



The N.S.W. Sport Aircraft Club Newsletter

FEBRUARY - MARCH 2012

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Above: The many resident and visiting aircraft at the recent Fly-in/Drive-in Brunch - the biggest in recent years. **Inset:** The Laybutt family's Super Petrel, Frank Krassoi's Acro Sport and Tim Causer's Minicab. **Below Left:** Donna and Bill Handley are pictured here with their impressive Lake "Buccaneer" amphibian. **Below Right:** On a wet morning late last year Richard Wiltshire flew his newly built MXS aerobatic aircraft for the first time, and **Bottom Right:** he is clearly delighted with the result. Congratulations Richard.



Contact your Newsletter Editor at
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Visit our website:- www.wedderburnairstrip.com.au

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		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

Social Workday.	Sunday, 26 th February. Free lunch for members. Contact: Richard Thompson	Wedderburn
General Meeting & A.G.M	Sunday, 11 th March, 2pm. Contact: Margaret Nightingale	Clubhouse
AAAA Annual Fly-in	Friday to Sunday, 23 rd to 25 th March.	Cowra.
NATFLY	Friday to Sunday, 6 th to 8 th April.	Temora.
Wings, Wheels and Wine.	Sunday 15 th April.	Mudgee Airport
Auster Rally.	Saturday & Sunday, 28 th & 29 th April	Middlebrook.
Social Workday.	Saturday 28 th April. Free lunch for members. Contact: Richard Thompson	Wedderburn
Wings Over Illawarra.	Sunday, 6 th May	Wollongong
Middlebrook Fly-Away	Friday to Sunday 11 th to 13 th May (More details are on Page 4) Contact: Vic Laybutt 9520 2958 or 0414 734 540.	Middlebrook
Fly-in Drive-in Brunch.	Sunday, 20 th May, 10am to 1pm Contact: Margaret Adams 9567 6522	Wedderburn

We need members to organise some social events and some flying adventures. Please contact Bret Cavanagh if you are able to organise an event (or two).



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 February/March 2012 issue of your Newsletter.

The main items of interest in this issue include the annual Christmas party held in December, the Australia Day BBQ and the recent Fly-in/Drive-in Brunch which, with many visitors attending, was much bigger than usual. You will find stories and pictures of these events in this issue.

Also included in this edition is a

safety article sent in by Don Harvie, and a story sent in by Jock Anderson, who did his own trip to Adels Grove (having missed out on the club outing organised by Vic Laybutt last year).

You will find a Committee Nomination form and also a Proxy Voting form included with this Newsletter for use at the upcoming March General Meeting and elections.

Because of the elections next month this could possibly be my last News-



letter as your Editor, so let me take this opportunity to thank all of you who have sent in photos and articles, and all those who have assisted with the production and the distribution of the Newsletter over the last nine years. It has been a lot of fun.

We hope you enjoy this edition.

David Rittie

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

Words from the President

Hi there, and Happy New Year to you all.

2011 Christmas party

The annual Christmas Party and Awards Presentation was held in the Aviators Lounge at Wollongong Airport in December last year, where the food was good and the company great, and where many members were recognised for their efforts over the last year. Recipients of prizes included Ian Harvie (Club Champion), Dave Thomas, Tim Causer and Richard Thompson.

There are more details and pictures of the event on **Page 9**.

Our special thanks go to Wendi Leigh for organising the party.

Elections

Following the normal process, we will hold elections for the Club President, Secretary, Treasurer and six Committee Members on 11th March. If you want to stand for any of these positions you must submit a nomination form by 2pm on Sunday 4th March. You will find a Committee Nomination form included with this Newsletter.

As usual, you can vote at these elections by proxy. You will find a Proxy Voting form also included with this Newsletter.

By the way, I will be standing again for election as your President. However, just in case I don't make it let me take this chance to thank everyone for the support I have received as a committee member over the last nine years. It has been a challenging, but very rewarding, experience.

Whilst on that subject, let me personally thank all those who served on the committee last year, and indeed, those who have served over the many recent years.

New Constitution and Motion

The 'New Constitution Sub Committee' has stopped work on the project pending the outcome of a motion to be voted upon at the March General Meeting. The motion, if passed, will mean that the club's rules will remain unchanged. Please refer to the Secretary's column on **Page 4** for full details.

