



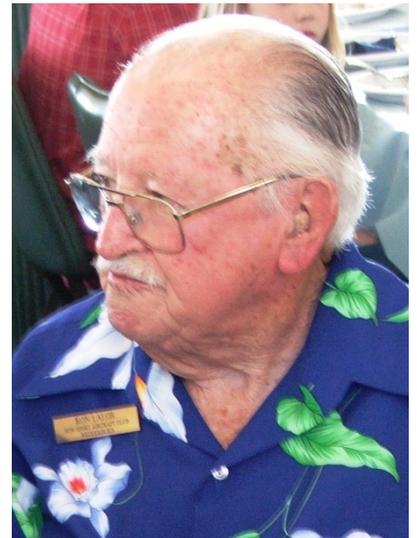
The N.S.W. Sport Aircraft Club Newsletter



DECEMBER 2015 - JANUARY 2016

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



Above: The recent and spectacular controlled burn-off at the airfield.
Above right: Ron Lalor (Member #1) has passed away. **Left:** Fun times at the Children's Christmas Party. **Right:** Our caretaker turns 80.
Below: The four SAC aircraft that took part in the Kangaroo Island to south-west W.A. Safari. Anne Goulding's story appears on **Page 9**.



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

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Committee Members and Contact Details

Bret Cavanagh (President)	0407 344 795	bret@cavanagh.id.au
Jock Anderson (Secretary)	0425 380 966	jock-anderson@bigpond.com
Diane Brookes (Treasurer)	0425 380 967	bizjet@bigpond.com
Phil Ayrton	0417 210 731	payrton@bigpond.net.au
Matthew Gray	0411 505 521	a150k@hotmail.com
Don Harvie	0407 231 333	donharvie@yahoo.com.au
Errol Pillemer	0406 070 121	errol@pillemer.net
David Rittie	0407 890 791	david.rittie@bigpond.com
Richard Thompson	0412 288 061	richard@flycorp.com.au
Committee (group email)	committee@wedderburnairstrip.com.au	
Rouen Andrews (Caretaker)	0425 380 964	- - -



UPCOMING FLYING AND SOCIAL EVENTS Put 'em in your diary

General Meeting.

Sunday, 13th December, 2pm, in the Clubhouse. Contact: Jock Anderson. Clubhouse

Australia Day BBQ

Tuesday, 26th January, 6pm. BYO everything. Contact: David Rittie. Clubhouse

LOBO Fly-in (Lancair Owners and Builders Organisation).

Fri/Sun 19th to 21st February. More details are on **Page 16**. Contact: Gary Weeks. 0416 055 011. Mudgee

Social Workday

Sunday, 28th February. Sign in by 9am. Free lunch for members. Contact: Richard Thompson. Wedderburn

General Meeting

Sunday, 20th March, 2pm. Contact: Jock Anderson. Clubhouse

Annual General Meeting

Sunday, 20th March, immediately following the General Meeting. Contact: Jock Anderson. Clubhouse

From your Editor

Welcome to the December 2015/January 2016 edition of your SAC Newsletter.

We have been rocked by the news of another SAC member's departure from our midst. This time it is the very prominent and much respected SAC Member #1, Ron Lalor, who died a couple of weeks ago. You will find a tribute to Ron on **Page 7**. Also, we said Good Bye to Simon Bates at a touching and simple ceremony in his hangar a few weeks ago.

Apart from the usual contributors to Newsletters (President, Secretary, Errol Pillemer and the caretaker) there is much more. As a follow-up to last month's bumper story of Dave Butler's delivery flight to WA, Dave Ecclestone

has sent in a story of the delivery flight he undertook years ago in his Moonie to WA, along with some valuable advice for those who may consider doing the same.

Inside you will find an angry letter complaining about the possible change to the SAC logo, some spectacular pictures of the recent controlled burn-off to our west which were sent in by Alex Thomas and Phil Laycock, and some photos of the children's Christmas party held in late November. There is also a story sent in by Greg Ackman about Frazer Island and its "Secret Airport".

However, the big story in this edition is of the trip to Western Australia by four of our SAC aircraft, with the full account being sent in by Anne Goulding. It's a good story about a great trip. Thanks Anne.

Details of the adults SAC Christmas party will appear in the next edition of your Newsletter.

You will find enclosed with this Newsletter a copy of the Club's By-Laws, which have recently been updated by your SAC Committee. You can expect further amendments to be released when the 'Categories of Membership' section has been reviewed.

I hope you all have a very merry Christmas, and a great 2016.



David Rittie

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

Words from the President

Well, things have been happening. But as with all things in this world, some of the things that happen can be changed by us, and some not.

As a consequence of the normal operations of local government, an attempt was recently made to tighten the access to fire trails, and reduce the increasing illegal usage of these important roadways. The Campbelltown and Wollondilly Councils cooperated through their Emergency Management committees. Although our club wasn't consulted, I believe that in principle every SAC member would agree that access to the trails has become increasingly porous in recent times, and was becoming an increased risk to the security of our airfield.

The responsible people in council, properly doing their jobs, did something that our club now wishes never happened. The councils asked our neighbour "the mine", by official letter, whether our members were entitled to utilise the roadway past "the mine". The mine, subject to their own version of a lease (something our club is very familiar with) for the usage of the land for mining, were placed in a position where they had to say that we at SAC are not permitted such access. Their lease, under the provisions of Mining legislation, specifically denies them the right to grant access to any party for any reason other than mining. To have granted us access would have put "the mine" in breach of their mining lease, and with the possible consequence of them losing the lease (exactly the same possible consequence that SAC faces for breaches of our lease).

And so, the above paragraph, a distillation of months of actions, correspondence, meetings, negotiations and general angst, brings us to this point. SAC members are no longer able to access our airfield from the south. This is disappointing to say the least, but didn't happen without a massive effort from the club to prevent it occurring. We have learnt (by the most painful means) that the southern access we have enjoyed since our club began has been technically illegal, probably since

the mining activities commenced. That's a slap in the face to us all. That we actually had access was testament to our good neighbourly approach, and our continued cooperation with them over decades. A blind eye had been graciously turned to our usage, until the council's legitimate action to ask the mine "the question". The mine's hand was forced, and placed in similar lease threatening position, SAC would have responded in exactly the same manner.

The club has done everything available to it to work through this problem. Direct conversations, roundtable meetings of all parties, negotiation, reason, appeal, legal opinion, even a retired senior government insider to investigate and lobby for us. But the fact remains that the end result is WE ARE NOT ENTITLED TO ACCESS FROM THE SOUTH, and practically no longer have it.

Right now is a good time to remind everyone that SAC holds a freshly re-issued Crown Lease over the airfield, and a linked licence to the roadway giving us full and free access from the Wedderburn (northern) side. While ever we pay our fees and comply with the lease, NOBODY can take it from us. My point is that we have lost a convenience from the south which we were probably never entitled to. But we haven't lost access to our airfield, and nor can we while we behave appropriately.

What can we do even now? We have legal opinion (from both within and outside SAC membership) that we MAY be able to lobby for changes to the Mining Act to permit non-mining access. That means a political answer is possible, but certainly not probable, nor quick. We have instituted actions to start this political influencing process, using a combination of member connections and external expertise. But patience will be paramount, and there can be no guarantee of success. It is underway, early but moving.

What else can we do? We must continue to remain good local community



members, and neighbours. We must abide by the law, and ensure that we do nothing which might jeopardise our lease of the airfield. We cannot afford to be petulant in our response to the disappointing situation. Any action taken by any SAC member which is contrary to the clear legal access situation could only be interpreted as an act "prejudicial to the interests of the club". Those are words which we have had to act on in the last year, and which we would prefer never to have to see again.

I had been looking forward to writing of more interesting and aviation connected things in this report, but those things must wait until the next newsletter. Suffice to say that my recent trip to the US west, including the Pima Air and Space Museum and its 300 plus aircraft, has stirred me to concentrate not only on managing the details of the club, but working to foster more aviation activities around the airfield. It's why we are here!

Finally, best wishes to all as we approach the holiday season. What better time to share peace, goodwill and Avgas? Fly safe wherever you are going.



Bret Cavanagh

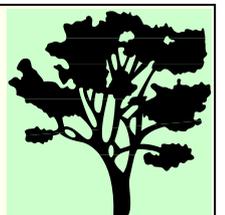


Need some exotic plants? You can choose from a wide selection near the airfield, just around the corner at #7 Blackburn Road.

