



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

NOVEMBER 2008

## Runway Special Souvenir Edition



**ABOVE: The runway then, and BELOW: The runway now.**

**It's done. The runway is sealed with hot mix, end to end, and painted as displayed in the picture below. Thanks to Don Harvie for this great picture of the runway, taken at the recent Open Day.**



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Nearly all club members are celebrating the completion of the newly sealed runway. This is the Souvenir Extra Edition of your Newsletter to mark one of the biggest single achievements in our Club's history . . . **Ed**

**How did the runway sealing project come about?**

Whilst the club was under the stewardship of Peter Scott the Committee decided that it was time to consider sealing the full length of the runway.

Since that time much advice has been gathered, technical surveys done, quotes for different surfaces requested, and much vigorous Com-

mittee debate and input from the Club's general membership at General Meetings has followed.

The Committee decided to seal the runway with two-coat spray seal, and include a 200 metre acceleration strip of hot mix at each end. But it was due to the work of Garth Bartlett as fund raiser under the banner of "Friends of the Runway" and the subsequent generous donations of many club members that allowed the

runway to be completely sealed in the desirable "gold plating" hot mix bitumen.

The actual task of sealing the runway has been successfully completed due to the work of Sam Randazzo, Vic Laybutt and with some help from Gordon Steer. Sam gained very competitive quotes for the earthworks and from the sealing contractors, and along with Vic, supervised the whole project.

**September 22; The road base arrives and the work begins in earnest**



**September 30; Compacting and trimming**



**October 25; Laying the hot mix**



**October 25; Laying and rolling the hot mix**



2nd run is nearly completed. One more to go.



All done.



**October 25, 4pm; Below Left:** A bottle of very expensive champagne (supplied by Dave Thomas) was opened and a small quantity was dribbled onto the newly sealed runway to celebrate the moment. Then **Below Right:** Vic Laybutt, Dave Thomas, Gordon Steer, John Lightbown, Nash Pilling, Sam Randazzo with David Rittie, all in great spirits, drank a toast to the new runway as they proceeded to finish off the champagne on the Clubhouse balcony.



### The Runway Today

The runway is now 980 meters long, 14.4 meters wide and fully sealed with asphalt.

The northern 470 meters of the runway has a foundation of 200mm of recycled crushed concrete, moistened, compressed (rolled) and trimmed. This base was then sealed with a bituminous waterproof membrane covered with 14mm aggregate. The southern 510 meters of the runway was in sufficiently good condition to be sealed without any preparation. The complete length of the runway was then covered with a wearing course of (nominally) 40mm of "hot mix".

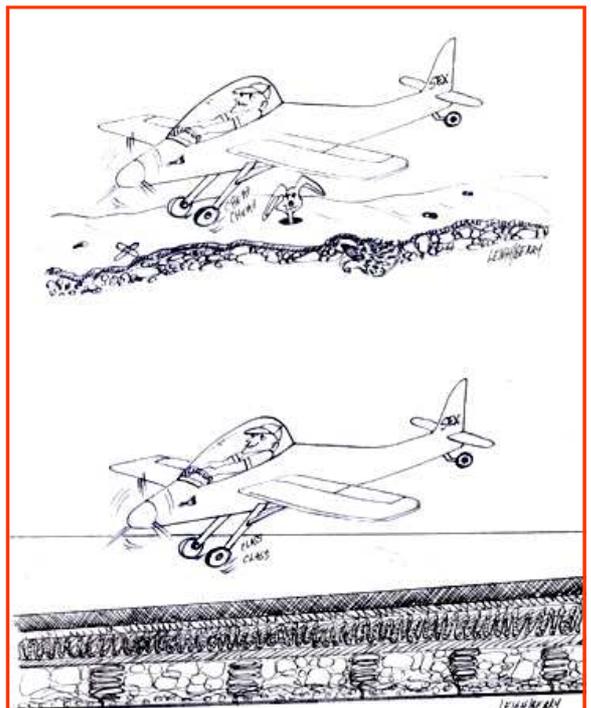
In general terms the runway slopes down to the north at varying rates, following the

natural contours of the land. The average fall to the north is one in 115, with the steepest gradient being about one in 100.

For the most part the runway slopes slightly to the west for drainage. Drainage on the eastern side is achieved by a wide "vee" shaped dish or spoon drain, designed to keep the runway foundation from becoming waterlogged, and also to allow a smooth run-off in case an aircraft should wander off the side of the airstrip. Considerable work has been carried out in other parts of the airfield to divert water away from the runway, in order to reduce the pressure on the runway's main eastern drain.

The four runway entry/exit points remain as they were and

have been named E1 to E4, numbered from the north (E1 being the northernmost entry/exit).



Thanks to Wendi Leigh for this cartoon

**BELOW: November 6;** The runway was painted with piano keys, a broken centre line, an end line and runway numbers in accordance with the regulations. This work was carried out by the Atlantis Group, who are experienced in marking out runways at major airports in the Sydney Region.



## RUNWAY OPENING CEREMONY



**November 9;** Way back in 1997 (9th November to be exact) there was a ceremony to mark the official opening of the newly sealed southern 500 meters of our runway. This ceremony, 11 years ago, consisted of long-serving Club President, Gordon Crampton, cutting a ribbon stretched across the runway with the propeller of his Tiger Moth.

Exactly eleven years later, to the day, our newly sealed runway was opened in a similar fashion, by Fred Teiffel and Frank Luke, who cut the ribbon with the propeller of the Victor Airtourer.

With a combined age of over 160 years, Fred and Frank represented the senior brigade of our club.

A few seconds later our youngest pilot, John Lightbown (with father Peter aboard) flew the Jabiru U/L off the runway to represent the new junior members of the Club, and the runway was officially declared “open”.

This Opening Ceremony was the curtain raiser to our Open Day.



Fred and Frank prepare to cut the ribbon that will officially open the runway



John Lightbown takes part in the Runway Opening Ceremony