Fly-in/Drive-in Brunch

The recent Fly-in/Drive-in Brunch was the best attended in recent years with many visitors flying and driving in. Noteworthy guests were from the St. George Branch of the RAAF Society. Well done all.

Grass Safety Strip

Our green keeper has been working hard on the grass strip just west of the runway which has been top-dressed



and fertilised. He requests that traffic stay off the strip until the soil has stabilised and the new grass has become established.

Hangars and Hangar Space

If you are looking for hangar space, or have hangar space to rent, you can contact the Secretary, Margaret, on 0425 380 966, who can usually help. Moreover, if you intend to buy or sell a hangar you **MUST** contact Margaret to ensure that the deal can legally proceed.

Safety

When landing, please beware of kangaroos and other wildlife on the runway, especially at dusk, and please continue to adhere to the 'fly neighbourly' policy.

Please fly safely.

David Rittie

From the Secretary's Desk

Hi Everyone

As this is the last Newsletter before the Annual General Meeting in March, there are a few housekeeping matters to let you know about.

The Annual General Meeting will be held on Sunday 11th March following the March General Meeting at 2.00pm. The AGM is the forum where the club's accounts are presented by the Treasurer for ratification and the President reviews the past year from the Committee's perspective. All committee positions will be declared vacant and elections for office bearers and committee members will be conducted by our returning officer, Noel Carmody. The draft minutes of the 2011 AGM are posted on the website for you to read before the meeting.



All full members who have completed their probationary period and are financial are eligible to nominate for committee positions. A nomination form is included with this newsletter. The member being nominated, the nominator and the seconder must be financial. Nominations must reach **the Secretary** by 2pm on Sunday, 4th March either by mail to PO Box 450, Campbelltown, 2560, or in person between 1pm and 2pm in the clubhouse on Sunday 4th March.

Also in this newsletter is a proxy form. You can use this form if you are unable to attend the AGM or the General Meeting in person. Just fill in the form and give it to a member that you trust to vote for any motions at the general meeting or for members for the committee on your behalf.

Voting is open to all financial full and associate members. There are no motions for the AGM.

The March General Meeting will be held at 2.00pm on Sunday, 11th March. It would be a good idea to get to the meeting a bit early as there is usually a hold up

with the distribution of ballot papers. The Draft Minutes of the December General Meeting are posted on the website for you to read.

You may recall that the "New Constitution Sub-Committee" has been reviewing the club's rules with regard to identifying some changes to the constitution that reflect member's suggestions and the new guidelines from the Office of Fair Trading and the State Government. In light of these changes there have been two general meetings for those members interested in understanding the process

and the proposed changes.

The following motion has been received by the committee and will be put at the General Meeting in March for consideration by members:

To the President Dave Rittie I wish to move the Following Motion at the next general meeting

"That the Club accept the Club Rules as they currently stand without revision

These rules have served us well for many year's and ensured the right's of members have been maintained

If it aint Broke don't try and fix it"

Proposer P. W Hodgens Member No9

Seconder Robert Grieg

The motion is signed by Peter and Robert, and dated 8/1/2012.

I look forward to seeing you on Sunday 11th March.

Gate Key Replacement

At the last committee meeting it was resolved that the gate key replacement fee is raised from \$40.00 to \$250.00. Please look after your keys! Remember security is very important to all of us.

Cheers

Margaret Nightingale

CLUB FLY-AWAY . . MIDDLEBROOK STATION Friday to Sunday, 11th to 13th May

An open invitation is extended to all club members for a long weekend fly-away to Middlebrook Station, which is located just a few miles north east from Scone.

Middlebrook is a working sheep station that has an excellent 1000m grassed runway. It also has accommodation for 12 couples in 12 individual, shared-facility rooms. A comprehensive kitchen facility is provided to meet individual catering requirements.

This visit will coincide with the Annual Scone Horse Festival Parade through the Scone township.