HARLAND'S 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

Matters on hand

There is a letter from South32 (previously BHP) re mining in Longwall Panel 38. As I mentioned in the previous newsletter there are survey pegs along the western side of the runway. These measure any movement in the surrounding ground, which might be due to the longwall mining in the area. It has been recorded that, since the pegs were installed, there has been as much as 3 millimetres of movement in any direction in the vicinity of these pegs. Pilots approaching from the north should be aware that the threshold could have moved by as much as 3 millimetres in any direction (!*#?).

Next General Meeting

The next General Meeting will be on Sunday December 13th 2015 at 2.00 pm. Any member wishing to add something to the Agenda should advise me in writing before the 5th December 2015.

Gate Keys

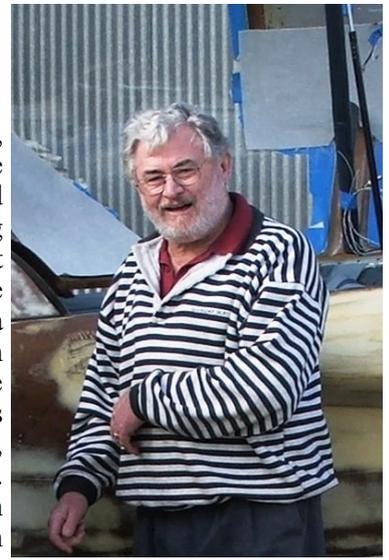
Some members may feel that your committee has been sitting on its hands as far as the locks on the southern gate are concerned. This is not the case. To fill you in I will give you a briefing as to the events that have led us here. As you well know our club has been in existence for almost 40 years. The lease was renewed last year for a further 20 years. The airfield has been serviced for all of that time by a road from the north called Lysaght Road. This road is guarded opposite the north end of the runway by a gate (the North Gate) and it continues on as the "fire trail" to the South Gate about 3 kms to the south at the mine complex. If one exits through the South Gate one has about two kilometres of sealed road maintained by the mine and on their lease to reach the Appin-Bulli Road. There is also a Middle Gate on the fire trail opposite the southern end of the runway. The North Gate and the Middle gates are not a problem. The land between the Middle and South Gate is given over to the Tharawal Land Council with whom we are friendly and who have allowed us to use it on a handshake provided we maintain it, which we always have done. At the moment one key fits all three gates.

As I understand it our lease and the land around it is within Wollondilly Shire Council's (WSC's) area of responsibility but they have come to an agreement with Campbelltown City Council (CCC) that CCC will take responsibility for the fire trail. According to CCC, (verbal only) WSC has responsibility for security of the periphery of the area i.e., as far as the Appin-Campbelltown road.

The Middle Gate stands on Tharawal land and was built by SAC about 14 years ago. The North Gate stands on our leased land and was also built by SAC about 15 years ago. The land between the North Gate and the Middle Gate is part of the lease by SAC. The South Gate stands on Tharawal land and was built by WSC many years ago. From that gate to the mining lease is not far (maybe only metres). The fire trail from The South Gate to the North Gate is maintained by SAC and in the beginning we had much assistance from BHP who then owned the mine. BHP contributed numerous loads of coal wash to use for a road base on the fire trail. There was no written agreement, only cooperation and a hand shake.

There are various reasons that Council does not want the

public to use the fire trail, including the Fire Brigade (because of fire bugs and risk of people getting trapped in there in the event of a bushfire) the Police (because it is used as a dump for stolen cars, which are then set alight) and the local residents because it is used as a dump for rubbish, old white goods and hoons. Mr. [REDACTED] said he had been there only to find the North Gate left open. Obviously



this is not due to SAC members as we want it closed for security reasons. Also Mr. [REDACTED] said that Council wanted to change the keys as he had been there to find 4WD vehicles hooning up and down the fire trail. Again this is not SAC members and it is ironic that changing the keys will not stop the 4WDs as they come in from the Appin-Campbelltown road and round the north gate through the bush, which is quite porous. Some locals however would like to have access through the fire trail as it is a shortcut to Wollongong. Also in the event of fire it is the only way out. In that case the Fire Brigade or Police undertake to open it as long as it is clear to the south and folks will not be trapped.

Chronology

Note:- Dates are approximate because dated letters and emails may have been sent on one day and not read until another day, if read at all. Also there were simultaneous moves on our part to bring about a solution.

Late July 2015: Don Harvie was leaving the club via the North Gate when he encountered a man tinkering with the locks on the gate. He asked the man what he was doing and he was told that he was going to change the locks because there were too many "rogue" keys out there and that it was a security risk especially with the bushfire season coming on. He went on to say that when the locks were replaced any keys that were issued to the club would not open the South Gate because he had asked South32 whether they wanted anyone else to have keys to the South Gate. He had been told that according to the mine lease it was not possible for South32 to allow anyone to cross their lease unless their business was connected with mining. Without consulting the club he was therefore proposing to change the locks on 31 October. It transpired that this was Mr. [REDACTED], Manager of Environment and Emergency Services in CCC.

This was relayed to Vic Laybutt, a past SAC President, who had had a contact in the mine previously. Unfortunately his contact was no longer at the mine, maybe because he had retired or had gone with BHP Billiton who demerged with South32 on 25 May 2015. Needless to say news about the keys caused quite a furore when Don Harvie reported to the committee at its next meeting on 1 September 2015.

Tuesday 14 Sep 2015

Don Harvie wrote to Mr. [REDACTED] requesting keys to the gate and asking who at the mine had said not to give us keys. (The letter was dated 4/9/15 but sent on 14/9/15 as I had broken my knee). Mr. [REDACTED] later rang me and invited us to attend CCC for a meeting on Wed 21 October 2015.

Friday 3 Oct 2015

I wrote a lengthy letter to Mr. Paul Tosi GM, and copied to

the Mayor and Mr. [REDACTED] at CCC. Mr. Tosi has now retired or left CCC and the GM is now Ms. Linda Deitz.

Sunday 5 Oct 2015

I emailed Mr. Gerry Critcher, Vic Laybutt's contact at the mine but got no reply.

Tuesday 20 Oct 2015

Important letter from Mr. Wayne Ryland (the letter had been passed to him to reply) explaining CCC's position about locking the gate. CCC did not consult SAC nor the Tharawal people about access through the South Gate.

Wednesday 21 Oct 2015

Bret, David and I attended CCC and met with Mr. [REDACTED]. Generally he gave the impression that he would like to help but that his hands were tied.

Thursday 22 Oct 2015

A written reply came from Mr. Carl Ernst at the mine. Mr. [REDACTED] had passed on the letter of 14 Sep 2015 to Mr. Ernst.

Friday 23 October 2015

Mr. [REDACTED] rang me and invited us to a round table meeting at CCC on the following Thursday 29 October 2015. He invited me to bring a draft agenda or bullet list of topics which I did but it was largely ignored.

Thursday 29th October 2015

At the meeting were [REDACTED], Justin Nyholm, (apparently [REDACTED]'s equivalent at WSC) Ms. Megan Ely, CEO Aboriginal Land Council, Bret, David and I. The meeting basically went round in circles, with [REDACTED] pleading that his hands were tied but maybe he could stall off for a month. [REDACTED] repeatedly said that if the mine agreed they would issue keys to the South Gate with no problem. In the end [REDACTED] agreed to stall for a month and then proceed slowly.

Monday 26 October 2015

In the meantime the letter dated 22 October 2015 to Don Harvie from Mr. Carl Ernst at the mine was passed on to me, so I wrote to Mr. Ernst on Monday 26 October 2015.

Wednesday 28th October 2015

Bret got a message inviting us to a meeting at the mine at 11.00 am on Monday 2nd November 2015 with Mr. Carl Ernst and Mr. Frank Cook (South32's representative to WSC's Emergency Management team). I could not understand how Bret got the message when I had written the letter but that eventually became clear. Turns out that Bret had spoken to an old friend Hank Pinkster, GM at Illawarra Coal who had suggested that Bret ring Carl Ernst. We went to the meeting and they were very friendly, saying that they wished that they could help because we really are very good neighbours, but unfortunately their lease did not permit them as mining leases only allow people on the lease if they are connected with the mining of some mineral. I kept wondering why they were not talking about the points that I had made in my letter. In the end we said that it looked as though the only thing we could do was to approach the minister and they agreed. They said that they thought we had come with a solution to the problem, not the other way around. We finished our tea and stood up to leave when Mr. Ernst asked me what letter I was talking about. I showed him the letter which had been posted seven days previously and he said that it had still not reached his office and was probably delayed in the system somewhere. He asked me for a copy of the letter which I gave him.

