreciation that I thank you for supporting my 2013 solo flight around the world. Although physically it was a journey taken alone the team of supporters were always close behind, literally. All the members of 'The 500' travelled over 45,000 kilometers to 34 destinations throughout 15 countries and 4 continents. Teen World Flight would simply not have been possible without your support.

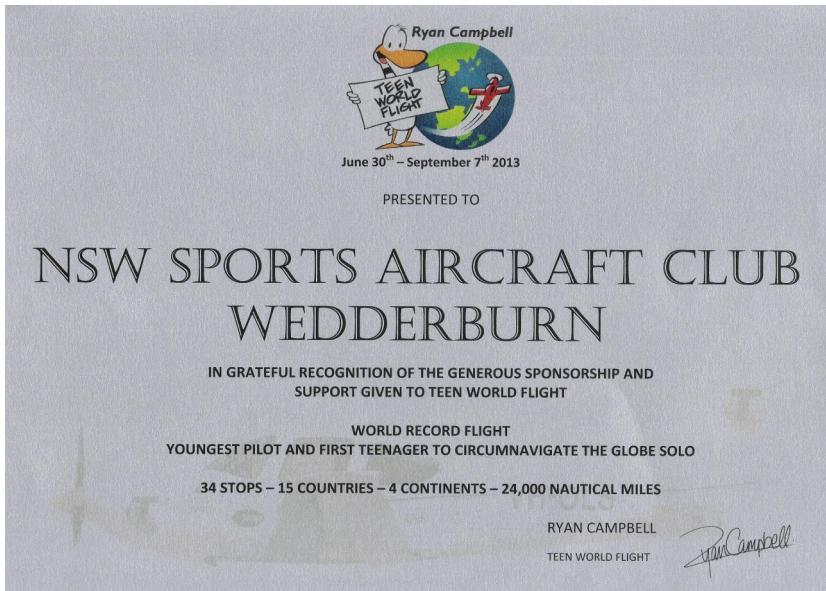
I hope you enjoyed the view!

Regards,

Ryan Campbell

Ryan Campbell

THANKS SO MUCH GUYS!
MUCH APPRECIATED ☺



*To ALL AT
WEDDERBURN,*

*A BIG THANKYOU FOR THE LAST DASH OF AVGAS!
YOUR SUPPORT IS MUCH APPRECIATED.*

Ryan Campbell

Roo's News

SINGIN' IN THE RAIN - IT'S A GLORIOUS FEELING

WE ARE HAPPY AGAIN

A few words from our caretakers, Dawn and Rouen Andrews

RAINFALL - August: 9mm; September: 56mm; October: 10mm.

November 8th - 25th: 135mm (or for those with university education: approximately 5 and a bit inches)
Dams are full, tanks are full, grass is green!

VANDALISM

Northern Gate and cable fencing. This area is still a target for these 'visitors'. On 10th November for whatever reason, persons unknown, ground off the head of the bolt which holds the chain on to the gate. Fortunately they were disturbed by our member John Taru who carried out repairs and replaced this bolt with a stainless steel bolt which will be a challenge for the next vandal. Thank you John!!

CONTRACTORS EQUIPMENT

The contractor who is carrying out the work on the fire trails to the west of the airstrip had all his equipment (roller, water truck, grader and excavator) all vandalised over a weekend and we assisted him by providing safe parking here.

VEHICLE PARKING

I have had several complaints recently from members who find when they come to access their hangars, they cannot move their planes either from their hangars or down the taxiways because of vehicles blocking their hangar access and not allowing sufficient room to take their planes down the taxiway. Please be considerate to your fellow members.

BUSHFIRES

The recent rain has reduced the high fire danger which we have recently experienced during which many members rang to check on our welfare and we thank them for their concern, I must say that we did not really feel under threat here and must thank the RFS for their advice and updates especially the Southern Highlands and MacArthur fire control centres who provided reliable updates when I contacted them. Among the many calls we received was one from Clive Brookes in Fiji with the words "Are you guys OK?" !!

OPEN DAY

Thank you to all the marshalls who helped with the car parking - Tim Walmsley, Tim Davis, Rod Holzwart, Peter Needs and to Sy Allsep for running around and checking and keeping an eye at the north and south gates and everything in between.

To all the guys and girls who helped with the safety fencing, pergolas, catering, rubbish collection and the tidying up afterwards, which is always a marathon effort.

AIRSTRIPE HELPERS

There are many members who carry out tasks throughout the year who are invisible so a very special thanks to John Taru, Jason Camilleri, Barry Pascoe, John Onrust, Fred Skinner, David Butler, Victor Rimkus and many others who make it possible for the airstrip to look the way it does and which brings compliments from visitors. To all these my sincere thanks for your support and assistance at all times. Special mention must be accorded Glenn Buttsworth for his dedication to the grass runway - today, 25/11 he has been topdressing HIS baby despite strong winds and rain, and we also thank him for his contribution to the roadworks.

CHEER GERM SECTION

To Bruce Cunningham, Peter Lightbown, and Doug Shaw (Glenn Buttsworth's side kick), we send our very best wishes for your full recoveries.

CLUBHOUSE REPAIRS

In early October following our battering with severe westerly winds, the vinyl cladding on the southern facia of the

clubhouse, was ripped right away which included the polystyrene insulation. Errol Pillemer and Bob Hazell braved the elements and successfully re-attached said cladding and thus saved the day! Thank you Bob and Errol.

WASTE OIL COLLECTION

The white waste oil container was emptied on 16 October so feel free to fill it up again. If you don't know where it is, ask the Caretaker.

USE OF BUNKHOUSE

The Bunkhouse has had a fair amount of use recently and has been favourably commented on by all those who have used it, so it is thank you to the Ladies Committee for the improvements to this amenity.

AEROSHELL OIL

There is a range of Aeroshell Oils available from the Caretaker and these can be charged to your fuel account - you can even have it delivered to your hangar, on request!!!



Dawn and I look forward to seeing most members at the Christmas Party on the 7th December.

Dawn and Rouen
Phone: 0425 380 964

*** * Aircraft and Hangars 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 Glassair



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 incl. 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

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