Those wishing to participate in this fly-away should contact **Vic Laybutt on 9520 2958 or 0414 734 540.**

The Treasurer's Report

Hi folks

It's hard to believe I've been in the saddle as Treasurer for nearly a year. I took the job on with high hopes and some grand ambitions and goals. It's taken a while to get the hang of the day-to-day financial management and, unfortunately, the important has given way to the urgent and I've not achieved many of the changes and improvements that I sought to when I took the job on. But, I now have a much better grip on what's required and how to get there.

The annual renewals were a major task which I undertook over the Christmas break. There were a few billing errors, mainly due to gaps in our membership data. So one priority for next year, in my opinion, is to implement a new comprehensive membership system. Thank you all for cooperating in making your annual subscription payments in a timely manner and for your patience in the odd instance where my records did not line up with yours.

I will ask you all again to assist in streamlining the accounting process when paying electronically, by clearly noting either your name or the invoice number with your payment. Often your bank will not include your name and this makes it impossible for me to match your payment to your invoice. In a similar vein, please understand I don't have the time or resources to scan fuel book data or dig into historical records to find that missing \$50 payment you made last year. I hate to say it since most members are very gracious and understanding of this, but there are a few members who cause disproportionate effort to address issues that are really the member's responsibility to resolve.

Several members have asked about what their insurance levies buy them and what insurances the Club holds. At present the Club has four policies to protect us in the event of a loss. These policies are:

Business Pack (QBE) - This provides protection in the event of a loss to Club Buildings and Contents from fire, storms and other insured events. It covers the Club's property to a value of \$267,000 and cover for contents (plant, machinery, furniture) for similar events to a

value of \$59,000. We are also covered for theft of Clubs property but are not covered for glass breakage.

Hangar Keepers Liability (QBE) - This indemnifies The Club, its Members and Hangar owners/occupiers at Wedderburn with cover

up to \$10,000,000 providing protection from events that result in injury to a person and/or damage to property of a Third party. Often referred to as cover for "slips and trips" it provides protection to the insured from accidents or incidents that result in the insured being held liable for damage or loss to a third party.

Directors and Officers Insurance (QBE) - As the name suggests it covers past, present and future Directors and Officers of the Club for events that they can be held liable for. The limit on this policy is \$2,000,000. I'm also keen to have the club provide an indemnity for Directors and Officers in addition to this insurance policy.

Personal Accident for Voluntary Workers (Lumley) - This policy provides cover for voluntary workers of the Club in the event of an accident that results in injury or death. Accidental death cover of \$50,000 (with a policy limit of \$500,000). This also provides cover for an Accident resulting in Total or Partial disability. Maximum payment for total disability is \$500 per week for up to 52 weeks. Partial disability is also covered. There are age conditions applicable to the policy. In general cover is provided to 18-85 years of age with reduced level of cover to people aged 66-85 years of age.

One of my objectives last year was to conduct a thorough risk review for the Club. Insurance is one means of mitigating risk. We also need to put in place a range of other strategies for managing risk. I hope the above review is of some help.

Cheers for now

Allan Aaron



TIM CAUSER'S SONEX

Left: Tim has just completed the installation of the 3.3 litre Jabiru engine into his Sonex aircraft build project.

Right: This picture was taken just a few minutes before the engine was successfully run in the fuselage for the first time.



Bird Talk

Hi Everyone

Already into the second month of 2012 - what happened to January!! Our holidays are now over and we can organise ourselves to attend the many Fly-aways to the various Aero Clubs that have been listed by David in the Club Newsflashes - our Aviators are certainly going to be busy.

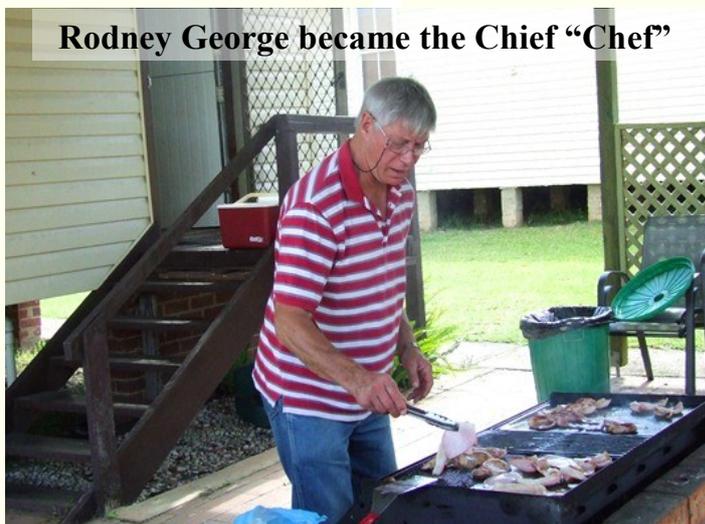
A most successful Fly-In/Drive-In Brunch was held on Sunday 5th February with a total of 75 members and friends including 30 visitors from two organisations attending. Some weeks ago we were approached by the St. George Branch of the RAAF Association Social Secretary, George Hurley, if they could bring some of their interested members out to our airfield to look around.