At that stage we engaged Mr. Ian Reynolds, a facilitator who had helped us with our lease at the Department of Lands last year to see whether he could help. The preceding report is a summary only of the activity that has been going on in an effort to prevent this unfortunate and unnecessary occurrence. As I write this we have only a slim hope

of keeping access from the south, but other avenues are being explored and you will be kept informed by newsflash as things develop.

New members

Mark Colman of Blacktown (Full)

Marney Lyndon of Rydalmere (Associate)

Please make them welcome.



Insurance

Some club members have asked me whether they need to take out insurance when they lease a hangar. The Club has Airfield/ Hangarkeeper Liability insurance with Aviation Risk and Insurance (InterRISK). This policy covers most events on the ground for club members and guests as well as contractors in the line of their duties. Aircraft and equipment are NOT insured under this policy. The Limit of Liability is \$10,000,000 for any one event. A detailed itemization of this policy is beyond the scope of this article so I will post a copy of the Coverage Schedule in the clubhouse. Should you have any questions about it members should feel free to contact the broker (Wayne Cottier) at www.interrisk.com.au or the address shown on the Schedule and quote Policy Number 02 Q62 0041273. Members should make their own decision whether they require additional insurance.

It is with great sadness that the Club notes the passing of Ron Lalor, Member Number One, on 19 November 2015.

May I wish all SAC members a very Merry Christmas, and a safe flying New Year!



Jock Anderson

Jock Anderson



Errol Pillemer has even more to say!

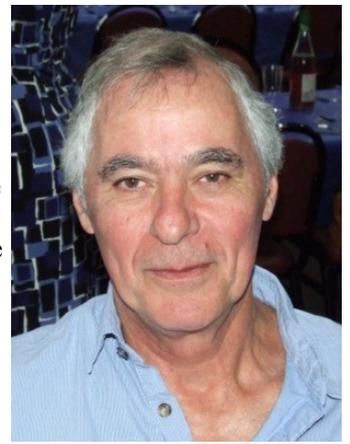
Hi everyone

You will recall that, in the last edition of the Newsletter, I launched a competition for a new logo,

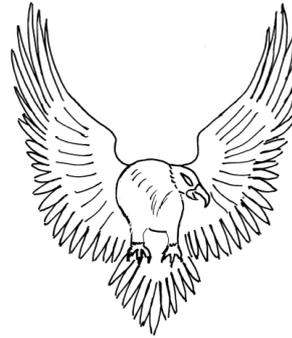
And the winner is:



I would like to see the stylised club badge looking more like the Painted plaque and am hoping someone artistic could reproduce it similar to my rough attempt. So get out your sketch pads and send me something.



Seriously though, I have had no written response or submissions so will carry the competition over till the next Newsletter.



SAFETY

Children are precious, they should be seen and not hurt.

Enclosed with this newsletter is a copy of the club by laws. Please take a moment to read and familiarise yourself with them.

Particular attention should be paid to Clause 7. Airfield Environment and Safety, as there have been 2 modifica-

tions and 2 additional sub clauses added.

The committee has had verbal complaints about some of these rules being breached.

This is a family club, the primary activity is flying so please brief your children and guests about safety and the dangers of approaching an aircraft or the runway. Watch your speed and look out for children.

On the subject of complaints, if you are upset enough to want to complain, put it in writing as we cannot take action on any verbal or off-the-cuff remarks.

Cheers, and have a great Christmas.

Errol Pillemer



A Letter to the Editor

from Patricia Crampton

Following is the text of a note received from Patricia Crampton, wife of foundation member, Alan Crampton. (Alan was the brother of our longest serving Club President, Gordon Crampton.)

Ed

“Dear David Rittie,

I was surprised and a little upset to find that you, as editor, and one of your committee members were considering changing the SAC Crest.

I would like to tell you that a short time after the club was formed in 1978 there was a competition held to create a badge, or emblem to be used to represent our club. My late husband and foundation member (Alan) entered the competition and won with the design that I still see on the front page of every newsletter.

We have all been very proud and happy with this em-

blem for many years, and it has been used since the club began.

I find it offensive that you should now, after all these years, decide to ignore my late husband’s winning design, and look for a different one. What is wrong with it, I ask! Why did we bother back then, if you were just going to throw away a long-standing tradition.

I strongly object. I am angry. I insist that you cancel the competition.

I request that this letter be included in the next Newsletter for everyone to see. Thank you.”

Patricia Crampton

Some memories of departed SAC Member #1: Ron Lalor

Born in 1924, Ronald Keith Lalor joined the RAAF at age 18, trained for two years in Tiger Moth aircraft at Temora and Wirraways at Uranquinty (Wagga Wagga) and went off to the war in the UK just two days before his 21st birthday. He served as a Navigation Training Pilot and returned home at the end of the war aged 21.

Ron then flew gliders at Fleures, (a disused wartime airstrip just west of Cabramatta). In 1963 he and Jack Brightwell built a Minicab GY-20 from plans which was the first of its type in Australia, and the first two seat ultralight built under ANO 100-18. This aircraft is pictured with Ron below.

He became Secretary of the ULAA and then very soon thereafter became its President, a position in which he served for many years.



Along with some other aviators, Ron had instigated a search for a new airfield site. A scoutmaster and avid bush-walker, David Archer, found a suitable location near Wedderburn which was approved and chosen by Ron, Arthur Napper and others, and with a 40 year lease in their possession, began working on the airstrip in 1978.

When the airfield was being carved out of the bush and the runway was beginning to take shape the NSW Sport Aircraft Club was born out of the ULAA and the SAAA, and Ron Lalor became our first ever member - Member Number One, and was awarded "Life Membership" at the SAC's first Committee Meeting.

In 1980, Ron flew a Grumman AA1a with his new wife, Pat, and then later a Piper Cherokee 140



which he flew until his last flight just a few years ago.

In 2009, Ron was invited to give us all at SAC a talk about his flying career, and it was at his event that we learned that Ron had flown 68 different aircraft models, ranging from a very light CGS Hawk to the heavy Douglas Globemaster C124 Transporter.

Ron died on 19th November with Pat by his side.

Ronald Keith Lalor was, and is, our Number One member and shall, for evermore, remain so.

David Rittie



A message from our caretakers, Dawn and Rouen Andrews

Once again we start this contribution with very Sad News, the Club has lost our No. 1 Member, Mr. Ron Lalor, who passed away on Thursday the 19th November. Ron joined SAC at the club's beginning in 1978, and remained a member for 37 yrs. He was a member of the Club's committee for a period and was also President of the Ultralight Association for many years. Ron and Pat both attended our Christmas party last December 2014. He was highly respected by all our members, was a really humble gentleman, and he will be sorely missed by all who knew him. Our condolences go to Pat and the entire Lalor family on their loss of a much loved husband and family man.

WORKDAY - Sunday 25th October (last Workday for the year).

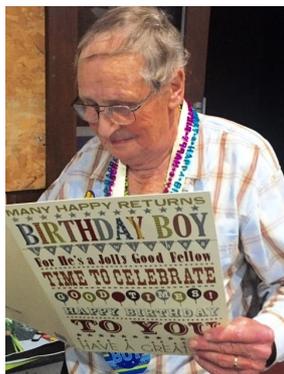
Once again organised by our intrepid coordinator, Richard Thompson. An excellent roll-up to finish the year, Mowing, Slashing, Tree Lopping, and Whipper Snipping, were all carried out with the airstrip, looking neat and tidy at the end of the day. Kevin Haydon and his team accomplished much in the clearing of trees, which were in close proximity to his hangar, and posed a threat in the event of a bushfire. I was talking with Kevin and at the end of his work with the Husky chainsaw, and I am of the opinion that Kevin was HONING his skills, for life after retirement from being a High School Principal!!!!

HAZARD REDUCTION BURN - Saturday 21st November.

Under the control of David Stimson a prescribed burn was carried out in the area on the western side of the airstrip. I am sure all members are relieved and grateful that this burn has been carried out successfully and has thus reduced the danger from a major fire. With excellent planning and great support from a large number of Bush Fire Brigades from the Wollondilly and Campbelltown areas and the Southern Highlands team. After some anxiety the weather moderated and after a briefing at the clubhouse at 4pm the fire was laid at about 5pm and by about 10pm everything was under control. The Wedderburn RFS under Dave Scott patrolled the burnt area overnight and after inspection by the controller David Stimson on Sunday morning both Wedderburn and Appin Brigades proceeded to patrol the area for several days, wetting down the hot spots. The fire was officially declared out on Friday. Our grateful thanks go to all brigades involved, and to David Stimson, Stuart Chadwick, Rodney Fenech and Dave Scott, Wedderburn and Michael Riley Appin.

SURPRISE 80th BIRTHDAY PARTY

I wish to gratefully acknowledge this event laid on by Karen and Steve Lalor and Diane Brookes on Saturday 31st October. The head count suggested that your Caretaker has 80 friends here on the airstrip, however my take on this is that the attraction was a Karen and Steve Lalor meal and a fantastic birthday cake supplied by Karen's daughter. The party was terrific and a real celebration for which yours truly was quite overcome.



I believe the invite said 'No Gifts' however I have some lovely bottles of wine specially selected by the donors. My thanks to all the members and the committee for the lovely inscribed clock bearing the Club's emblem which will be cherished. Thank you all very, very much for the all the lovely cards, greetings and wishes received.

RURAL FIRE SERVICE

Night helicopter training flights at Wedderburn, Helitreck has been contracted to operate NSWRFs owned helicopters and will be conducting night vision goggle flights possibly 2 or 3 flights every 6 weeks, not later than 2 hours after sunset. Approval has been given by the committee for this training to be carried out and we will be advised in advance.

POLAIR Police Air Wing

Polair have requested permission to do winch training at Wedderburn during the daylight hours, so please show courtesy to their helicopters when they are carrying out these manoeuvres. These are experienced and highly trained personnel and will display courtesy to our pilots.

GENERAL THANKS

As Caretakers we and the Club rely on members to help and assist us in some matters pertaining to the Club. To these folk we give our grateful thanks.

FAYEZ ABBAS supplied and fitted, at no cost, a new fan for the air conditioning in the Club ute.

LLOYD SHEPHERD regularly replaces and checks the batteries in the smoke alarms within the Clubhouse and residence, and was also charged with the responsibility of hanging the NEW CLOCK!!!

DAVID and KEVIN PERRY for assistance and advice on replacement gate padlocks to replace those wrecked on the northern and middle gates.

PETER NEEDS for replacing power points in Clubhouse which can be locked so that our power supply can be regulated. NOTE: The Zip instant boiler and the electric fridge are available to be used for functions, work days etc. so that even though they are padlocked they can be unlocked on request to the Caretaker.

The Southern Bush Toilets, (end of Row E) have had some much needed attention. Thanks to ERIC DOBBIE the ROOF has been repaired AT LAST!!!, new colour bond and Laserlite sheets have replaced the storm damaged roofing, and no more dirt and dust should enter this facility. A big Thank You to Eric

for an excellent job. Also A NEW Toilet Cistern has been installed in the Gents, Thank You NICK VASS for your Time and Expertise in replacing this much needed item.

SAAA Meeting and Get-Together. Saturday 28th November.

I wish to acknowledge to the SAAA my thanks for the condition in which the clubhouse and facilities were left. Ian Woodhead, Gary Weeks and other Club members who attended really did a great job. Also to SHANNON (surname unknown) for a terrific job

and thank you for the freebies which you left behind! You are always welcome at Wedderburn.

CHRIS GALLAGHER We are very sorry to learn that Chris is once again hospitalised, hopefully for only a short period. We send our love and best wishes to you and John.

RACHEL LUMB We also send our love and best wishes to Rachel in her recovery. We had hoped to possibly see you at the Christmas Party.

CHRISTMAS GREETINGS FOR 2015 Dawn and I send Greetings and Best Wishes for 2016 to all our friends, and we enjoyed seeing some of you at the Christmas Party.

Dawn and Rouen Andrews
0425 380 964



Kangaroo Island – South-West WA Safari 7th September to 8th October 2015.

Story from Anne Goulding

Participants were:

Vic Laybutt and Alice
Gordon and Patricia Steer
Bob and Marlene Priddle
Greg and Annie Goulding

Cessna Cardinal VH RPO
Cessna 172 VH KGM
Cessna 172 VH AGX
Piper Seneca 111 VH SYD

After a disastrous weather forecast of thunderstorms and heavy rain predicted for our chosen day of departure it was decided that we should leave a day early and spend two nights at Deniliquin before heading to Kangaroo Island (KI).



With 20 knot headwinds all the way we duly arrived at Deniliquin and found, to our surprise, an interesting town with a chequered past of squatters, brave pioneers and Merino wool growing dating back to the early 1800s. These days with lots of similar country towns dying Deniliquin has a new lease of life with the locals coming together and promoting the famous Ute Muster where utes from all over Australia congregate for a

huge party each year. This event ensures the town's survival.

The next morning Greg, Bob and Vic took off for Hopetoun where we were to stop for morning tea when Gordon reported a hiccup with his engine so Vic doubled back and duly sorted out the problem, Unfortunately for good samaritan Vic, when taxiing at Hopetoun he came off the runway straight onto a hard crust with mud underneath and yes, he was bogged. Disillusioned he walked to town for his long-awaited cup of coffee. On the way back he found a wooden paling and with a little help from his friends he was free to continue to KI albeit with fingers crossed and hoping that nothing else would go wrong.

After refuelling at Goolwa, on the mouth of the Murray River we set off over the Backstairs Passage, 12kms to Kingscote, KI. That evening, over a few pre-dinner drinks, we celebrated Bob and Marlene's 44th wedding anniversary.

Saturday was a beautiful sunny day as we jumped into our hired, eight-seater Hyundai Carnival with Greg at the wheel to enjoy the sights of KI and what amazing sights they turned out to be; Bales Beach, teal blue water, fine white sand and not a soul in sight with walkways lined with pretty wildflowers, Seal Bay where the Sea Lions suckled their



Seal Bay

pups on the sand and under the low bushes at the back of the beach, Vivonne Bay, known as one of Australia's best beaches with its jetty that is so popular with anglers, Hanson Bay, and all the wonderful bays and beaches of the Flinder's Chase National Park, Remarkable Rocks, huge rock formations overlooking many reefs where ships often foundered in the early days and Admiral's Arch, used by the New Zealand fur seals as a breeding ground to name a few.

Other wildlife apart from the Sea Lions and Fur Seals we encountered along the way included, Koalas, large Goannas, Echidnas, Cape Baron Geese, Tamar Wallabies and dozens of colourful birds, only a few of the 267 species that inhabit the island. KI is also home to the rare Ligurian Bees which produce the excellent KI honey.

After a visit to the KI markets the following morning we again toured the Island visiting Coedic Lighthouse, Penneshaw home to the island's penguin colony, American River, famous for its oysters and finally stopping for a Marron meal and wine tasting of Three Wheeler Creek wines. Marron is a crustacean somewhere in between crayfish and a large prawn and is a specialty of KI.

As we prepared to depart KI for Ceduna we all agreed that KI was indeed a very special place and a delight to visit. Thanks go to Greg for organising the KI leg.

We flew with a cloud base of about two thousand feet via Cape Spencer to Port Lincoln for a fuel stop and on to Ceduna taking in some spectacular views of the coastline along the beginning of the Great Australian Bight. Ceduna is home to the famous Oyster Festival and of course, we ate plenty while we were there along with the delicious local King George Whiting.

The next day we began our crossing of the Nullarbor, something we had all been looking forward to. Stops were made at the Nullarbor Roadhouse, Mundrabilla, Caiguna before heading to Balladonia flying over the longest stretch of straight road in the southern hemisphere. On landing at these places we checked out the greens that are part of the longest golf course in the world and swapped weather notes with other travellers.

A highlight of the Nullarbor crossing was flying with our wings level with the top of the cliffs, taking in the views of this spectacular coastline and flying at low level over the many quiet bays and yellow-sand beaches where we could see whales and their calves sheltering or resting. We felt very privileged.