Dot McS. and yours truly have been members of this Association with our late partners Jack and Gordon for a number of years and we still can't believe that it has taken 33 years (YES! that's how old we are) for us to invite the ex RAAF members out to Wedderburn.

Also coming along with a group was the Northern Illawarra Neighbour Aid Group, organised by Jenelle (Doug Montague's daughter) with help from Shirley.

I know from the feedback that this group really had a great time and Doug had arranged to take his visitors for a flight either with him or with a couple of our pilots so that was the icing on the cake for many of this group.

I was not sure how many people I needed to cater for so I worked on 80 to 90 that would attend so I was very happy that we did have 75 arrive to enjoy the Brunch.



Rodney George became the Chief "Chef"

I must firstly "Thank" Donna, who arrived at 8.00 a.m. on Sunday to set up the tables and chairs and also went ahead to have everything in readiness in the clubhouse, then Dawn and Rouen were of great assistance helping with many various chores and I "Thank" them. Rodney arrived to become the chief "Chef" of the day and he was kept very busy with the BBQ cooking - great job Rod. The kitchen helpers were Donna, Marianne, Glenda, Inez and her friend Chrissie with yours truly helping to serve a hearty Brunch fare to our members and many visitors. I kept Dot McS. busy entertaining our RAAF friends by telling them the history of our wonderful club. To President David "Thanks" for meeting our visitors and making all so welcome. To my team of wonderful workers "Thanks" for all your help - I could not do it without you. It was an excellent day and it was good to see everyone enjoying themselves.



After our friends from the RAAF Association enjoyed their meal we organised for all to drive around in their bus to inspect many of our member's aircraft, first stop was to look at the Tiger - many of our friends from the RAAF knew Gordon of course so it was very important that they saw his beloved Tiger. I am not sure how many hangars they did visit but I know they all came back to the Clubhouse absolutely thrilled at what they had seen and couldn't believe just how wonderful the day had been.

We appreciate the two groups of visitors coming along to spend time with us and we would love to see you again just as soon as you like.

Bird Talk (cont.)

SOCIAL WORK DAY SUNDAY 26TH FEBRUARY 2012 - FREE LUNCH

By the time you receive this Newsletter it will only be two weeks before the first Work Day of the New Year will arrive. We do hope many of our members will come along to carry out a few hours of important work that needs to be carried out. Richard T. will have a long list of jobs to be done and on your arrival in the Clubhouse please remember when you choose a job make sure you register your name on the LUNCHEON list – this helps us with the catering numbers.

The Ladies and Gents of the Social Committee will be on deck to serve a delicious luncheon for all the workers so we do hope you will join us. Menu for the day has not been finalised yet but I can assure you it will be excellent. More details about the work day will be in the Newsflash on Thursday 23rd February.

See you all on the 26th February.

Many SAC members and visitors joined in the recent “Fly-in/Drive-in Brunch”



CLUB MERCHANDISE FOR SALE

BLUE POLO SHIRT- WITH EMBROIDERED CLUB BADGE ON POCKET	\$30.00
BLUE CLUB CAP-WITH EMBROIDERED CLUB BADGE ON FRONT	\$15.00
BLUE CLUB CLOTH BADGES (SEW ON)	\$5.00
NAVY BLUE EMBROIDERED PILOTS WINGS (SEW ON)	\$7.00
CLUB NAME BADGES (MUST BE ORDERED)	\$9.00

FOR PURCHASE OR ORDERING OF ANY OF THE ABOVE ITEMS PLEASE PHONE MARGARET ADAMS ON 9567 6522 or Email: mda@isp.net.au AND I WILL BE HAPPY TO ASSIST YOU.