Esperance was our next stop and Vic was pleased to have been offered free accommodation by his friend Dave, who owns a property at Myrup, just north of Esperance. Dave's property had two airstrips, a 26 metre hangar with a flat above with two bedrooms, He also offered us the use of two more bedrooms in his own home. This was a great opportunity for us to relax, get the washing up to date and have a night at home instead of eating out. Dave joined us for dinner during of our stay.

Esperance has to be one of Australia's best kept secrets and certainly exceeded all our expectations with its spectacular scenery, pristine beaches and wonderful array of wildflowers. Our hire cars got a huge workout as we travelled from National Park to National Park. The favourite beaches of the girls were Twilight Beach with its snow white sand, voted most popular beach in WA and Lucky Bay with the whitest

sand in Australia where we were so enthralled by the squeaky noise the fine white sand made when we walked on it that we felt compelled to dance thus creating our Squeaky Sand Dance. There were so many more beautiful beaches in this area and it is impossible to name them all.

We also visited WA's answer to Stone Henge in the UK which is an exact replica in terms of size and layout. It is built with the very rare and beautiful pink granite found in the Esperance area and is well worth a visit.

The next day Dave recommended a visit to old Gibson Soak Hotel for lunch. This had been the last stopping place with water in the 1800s and early 1900s for camel trains and Cobb and Co travelling from Esperance to Norseman. It has a natural well which is still there to this day, a post office, built in 1869 and a large gum tree planted in 1915.

After lunch, Greg and Annie and Gordon and Patricia decided to venture further up the road while Vic and Alice and Bob and Marlene went back to Myrup to rest.

However, what was to be a short journey further up the road turned out to be a four hour exercise as we ended up in Norseman, the town with the famous tin camels gracing the main street. The area was more interesting than we thought as we stopped at the site of the first town in the area, the Dundas Rocks and the lovely area around the Bromus Dam. Annie decided to climb up to the top of dam wall to see the water when she began to slide backwards down the dry, loose stony soil. With nothing to grab onto she called out. Gordon who was nearest to her was quick off the mark and managed to reach her preventing what could have been a nasty accident.

Annie will always remember the Esperance Pier Hotel as this was where she struck up a conversation with Michael Usher from "60 Minutes" who also happened to be having dinner there with his crew.

September 26, and time for us to head to Albany. Again we saw whales and calves in the inlets on the way and encountered a few rain showers as we flew beside the Stirling Range and the Fitzgerald National Park.

Albany Heritage Park including the National Anzac Centre, the reason for our visit to Albany, was our first port of call. It is situated on the hill above King George Sound and Princess Royal Harbour with magnificent views as far as the Stirling Ranges. The whole area is extremely well presented and interesting with walkways with information dedicated to all aspects of the Great

War.

After an emotionally charged two hours inside the centre we enjoyed a quiet lunch with time to reflect upon what we had just experienced.

Some of us then visited the old Whaling Station on the shores of Discovery Bay. This was the last one to close in Australia in 1978 having operated since 1952.

On landing at Bunbury the next morning we were warmly welcomed by the Bunbury Aero Club members who offered us the use of all their facilities and showed great interest in our SAC Wedderburn Club.

With hire cars collected we began our drive to Margaret River via Busselton where we took in their famous jetty, the

longest wooden jetty in the southern hemisphere, constructed in the mid-1800s and stretching two kilometres out to sea.

Luck was on our side that afternoon when we managed to score the last four rooms at the historic Margaret River Hotel and later soaked up the olde worlde atmosphere at happy hour in the lounge beside a roaring open fire.

The next three days were spent touring the south western area as far south as Cape Leeuwin where the Southern Ocean meets the Indian Ocean. The Cape Leeuwin Light-



house built in 1865, takes pride of place on the cliff above some of the most treacherous waters in the south, the site of many shipwrecks in the early days.

Near the beach below the lighthouse is an old rusty water wheel, beside a creek running to the beach where the wives of the lighthouse keepers used to get their water for cooking and washing.

The old timber town of Pemberton was our next overnight top and again we were lucky enough to get accommodation in a lovely historic hotel.

Pemberton is home to the wonderful Karri Forest and the 53-metre-high Gloucester Tree. The Gloucester Tree has a tree house at the top which was used to spot fires in the area. A visit to the Beedelup Falls, a small series of rocky cascades,



with a walk across a fiercely swinging suspension bridge followed before we continued on to visit the Dave Evans Bicentennial Tree, 65 metres tall and the highest climbing tree and the highest lookout tree in the world. Of course, some of us, namely Vic, Alice and Gordon could not resist trying to climb it but 65 metres is a long way up and the climb to the first landing had to

be good enough.

Bridgetown, our next overnight stop was a quaint historical village listed by the National Trust. The locals are proud to

have the only Jigsaw Museum in the world as part of their own historical display. We visited Ford House, a splendid old home with magnificent English-style gardens full of spring flowering shrubs and trees with fine looking, fat geese wandering around.

After all that walking Vic and Greg then enjoyed a beer tasting at the local Blackwood's Brewery and Cidery while others tried the many different flavoured ciders available.

A highlight of our visit to Bridgetown was seeing the very old King Jarrah tree. Estimated to be at least 500 years old the tree has a diameter of 2.69 metres and is 47 metres high. It had escaped being cut down in 1910 due to the compassion of a draftsman who reported the intended felling to the Chief Surveyor, Brockman who immediately classed the giant as a unique Jarrah. Mr Brockman later became the Surveyor General.

That night Vic had another look at the contract for the hire cars and somehow thought we would have to pay much more out than we had expected. According to Alice he went as white as a sheet and looked like he would have a heart attack any minute. She called Greg to come and sort things out. However, after much re-reading and discussion all was well and we all breathed a sigh of relief.

October 1 saw us heading back to Bunbury through some very picturesque countryside and some extra cute towns like Capel and Donnybrook with their plum and apple orchards in full blossom.

On arrival at Bunbury we prepared to fly to Murray Field just south of Perth. It is a nice little airstrip and again we were afforded some great WA hospitality.

I had a slight mishap at Murray Field while waiting for the pilots to return from picking up our hire cars. With a cup of coffee I sat down on a chair which immediately collapsed beneath me – two broken legs sent me to the floor on my rear, coffee everywhere and my handbag thrown metres away. The Aero Club members were horrified and all rushed to help me up. All the old plastic chairs were subsequently broken up and thrown in the rubbish bin. Fortunately no real harm was done.

On our first day in Perth we ventured to Rottnest Island which has a history of housing a prison where the aborigines were treated cruelly. After a tour of the Island and seeing plenty of the little Quokkas we enjoyed a lunch of the best Seafood Chowder ever at a café overlooking the peaceful harbour and beach.



The group separated for a few days in Perth with some visiting friends and meeting up at Murray Field two days later for the flight to Kalgoorlie. We could not believe that when taxiing for take-off both Vic and Bob became bogged. As usual Alice was first to start pushing them with the others joining in. Vic was first and then Bob but poor Alice lost her footing and fell under the tail of Bob's Cessna landing on her back. Fortunately all was OK. We were certainly glad to leave Murray Field after two accidents and two boggings.

On the way we did have some good luck gaining a 20kt tailwind, our first one for the trip. It was most welcome.

Kalgoorlie was very hot with 37 degrees both days. We visited the Super Pit, the very interesting Goldfields War Museum and of course, the fellas wanted to see Questa Casa, the only working brothel left in Kalgoorlie and built 100 years ago. They joined a tour of the premises and from all accounts found it most enlightening. We wandered the



streets enjoying the distinctive solid gold rush architecture of the banks and government buildings, the well preserved shop fronts and those wonderful architectural beauties, the iconic hotels on all the corners with their large verandahs overlooking the street, fancy decorations and interiors lined with the colourful history of the town. They were the watering holes for thousands of prospectors during the gold rush days.

On the way to Forrest, on the east-west train line on the Nullarbor with a population of two, we gained more 20kt tailwinds.



Mark and Sandy, the caretakers, welcomed the group and after the aeroplanes were refuelled and tucked away in the large hangar we were taken to our accommodation which was, much to our surprise, a four-bedroom house each. Pushbikes were available for exploring and later we were treated to a tour of the 10,000- acre property.

Sandy cooked us dinner comprising Zucchini Soup, Filet

Mignon and Strawberry Cheesecake with home-made ice-cream which we ate in the quiet of the evening on the verandah. Forrest proved to be a very relaxing stay even though it was extremely windy.

The next day we flew to Ceduna, this time with a 30kt tailwind. Greg flew at 11,500 feet and managed a groundspeed of 207. The best for the trip.

We stopped at Port Pirie to refuel the aeroplanes and also to refuel Bob, who was always starving. We were pleasantly surprised to find frozen sandwiches and a sandwich toaster in the Aero Club. What a good idea and thanks to Port Pirie Aero Club.

Our last night was spent at Mildura. After a great dinner in town we met at Vic's room for a wind-up party. Over glasses of Raisin Muscat we reflected on our trip, the spectacular scenery we had seen and the beautiful places we had been to as well as the wonderful flying experience. We marvelled at how fortunate we had been weather-wise over the three and a half week trip.

Annie made a fun presentation of all amusing things that had happened along the way and told very honest anecdotes about each person. Greg presented all the ladies with a rose as in "The Bachelor" which meant they would be asked to come again.

Vic received a good bottle of Bridgetown red in memory of the "car hire" debacle at Bridgetown and a "Wot flies" stubby holder.

Thanks to Vic for a great trip. He planned and organised the very comprehensive WA section of the trip and took on the role of tour guide, taking us to so many memorable places even though he had been there before. That was very much appreciated by the group.

We flew a total of 30 hours and covered approximately 3,900 nautical miles.

In all, we could not have asked for a better group of people to travel with. The friendship and camaraderie of the group was really something special.



The girls do the "Squeaky Sand Dance" at Lucky Bay

This is a great story of a memorable trip. Thanks to Anne Goulding for telling the story and for providing a great many pictures.

Dave Ecclestone tells us about the delivery flight of his Mooney VH-REM to Jandakot, WA

Having just read Dave Butler's (Oct-Nov 2015 issue) recollections of his delivery flight to south west WA, it reminded me of a similar SOLO flight undertaken by myself to deliver our then Mooney to its new buyer – this flight was some 20 years ago now, however the points made by Dave Butler are as appropriate and applicable now as to my earlier experiences.

I received a call regarding my advert for our Mooney while on holidays with the family – I had to wait until I returned home before I could send the enquirer additional information by snail mail. The prospective buyer was very keen to receive my response as he was keen to purchase a fast stable aircraft to commute between his home in Darwin to his work site in Port Headland WA – so the story of an earlier sale to WA unwinds in a very similar fashion to that which Dave Butler has shared. We made a deal and his request was that would I deliver her to the west – my response was a cautious OK- not knowing the absolute adventure upon which I was about to embark .

The Mooney cruised at a TAS of 134 kts plus consuming approximately 34 lts per hour hence my fuel planning was easier given the Mooney's considerable range. My planning took me to airports from which avgas could be purchased: Wedderburn, Griffith, Mildura, Whyalla, Ceduna, Forrest, Kalgoorlie and finally Jandakot. My flight was conducted over three days over the winter period with the same weather fronts up from the deep south with headwinds over 45 kts, rain, low cloud and rough n tumble turbulence – so nothing changes over the years – you must plan and be prepared to constantly amend your plan to allow for weather etc.

My first day was an easy cruise to Griffith for a fuel top up and leg stretch and walk around to check for any issues as the Mooney had only just been out of maintenance THEN on to Mildura for more fuel then out to The Walls of China for my first overnight. The next morning saw the mandatory weather check by snail systems, then back to Mildura to again top up fuel then on to Whyalla with similar thoughts of crossing that section of Spencer Gulf into very strong headwinds and rain showers – landing at Whyalla required waiting for a guy to come from town to fill me up – we take fuel cards for granted today – none back then in my wallet. The wind

was so strong that the Mooney wanted to weathercock into wind as I refuelled.

My planning was for a push to Forrest, however the weather was particularly ordinary the further west I went so a reality check put me into Ceduna for the night in very strong headwinds that saw my ground speed down to 90 kts – not a very comfortable days flying to say the least. A refueller, a taxi into town and a room for the night were all arranged over a single VHF call while inbound into Ceduna – try to do that today!!

Out of Ceduna very early the next day in less than perfect conditions and yes the Mooney's screen fogged up during taxi and climb-out due to the high humidity – again nothing changes with the weather as Dave Butler experienced similar issues.

My track out of Ceduna on my third day was via the coast generally to take me over the Head of Bight where the beaches give way to the great Australian southern cliff line – simply spectacular scenery. I then intended to turn towards the north west on a direct track to Forrest airport – oops – this took me over uninhabited featureless topography just as the WAC indicated very clearly – so a left turn to follow the highway about 40 kms to the north just in case the noise stopped – this would have left me to thunder into the low scrub and then take chart and compass and head south until I hit the Eyre Highway – lesson: always have a practical, well considered backdoor. Only when comfortable did I turn towards the north west again to refuel at Forrest – phew made it. Look up information on Forrest as it has a very rich aviation history – the refueller told me to look at the old boy's toilets to view the many words of wisdom therein documented – good reading as I rested vertically awhile.

My flight was just after a train derailed on the transcontinental railway – as I was on cruise climb out of Forrest I noticed a new rail line around the train wreckage – lots of coloured dots around the train wreckage, these being a shipment of vehicles which had spewed over the plains – continue to cruise altitude.

Headwinds of 22kts at 8500 ft – 344 nautical miles at 268 degrees to arrive at Kalgoorlie for more fuel again then a push in fairly good weather initially, on the final leg to Jandakot – BUT the weather played her games again with lowering cloud, rain etc – very ordinary conditions. I had checked by phone with the



Royal Aero Club at Jandakot prior to leaving Kalgoorlie – the weather was as ordinary as the Club contact had advised – although my options improved the further west I ventured as I was flying TOWARDS inhabited lands once again – options, options, options.

I keyed the mike on first contact with Jandakot tower expecting to be greeted warmly as I was flying a very special Mooney VH-REM previously owned and operated by Robin Elizabeth Miller of RFDS fame – all who enter Jandakot Airport drive past a Mooney mounted on a concrete boomerang in memory of the selfless life of dedication by Robin Miller to the people of the west – alas the controller did not recognize the Mooney's call sign – I was a little disappointed.

We, being the Mooney and I, made Jandakot just before last light to kiss the earth once again thanking my trusty Avco Lycoming, Mooney airframe and my flying instructors for teaching me the art of getting there safely.

Halfway across our beautiful continent on day 3 from first to last light – a long day of solo flight – maybe I should have taken another day in reflection as the weather was quite ordinary at times. The faster the aircraft, the further you go and the far greater chance of experiencing the full weather spectrum in quick succession – I did and all of this over hostile country that could eat you up and possibly never tell the tale.

My experience was tested several times during those three days of solo flight. There were many hours of silence on the aircraft VHF – it is a big country.

Did I mention weather and flight planning and the need to BE flexible – long solo flight over unfamiliar hostile terrain is stressful – the lesson for me - **NEVER TAKE IT FOR GRANTED.**

Happy Flying to you all.

David Ecclestone

Good story Dave. Thanks for giving us the benefit of your experience!. **Ed**

A message from your SAC Safety Committee

If you were asked what is the most expensive part of operating an airline you might think of fuel, maintenance, catering or wages but you probably haven't even thought about aircraft damage by ground vehicles.

Airports have strict guidelines and protocols for motor vehicles and ground support equipment.

Have you noticed whilst seated in your airliner taxiing out to the active runway that all vehicles on service roads stop to give way to aircraft?

That's because aircraft on all airports have the right of way, any aircraft that has its red rotating beacon on (that's because it's hard to tell if a jet engine is running) or moving has priority, and all vehicles must stop well short of that aircraft and give way.

This applies to our field at Wedderburn just as it does at Sydney International Airport and all other airports.

We are very fortunate to be able to operate our vehicles on

the taxiways at Wedderburn. This is a privilege, so **please remember that all aircraft taxing or with an engine running have priority to you.** So stop or get well out of the way and clear of the taxi way and never drive in front of an aircraft with its engine running.

This is a gentle reminder from the Safety Committee. However, if the Safety Committee has to address this matter again the next reminder won't be so gentle.

Safety Committee: Clive Brookes, Bill Handley and Paul Milsted.



Greg Ackman flies from the Gold Coast to Frazer Island

Gold Coast to Frazer Island

I was invited with my wife Tracey to attend a sunset wedding on Frazer Island which is 150 NM north of Brisbane. The location chosen was the Kingfisher Island resort on the South Western side.