Cheers

Margaret Adams

Safety Article. Sent in by Don Harvie

I thought I'd send this along. It was primarily written for Alaskan pilots, but there is some wisdom here everyone can use. The article is written by Jim LaBelle of the National Transportation Safety Board.

There have been many times in my career as an NTSB investigator that I wished I could reach out and literally grab one of my fellow airmen by the lapels and shake them, shake them back from the dead, give them another chance at life. Of course that's impossible, but the frustration is palpable when you see life wasted time and time again, often over lapses of basic airmanship and judgment. Winding up in a zippered bag is not the way to close your flight plan.

So, after 26 years of accident investigation and thousands of accidents, what stands out as shakeable offenses? You probably know them, but I'll tell you again. I warn you, you may not like the implications or some of the direct language, but if only one of you reads and heeds, and it saves a life, then it's worth whatever offense someone may take.

Forewarned, read on, if you will...In no particular order of consequence, as they'll all kill you:

Returning to the airport after a loss of engine power. Below 600 feet or so, don't even think about it. Go straight ahead, or select an area roughly between 10 and 2 o'clock. Given enough altitude, you MAY be able to make a turn to 3 or 9 o'clock using something less than a slam-it-to-the-stops steep turn-maybe. Every take-off should be accompanied by actively thinking where you'll abort, and where you'll go in case of a power loss. Turning around is NOT usually an option. You'll lose time, altitude and airspeed deciding what to do, and a steep, low altitude turn without power is probably going to end in a stall/spin and a lawn dart into something a lot harder than air, with you taking up space in a yellow bag. Go online, and search for "The impossible Turn." It is good reading, has pictures, and may save your butt.

Pushing Weather Bad weather causes accidents, right? Nope, it's the decision to fly in such weather, or the decisions

made when in the weather, that results in accidents. The NTSB rarely finds weather as the principal cause of accidents; rather it's usually a contributor to the chain of events leading to the accident. The good thing about weather is that it changes; don't get anxious and think you have to be somewhere at a certain time. I can recall so many serious accidents where waiting a few minutes or a couple of hours and the flight would have ended with a cold beer instead of a cold shiny metal slab. As an investigator going to the site in a helicopter, it's often blue and beautiful—you can see all the obstacles, look down and see that burned smudge that was an airplane, and wonder how it got where it was. I'll share with you a sight I saw years ago but won't forget—as we approached the landing zone close to a wreck that was in a blind canyon off the pass, I saw an arm sticking out of the wreckage, seeming to point to the west, towards the correct drainage and safety. If the pilot would have waited an hour or so, or elected to turn around when he saw the lowering clouds, he wouldn't have needed posthumous directions from a passenger.

Overloading Want to be a test pilot? overload your aircraft. Aft center of gravity loadings are particularly challenging, with handling thrills assured, particularly during take-off and approach. Flying safely requires discipline and a belief in the aircraft handbook. Years ago in Alaska, 18 people, 16 of them passengers, didn't make it home for Thanksgiving because of a significant overload coupled with an aft CG. And I assure you, the tally increases every year. Read the book, plot the points, and stay inside the lines.

406 ELTs Come on, what are you thinking? That it won't happen to you? My job exists because it DOES happen to people like you. We've already had several missing aircraft since the plug was pulled on the 121.5 analogue satellite receivers. Yes, occasionally someone, a high flyer or a FSS facility, or a tower may be within range of the 121.5 signal, but usually not. 406's are digital, send a signal immediately on impact or manual activation, and tell rescuers where you are within a few yards. A pilot got his Cub stuck on a glacier earlier this year, turned his 406 on and had a rescue helicopter over him in 25 minutes. Ditto on a couple of other acci-



dents this year. By contrast, there are at least two missing airplanes out there this year that have 121.5's that may never be found. And here's one argument I hear: "I don't care about rescue; if I crash it's my problem." Hardly. A crash or missing aircraft generates massive searches and cost, not to mention putting many others at risk during the search. By not having a 406 ELT, you are being very selfish and uncaring of others. Think about it like this: If you or one of your passengers is lying in a wreck in the wild with some non-disposable body part broken, wouldn't that \$1,500-3,000 that a 406 cost look like chump change for an almost assured rescue?