Fraser is the largest sand island in the world and is listed as a World Heritage site. It's very popular with 4WD enthusiasts and is crisscrossed by sandy, rutted tracks ideal for the 4WD vehicle and occupants. As Tracey's nephew is a 4WD and fishing nut it was a fitting venue for his marriage to his long time partner and a great location for a camping honeymoon.

We had flown up to the Gold Coast two days prior with an Angel Flight to Ballina in our Grumman Tiger VH-IFT. The Ballina trip was a little scudgy but the morning of Saturday October 31st dawned bright and warm with the promise of blue skies and maybe a tail wind. As it turned out the blue skies were a little cloudy and the tail wind was only about 3 knots.

At 10.30 am after a short drive from the Gold Coast to Jacobs Well we pushed the Grumman out of our hangar at Heck Field and were in the air speeding due North by 11am. Our initial ground speed was 125 KTS as we climbed to our cruising level of 3,500 ft heading for the first waypoint of Dunwich on North Stradbroke Island.



This is the start of the 'Island route' to transit the busy air-

space to the east of Brisbane CTA. After 8 minutes we passed over Dunwich and set course for 'Tangalooma' located about half way up the Western side of Morton Bay Island. Both Dunwich and Tangalooma are 'Sand' airfields with grass covering and can be tricky to navigate when on the ground, particularly after rain.

Eleven minutes later we changed course over the Tangalooma resort and headed North North West to intercept the Southern Point of Bribie Island. The water crossing here is about 10 miles and just enough time for the engine to start making funny noises (or so it seems!).

In short order we are calling Sunshine Coast Tower at Maroochydore for our clearance to track coastal through the CLASS D Control Zone. This is received and approved for our level and we transit quickly and depart the zone abeam Noosa. Caloundra & Maroochydore have now blended to form one coastal development stretching for 15 miles along the beautiful Sunshine Coast.

We are now half-way to our destination with 33 minutes of flight time remaining. From here on its tiger country to the left and golden beach beneath us as far as the eye can see. Soon we are able to see the shape of Frazer appearing on the nose about 50 miles ahead. Within ten minutes we are

approaching Calloola Cove where there is another grass strip that is privately owned but free to use as the owner is aviation friendly and a local real estate developer.

Only ten miles from Calloola Cove is Tin Can Bay a Mecca

for boating enthusiasts and jumping off point for the superb fishing waters in the area of Frazer and Rainbow beach. Passing abeam Rainbow Beach we keep right of the Restricted Areas associated with Tin Can Bay military camp and track out over the bay heading to Frazer island. Within 10 minutes we spot our landing point the 'secret airfield'.

The Secret Airfield

On a previous visit to Frazer in 2012 we discovered that the Kingfisher Resort has its own airfield!?

This airfield is not marked on ANY maps or charts and is virtually unknown in aviation circles unless you are an employee of 'Frazer Island Tours'. Most resort employees don't know



it's there even though it is only 6 NM due South of the resort! I just happened to call Frazer Island Tours to discuss a beach landing in December 2012 when they mentioned that the airfield existed. It is called 'Wanggoolba' and is located at the creek of the same name next to the barge landing site at that location. Airservices only know it by its co-ordinates of 157.00 deg East longitude and 27.25 deg South latitude. Its exactly 20 NM due South South East of Hervey Bay. What makes it unique is that not only is it a secret but it is the longest strip of sealed hot mix tar on the Island. At 1000 metres long and an elevation of only five feet it is as smooth as. It's also aligned east to west with the best approach over the water as the prevailing winds are usually easterly.

Parking is on the hard stand clear of the one and only hangar (containing a tinny!) The only catch since 2012 is that now there is a landing fee of \$75 payable to the resort – ouch!

If you want to follow in Greg's footsteps, the following contacts may be useful:

Kingfisher Resort – 07 4120 3333 – (\$75 Landing Fee - Resort Charge)

Frazer Taxi – Steve - 04 2937 9188 (\$3.80 per kilometre)

Air Fraser Tours - Jerry / Therisa - 07 4125 3600 (Information about Flying around Fraser)

Frazer Explorer Tours – 07 4194 9225 (Landing Permission for 'Wanggoolba' Airfield)

However there is another hitch as it is 35 KMS by a dirt and sand 4WD track to the resort. Unless you have a friend (like my Son-in-law) with a 4WD handy then the only way to get to the resort is by taxi and that costs \$145 one way! The track passes Mackenzie's Lake which is the biggest Lake on the island and it is worth a stop on the way for a swim in the crystal clear fresh water that's filtered through the sand. The sand on the shore line is so fine you can de-scale your feet with it, or polish out the scratches on your sunnies!

The alternative alighting point is to land at Hervey Bay Airport then a Taxi (\$25 each way) to the Boat Harbour and \$50 per head return to catch the barge (45min) to Kingfisher. We had three people on board our aircraft so it was actually cheaper to pay the landing fee (\$75) and fly in direct to 'Wanggoolba' with a lot less hassle than the barge.

If you do fly in and need a lift then you should call Steve at 'Frazer Island Taxis' at least three days ahead to book as there is only ONE taxi available on the island. As you can imagine the drive is about one hour and I recommend that you take a 'Quell' prior to the drive as it is bumpy and stomach churning to the uninitiated. Normal Taxi charges are \$3.80 per kilometre.

Don't attempt a beach landing as even the locals can get caught out with the tricks the sand and tides that nature can produce. The locals only land after their ground support team has checked, cleared and marked the landing zone.

If you really want to see the island in all its glory then the only real way is from the air where it takes about one hour to do a complete circumnavigation. It's worth every drop of AVGAS as the scenery is spectacular. It certainly is an adventure but worth the effort and cost as Fraser Island is a unique venue with lots to see and do.

Greg Ackman

Thanks for the story and pictures Greg. Seems like you had a good time. **Ed**



Ed



Kingfisher Resort



Western Frazer Island

Details of the ‘Lancair Operators and Builders Organisation’ Oz Fly-In at Mudgee

19th to 21st February from Gary Weeks

As you know we are holding our second LOBO Oz Fly-in at Mudgee over the weekend 19th to 21st February 2016.

Saturday 20th is the big day for our presentations, which will cover many subjects, many are not necessarily Lancair specific.

Our guest speaker is Bill Harrelson who has an extremely interesting story to tell, something that we will all find enjoyable.

On behalf of LOBO Oz I would like to invite SAC Wedderburn members to attend our Saturday function.

See the link below for details.

<https://ozlobo.wordpress.com/2015/12/09/mudgee-fly-in-february-19-21/>

There will be a small registration fee of around \$30.00 per person, that will cover morning and afternoon tea and a sumptuous sausage sizzle and salad lunch.

Please come and join our group of like minded aviators at the Hangar House Mudgee.

I would appreciate SAC members letting me know through our website (the link) or contact me directly as I will need numbers for catering.

Regards.

Gary Weeks. 0416055011



Peter Hodgens' Lancair IV



Sam Randazzo's Lancair IV



Gary Weeks' Lancair legacy

Visitor from USA, Don Taylor, has died

For those who remember Don Taylor, we note, with sadness, that he passed away recently in the USA aged in his late nineties.

Don flew his Thorpe T18 to Australia from the USA in 1980, and was awarded honorary membership of the SAC by the President of the day (Gordon Crampton) in recognition of his epic journey from The States.

Below left: Gordon Crampton (at left) awards Don Taylor with Honorary SAC Membership.

Below right: Don Taylor's Thorpe T18.



The Editor's choice of

PHOTO OF THE MONTH

The photo above was sent in by our former Club Secretary, Margaret Nightingale, and was taken of a very unusual and remarkable cloud formation which appeared off Bondi Beach a month ago, during the "Sculptures by the Sea" art exhibition.

HOWEVER,

The photo below was sent in by Alex Thomas, and captures the spectacular sight of the NSW Rural Fire Service controlled burn-off a couple of weeks ago at the western edge of our airfield, and wins the "Photo of the Month" award for this issue.

Our thanks go to both Margaret and Alex for their photographic contributions.

Ed



Children's Christmas Party

The story in pictures





Our thanks go to Lisa Laybutt, Diane Brookes, Russell Johnson (Santa Truck), Howard Cooper (Lolly Bomber) and especially to Santa for a simply great and fun day.