Moose Turn Stalls. You know these. You're fixated on a moose, bear, what have you, and roll into a steep, tight turn over the object. As you continue the turn, it steepens ever so slightly, and you unconsciously add top rudder to keep it from getting too steep. Your airspeed decays, there may be a slight buffet, and in a heartbeat, probably one of your last, you've flipped over the top and are now pointed straight down with the stick sucked into your lap (a natural reaction that close to the ground) with an unwelcome embrace from Mother Earth a second or two away. That kind of stuff makes my phone ring a couple of times every year; I'd love for it to stop.

Okay, I could go on, but I've run out of space.

Thanks for listening, and may I be privileged to shake your hand someday, and not your lapels!

Jim La Belle

Thanks for sending us the article Don.

Ed

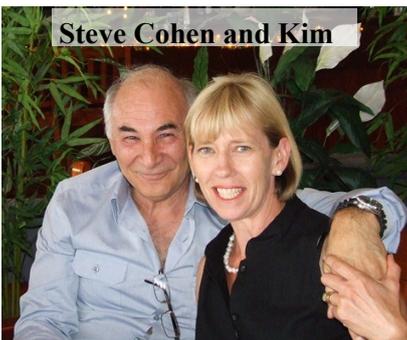
Due to the weather the **Australia Day BBQ** attracted fewer members than usual with less than 20 attending, and the cricket match was called off due to the sticky wicket. Pictured **Below (L to R)** is Victor Rimkus with Dave Thomas; Ian Harvie, Fred Skinner and John Bennett; Dawn Andrews with Glenda George all at the Australia Day BBQ.



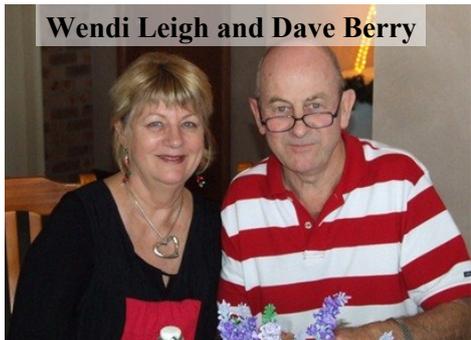
The Annual Christmas Party and Awards Presentation



Above: Rouen and Dawn Andrews were “Best Caretakers”. Richard Thompson and Tim Causer both get “Clubman of the Year” awards. Lilli Harvie and Abbey Gray received “Junior Participation” awards.
Below: Geoff May receives an engraved glass mug for his Open Day work. Ian Harvie (at left) receives the Gordon Crampton trophy as Club Champion. Dave Thomas came second in the Club Championship.



Steve Cohen and Kim



Wendi Leigh and Dave Berry



Ray and Ruth Feneley

THE OTHER GREAT QUEENSLAND OUTBACK SAFARI

Report by Jock Anderson

I was sorry that I could not join Vic Laybutt's tour to North Queensland in September 2011 as I was going overseas at the time of his safari, so I decided to go anyway in July with my friend Rod Clark. I decided to follow the route that Vic was planning as far as possible, consistent with the limitations of the runways. We liked the idea of Wedderburn to Comaroo Camel Station, thence Boulia, Adel's Grove, Cobbold Gorge, Undarra Lava Tubes, and back instead via Lightning Ridge. I decided to skip Noccundra Pub and The Dig Tree due to the possibility of stony runways, which are not good in the Defiant with the rear prop.

You will remember that last June we had really severe damaging westerly winds and I was afraid that we would not get away from Wedderburn on time so I moved the Defiant from Wedderburn to Orange on the previous weekend and flew the Zenith back so that we could drive to Orange on Monday the 5th July. It was just as well because the wind was so bad that there were trees on the road in places on the Blue Mountains. We left Orange on the Tuesday in low cloud with showers of rain but I knew that the weather would improve to the northwest.