David Rittie

We say a final 'Farewell' to Simon Bates



Simon's friends outside Hangar Z4

There had been no public funeral for Simon Bates after his tragic death, and so a gathering was arranged in his Hangar Z4 on 25th October so that SAC members and Simon's friends could bid him a final farewell.

Simon was remembered through speeches delivered by Catharyn, who was Simon's close friend, and our care-taker, Rouen, followed by a ceremonial fly-past by some SAC aircraft, and the scattering of Simon's ashes.

After the ceremony and the fly-past Katharyn and her daughter, Elysse, respectfully placed some flowers on the grass strip.

David Rittie



The ceremonial fly-past and the scattering of Simon's ashes



Katharyn and Elysse

* * Aircraft and Hangars For Sale * *

Greg Ackman has two Grumman Tigers for sale



Reg #: VH-AVD
 Total Time Airframe: 5,050 Hours
 Serial #: AA5B1213
 Reg Expiry:
 Lycoming O360 A4K 180HP
 Flat 4 Cylinder
 REQUIRES OVERHAUL

Reg #: VH-IFT
 Total Time Airframe: 5,150 Hours
 Serial #: AA5B0621
 Reg Expiry: 04 / 2016
 Lycoming O360 A4K 180HP
 Flat 4 Cylinder
 50 Hrs Since BULK STRIP and REBUILD with
 NEW CYLINDERS Approx. 900 Hrs TO RUN

For further information contact **Greg Ackman** on **0425 355 500**

Kevin Brodie's Jabiru J230

Jabiru J230-D 24-5490

Factory built 2008, Airframe & engine 94 hours, Maintained every 25hrs, Nil accidents.

Analogue instruments, Icom IC-200 radio, Garmin GTX-320a transponder, Booster seats, Sensenich prop, Garmin 295 GPS.

Always hangared and runs great.

\$85,000

Contact Kevin: 02 4283 2671 or 0408 427 458
 Email: kaybee@exemail.com.au



Aircraft and Hangars For Sale (cont)

Cliff van Praag's Aircraft and other "treasure trove" items are up for sale



Pazmany PL2

Aircraft for sale include:

1. A Pazmany PL2, a 2 place side by side, joy stick, fixed tricycle gear aerobatic sport aircraft. Engine is a Lycoming O320 150hp with fixed pitch aluminium prop. The engine has been repainted with new oil hoses installed and has about 150 hours remaining. The airframe needs some minor work done on one main gear leg and some final assembly before flying. Considering all reasonable offers.
2. Volksplane with VW engine, "Herbi" in flying condition. Considering all reasonable offers.
3. A tube and wire ultralight less engine and sailcloth envelopes. Considering all reasonable offers.
4. A fibreglass ultralight less engine. Considering all reasonable offers.
5. A treasure trove of parts and accessories collected over thirty years including complete VW engines, motor bikes and scooters and various other engines, generators and lots and lots of spare parts. Considering all reasonable offers.

Contact Kevin Haydon on 0408 694 713.

Goods can generally be inspected each weekend or by arrangement.



Volksplane "Herbi"



PA-22

PIPER TRI-PACER 160

s.n. 22.6710

Engine: LYCOMING 0.320.B2A 160hp. TTAF: 2080hrs. Engine: 750hrs to run. Prop: 400 hours since overhaul per Sensenich SPRM 546. Cover: 100% Dacron – Excellent condition. Instruments: VFR only, transponder overhauled, new decoder fitted in 2014 and new battery in 2015. Always hangared - 4 place intercom. Garmin GPSMAP 296.

All AD's are up-to-date including crankshaft corrosion inspection and remediation. New wing struts, of the sealed type, have been installed as well as new sparkplugs. Disc brakes have been installed. The rego has been changed to VH-FTL, brand new Airworthiness Certificate now complete. This aircraft is "as good as new".

PRICE: \$70,000

Contact Hank on 0418 230 102 or at vangasselt@wgib.com.au



YAK-18T - The best one in the country

Aerobatic, 4 seats,
2400 hrs TT. 2 hrs since ground up rebuild.
All logs since new.

New 400hp M-14PF. New MTV9-29 3 blade prop.
Long Range tanks 4.5 hrs total.

Digital Gmeter, Digital Tacho, Colour Garmin GPS.
All new fabric, paint, interior, windows, batteries, brakes,
wheels & tyres. VHF, AM/FM/CD, DVD player, infrared
headsets in rear. Experimental category.

Reduced to AU\$150,000. No GST.

Genuine enquiries only - NO TYRE KICKERS.

Contact via email: aussiehouseboats@gmail.com



Jock Anderson's magnificent Rutan Defiant



Best Composite, SAAA Annual Fly-in 2006

Concourse d 'Elegance, SAAA Annual Fly-in 2006

Total time 170 hours

Offers over \$170,000 might be considered.



Contact Jock on **0414366222**

Martin Ongley's Jabiru J400

Jabiru J400	VH-OSM
Engine	3300 Jabiru 6 cyl solid lifter 120hp
TTIS	366Hrs
Empty weight	346.5Kg
MTOW	700Kg
Payload	353.5Kg
Seats	4
Fuel capacity	115litres total 103litres useable
Cruise speed	115KIAS @ 231/hr
Range	Approx 500NM
Rotec throttle	body injector fitted

Microair M760 Comm
Microair T2000 Mode C Xponder
Garmin 495 GPS
4 place intercom
Upgraded brakes and 10ply tyres fitted

\$70,000 ono

Contact Martin on

0429 906 865 or at

martinongley@bigpond.com



Clin Ashton Martin's "Texas Taildragger"

Cessna 150G "Texas Taildragger"

ETR 1325. ADF, Transponder.

\$36,000 + GST

Temora NSW

0429 021 097 or 02 6976 4280

Further details on application



Roy Docherty's TIPSYP NIPPER

Slingsby T66 Single Seater.



Reluctantly selling my Jabiru 2200 powered Topsy Nipper. This fully aerobatic airframe has flown 729 Hrs since rebuild, Engine 53 hours since new. Hangared at Wedderburn.

This aircraft is for sale at the newly reduced price of

\$15,500

Call Roy on
0404 756 407 or 02 4294 3900

Aircraft and Hangars For Sale (cont)

Bert Faulkner's Wittman Tailwind

Home-built by Bert Faulkner. First flown 2005.
 O320 A2B Lycoming engine Approx 1000hrs to run.
 Cruise 150Kts, very pleasant at 130Kts.
 ICOM A200 Radio, King KT76 Transponder.
 Garmin 196 GPS, 2 place comms.
 Artificial Horizon, Turn & Bank, Vertical Speed Indicator
 Airspeed, Altimeter, Oil Press & Temp.

\$29,000

Call Bert on (02) 9871 1799, or berjan@ozonline.com.au



Vic Laybutt's Cessna Cardinal 177RG

Comfortable 4 seat cruiser, 138kt on 38lt/hr, 6hr endurance.

TT 4140hr, eng 1450 htr, prop 535 htr.

STD Cessna
 recently down-
 VFR.

IFR panel, cur-
 graded to

SIDS due 2016.

Best offer above \$55,000.



Glen Frohling's Maggie

Stall speed: 40kts clean, 34kts with full flaps
 Max cruise and VNE 100kts
 Max fuel: 80 litres
 Fuel burn: 15lts/hr at 85kts

\$10,000

Contact Glen on 0404 843 963



AIRSTRIP and QUALITY HOME, NSW

1904 granite home extended 2003, 4 bedrooms and office, dining room, enormous fireplace, evaporative cooling, 11m indoor heated pool. Separate small house nearby to rent or for guest overflow. Elevated position oversees airstrip and the view.

300 acres, numerous sheds, 45,000 litre house water storage. Dams and springs.

Grass airstrip 800m x 100m, extendable with small additional land to 1000m, fully fenced, cone markers, two windsocks, clear approaches. Two hangars, 15 x 18m and 12 x 8.5m both with power and water, concrete floors and aprons. Minutes by air from Temora with its museum, aero club and fuel, 150nm from Sydney.

\$1.6m ono.

Phone: (02) 6976 4280. Mobile: 0429 021 097





Picture is courtesy of Doug Stickland

The area circled in red above is a sensitive area on the southern side of Victoria Road. This area should be avoided wherever possible, to help maintain our good relationship with the local Wedderburn community.