We arrived uneventfully at Comeroo Camel Station and taxied towards a hangar without doors that contained a Cessna 172. There was nothing there for a while except two crows and a dingo dog but shortly the rattling sound of a 4WD could be heard and a Toyota containing three country gentlemen arrived. Turned out it was mine host Bruce and a couple of friends. Bruce looked at the Defiant and said "What on earth would you do with that? You will never muster cattle in that!" OK. I tried to defend the Defiant but Bruce is right....it is no good for mustering cattle. That is what his Cessna 172 is for.



Comeroo Camel Station

Sadly there are few camels there at the moment, about half of the herd having been lost in the floods.

We spent a very pleasant evening there and watched the State of Origin and then had a barbeque.

The next day we said goodbye to our friends at Comeroo and flew to Thargomindah to refuel then went on to Boulia for the night. On approach to Boulia there were numerous hawks and kites but we missed them. For the life of me I cannot understand why someone does not go out there and put a couple of shotgun rounds through them before an accident happens. I was told that the police will not allow it.

Vic had told me that the hotel was only 200 metres from the airfield but that turned out to be 2 kilometres. One good thing about the Defiant is that it looks as though someone is coming in from Mars so there is always some curious person who races out to the airport to see what is going on (and then gives us a lift in to town).

I was in Adel's Grove about 15 years ago with Bob Philips and the runway was fashioned out of tussock grass. We broke a steering rod in the Zenith on take-off and had to fly back taking turns with one foot on the rudder. This time therefore, after refueling at Boulia the next morning I rang Adel's Grove to ask about the runway. The person on the phone at Adel's Grove said the runway was fine now and "Just keep in the middle", which I thought was good advice. Then I asked if the parking place would be obvious to me and I was told, "Yes, it will be obvious" so off we went. Well, we landed at Adel's Grove on runway 23 and did a 180 turn around the node at the end. I could see the fuel bowser to the north-west and two aircraft parked to the north east, against the fence. I assumed that it was the aircraft park so I taxied over, turned around and shut down, asking my passenger to hop out and help to push back beside the other parked aircraft. Just then the resort minibus pulled up and the driver, henceforth to be called Wally, jumped out and said the parking was not very good there. It was better over near the bowser said Wally. "Everybody parks over there". "OK" said I, wondering why no other aircraft were parked here, "I will start up again and follow you over there. You guide me". So I followed Wally as he held out one or other arm to show me the best way.

You guessed it! He guided me right onto a hole. The nose wheel fell in enough to strike the prop. I shut down and climbed out. "Oh well, these things happen" said Wally. It is easy to be phlegmatic when it is not your aeroplane! It turned out that the ground was full of holes covered with grass. Wally was right....it was not a good place to park..... it was not a good place to be!

We pulled DFY to the parking place and I got on the satellite phone to my son Ian in Orange. There was

another prop in the hangar there and Ian, in a herculean effort, made a crate for it and had it freighted by road leaving Orange the next day to Brisbane where it arrived on the Saturday morning but then had to wait for a road train to Mt Isa leaving Monday morning. Rod and I had to cool our heels in Adel's grove for a week until the prop arrived. While waiting for the prop to arrive in Mt Isa I had plenty of time to check DFY for any other damage, and none could be seen, including the nose gear, which is from a Mooney.



Rod surveys the sad scene at Adel's Grove

Doug, a guest in the resort very kindly drove us to Mt Isa over 400km away, mostly on gravel roads and through creeks to pick up the prop. The manifest said that the prop was in the second trailer but it was eventually found in the third trailer loaded under 100 tractor tyres! The loadmaster foreman was not amused, introducing me to some new four letter words.

I had taken the tools necessary to replace a prop in case an alternator belt broke, never expecting that I would need to replace the prop. At first light the next day I was up and installed the new prop. It was a wooden three bladed Performance Prop and as I had a two bladed Hertzler on the rear we looked a bit odd now, especially as I had no spinner on the front, but it would have to do.

I decided to refuel at Burketown as it had a long sealed runway and we had a long way to go before refueling again at Georgetown via Undarra Lava Tubes and Cobbold Gorge. All set and we took off 23 again, and as we climbed out I started to retract the nose gear when it jammed half way up. It is a mechanical retraction and I could not budge it up nor down. All sorts of things went through my mind then. Why had it happened? Had the nose wheel install points moved slightly when it fell in the hole and I had not noticed it? Maybe it was jamming in the wheel well. Should I divert to Mt Isa? It might be better to go there if I have to do a deliberate gear up landing. No, I had insufficient fuel. I had to go to Burketown . . . and anyway I had had enough of Adel's Grave Grove.

What to do now? OK. I asked my passenger Rod to fly the aeroplane whilst I tried to get the gear up (or down).

Rod was not a pilot but he had a little try with the stick on the way up north to get the feel for it. I struggled with the gear retract handle for a few minutes and then, suddenly, the gear fell down and seemed to be locked! I could see the wheel down through the inspection panel in the wheel well. The handle felt firm. I thought of recycling it but decided against it in case I got it up but then could not get it down again. I looked up after the gear fell down and Rod was halfway through a very elegant barrel roll! "Right" I said, "I will take over now, thanks very much" Rod explained that he did not know that the stick moved left and right as well as back and forward. We continued to Burketown where I did one of the best landings I have ever done.....for the first 100 metres... then the nose gear collapsed and we skidded 400 metres down the runway. That was the end of "Our Great Safari". We found later that the nose gear lock was only half engaged due to the failure of a nut, which allowed that bolt to jam on the handle. It was unrelated to the prop strike at Adel's Grove.



Sadder sight at Burketown, North Queensland

I will not bore ya'all with the details of the recovery operation but suffice is to say that Paul Goard from Cowra recovered the engine and Garth Bartlett stripped it, finding nil damage.

Phil Goard took the engine back to Burketown and re-installed it and Ian and I flew it back to Cowra on the long weekend in October for final painting. It is now back to its normal stage of beauty and will soon be seen at Wedderburn again.

The moral of this story is:- Look for yourself, and especially, do not take the advice of a non-aviation "Wally".

Jock Anderson

P.S. This accident was covered by QBE insurance. They have been prompt and professional in payment under the policy. I thought that I should mention this.

JA

Good story Jock. Interesting story with a happy ending. Thanks for sending it in.

Ed

Aircraft and Hangars For Sale

The late Randall Krebs's Jodel FDR250 (wooden, two seat aircraft) project is for sale.

Wing spar, wing ribs, fin, rudder, elevators, flaps, ailerons, fuselage frames and various metal components completed to the stage where the aircraft can now be assembled. Built by engineer and all workmanship is absolutely outstanding. Large amount of Sitka spruce and GL1 aircraft birch plywood, brand new Cleveland wheels tyres and brakes, a lighting system - strobes and LED position lights (these last two items still boxed as they arrived from Aircraft Spruce and worth over A\$5,000 just on their own). Also a substantial work table, drawings and documentation; essentially the project includes everything for the aircraft to be finished with the exception of engine, instruments and cockpit plastics.

At an asking price of A\$12,500 ONO this project represents extraordinary value for money. For this cost you couldn't currently come close to purchasing all of the components that are included, let alone the years of high quality workmanship that have gone into it.

Contact David Butler on 0418 250 763



HANGAR H2/J2 IS FOR SALE

18m x 16m. All steel construction.
Concrete floor. Dual entrance possible.
Water tank.

\$105,000.

Contact Anthony Baldry on 0427 267 237.



Nick Hunt's Two CESSNA AIRCRAFT and HANGAR O2 are FOR SALE

Nick Hunt is seeking expressions of interest from any club member for the purchase of his aviation assets at Wedderburn.

Nick is spending more time in the sport of sailing these days and feels he is not finding enough time to contribute to aviation.

He will sell items separately, but if a member is interested in taking over the lot, a more favourable agreement could be reached.

Main items are:-

Classic 1955 Cessna 180. VH-YMH. 4700 hrs TT. Immaculate condition. 3 bladed prop. New interior includ-

ing 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

Hangar O-2. 15x15 Unibuild construction. High sides, large doors. No expense spared on construction. Large mezzanine, high to suit aircraft tails underneath with offset stanchions for easier access. Water tank, sewer connection, including all interior equipment, hoists, generators, pumps etc.. \$105,000.



No items have been advertised elsewhere as yet, with club members having first option. Of course, the hangar will remain within the club family.

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