

THE NSW SPORT AIRCRAFT CLUB

NEWSLETTER



April - May 2020





Editor's Letter

Hi there:

In this issue, you will find words by our new Club Secretary Jason Camilleri on the goings on at the NSW SAC, our old Club Treasurer Phill Lee, our even older Club Caretaker Steve Pate, Social Workday Coordinator Jason Camilleri on our February Social Workday, club Poet-at-Large Greg Ackman, plus coverage on the Mornington Peninsula biennial Tyabb fly-in, photos from the Mittagong BBQ fly-in, and letters to the editor.

I ended my previous Editor's Letter with thoughts of the fire threat we were then under. How things have changed since!

As copious rain is now regularly pouring outside, a tiny microscopic virus has managed to spread practically all over the planet, using humans as a vehicle. Governments all over are scrambling to keep up with the threat, as legislations and economies are hastily re-configured to cope with the fallout.

Prevention is simple, but as we are the vectors, we can be our worst enemies. Infection is unlikely, but as they say in the ads, "individual results may vary". Caution seems to be the best policy at this time, and I'm relieved that our Club Committee has taken that same approach.

As Newsletter Editor, I have decided that this issue will be distributed only by electronic means. The risk of physical distribution, however small, is simply unnecessary. I'd like to thank everyone for your patience and understanding, and I hope that wherever you are, you enjoy the read.

Please stay safe. Kind regards,

Pablo Depetris

The NSW Sport Aircraft Club Newsletter

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Susana Depetris

Wedderburn - Napper Field is located approximately 15 Km South of Campbelltown. Head South on APPIN ROAD, Left at WOODLAND ROAD, Right at KARRABUL ROAD, Continue onto WEDDERBURN ROAD, (Through the Georges River Gorge) Right at MINERVA ROAD, Continue onto LYSAGHT ROAD, and then as far as the airfield gate.

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The Editor reserves the right to edit submissions for length, clarity, and to prevent libel. The opinions expressed herein are not necessarily endorsed by the Editor, Committee, or Members of the NSW SAC, unless expressly stated.

Cover photo
Tyabb 2020 Airshow
Photo Pablo Depetris

From the (new) Secretary's Desk

Here's one thing I never saw myself doing, writing the Secretary's Report! For those who don't know me, my name is Jason Camilleri. I've been on the Committee for the last 4 years, all of them as Workday Coordinator, and somewhere in the middle there also as President of this great place for a year. So, for some reason or another, I thought it was time to run for Secretary and support our wonderful Committee. So now, the Newsletter Editor asks me to write a Secretary's report... How can I live up to Jock's standards after he's been writing these wonderful reports for years... some big shoes to fill! I know Jock will be reading this intently, criticising every word and making obscene muttering noises with his mouth. Only kidding Jock!

I'll give it a crack though, here's goes nothing...

Speaking of Committee, I'd like to welcome the new Committee members, that being Christian Alexander, Murat Winter and Dobro Stevanovski. And of course, welcome back President Pablo Depetris, Treasurer Phill Lee and returning Committee members, Allan Aaron, Michael Kennard and Peter Lightbown. Look forward to a fun filled year!

There's been a bit going on around the place lately, so I thought it best to pick up where Jock left off from the last Newsletter, and Committee Meeting. The last Committee Meeting was held on Sunday 2nd February. These minutes are available on the website. I'll take this minute (pardon the pun), to mention that the minutes are displayed on the website under the Members Section usually within a week or so of the meeting. We encourage all members to have a read of these minutes, and to understand what is going on in this club and what is discussed at these meetings. I notice too often, that members write or bring up topics well after they have been discussed and voted on by the Committee. The problem here is, that that member is usually extremely disappointed, and the result is a nasty letter or email to the Committee, or

sometimes as is the case, to the President, Secretary, Treasurer or Committee member personally, attacking the Committee or that individual about what the entire Committee has discussed. Let me remind those of you who think this is a good idea, well it's not, we are all volunteers, the Committee does not do things for personal gain in this club and the Committee always looks out for the best interests of this Club as a whole, we are sorry that we cannot satisfy every individual, but do our best for the greater good of the Club and the members. I'm all for voicing your ideas and concepts etc. to the Committee, but please don't have a go at us if something doesn't go your way. Like I said, we can't keep everyone happy, and we won't tolerate abuse! Please remember, any correspondence should always go to the entire Committee, unless of course it's personal. The Committee's email address is nwsaccom@gmail.com.

Now, let's discuss business... where was I, oh that's right, the last meeting.

A few items were discussed about the By laws relating to the grass parking area and new model aircraft rules and operations at the airfield. You will have also noticed that the taxiways joining the Eastern road are having the ditch filled in so we can drive through this area, the areas are open and clear, just unable to be passed through with a vehicle due to the ditch, until now! This will keep cars away from the main taxiway, great for our safety. A big thank you to club member John Haeren for his time and effort with this.

See below the current list for the Hangar Site Waiting list:

1. Mal Kains
2. Martin Russell
3. Kevin White
4. Michael Peterson
5. Jeff Parsons
6. Malcom Smith
7. Chris Clark
8. Matt Segafredo
9. Michael Kennard
10. Sasa Kukrka
11. Ollie Geraghty
12. Errol Pillemer.

H



13. John Taru H

14. Voytek Romanovski. H

The purchase of YWBN is still full steam ahead. The club is now working with an experienced facilitator to assist us in securing agreement to purchase the land.

The AGM was held on the 15th March 2020. It was a great turn out, and good to see members making the effort to come and support the club and welcome the Committee. For those that attended, they were lucky enough to see Jock's Secretary report recorded from his hospital bed.

The Treasurer advised us that the club is in an outstanding financial position, which is great news in case the purchase of YWBN is a success, and the President reminded us of the great achievements that have been completed over the last year.

Lastly, with this crazy COVID - 19 virus, I'd like to remind everyone to observe all warnings and procedures put in place by the Government. Those rules and social distancing, washing hands etc. apply for us at the airfield also, so let's continue to observe these rules and please stay safe.

I'll wrap it up for now, and I'm sure as time goes on, I'll get better at these reports!

Until the next chat,

Take Care

Jason Camilleri

From the Treasurer

Two weeks ago along with Pablo I welcomed you to the 2020 AGM, and I think we all looked forward to an active year of pursuing our passion for flying. How quickly and dramatically things can change. The members of the NSW Sport Aircraft Club, both past and present, come from all walks of life and make this club what it is today.

Whether it's a home-built Recreational seaplane flying over the Harbour Bridge, a restored classic or certified aircraft, this passion of ours is usually guided in some way by our finances.

Whilst membership and hangar fees are our main source of revenue, our members' welfare, especially during these crazy and uncertain times is paramount to the club. Membership & Hangar rental invoices were sent 1st February, but over the last few weeks some of you may have been unexpectedly and very quickly adversely impacted by COVID-19.

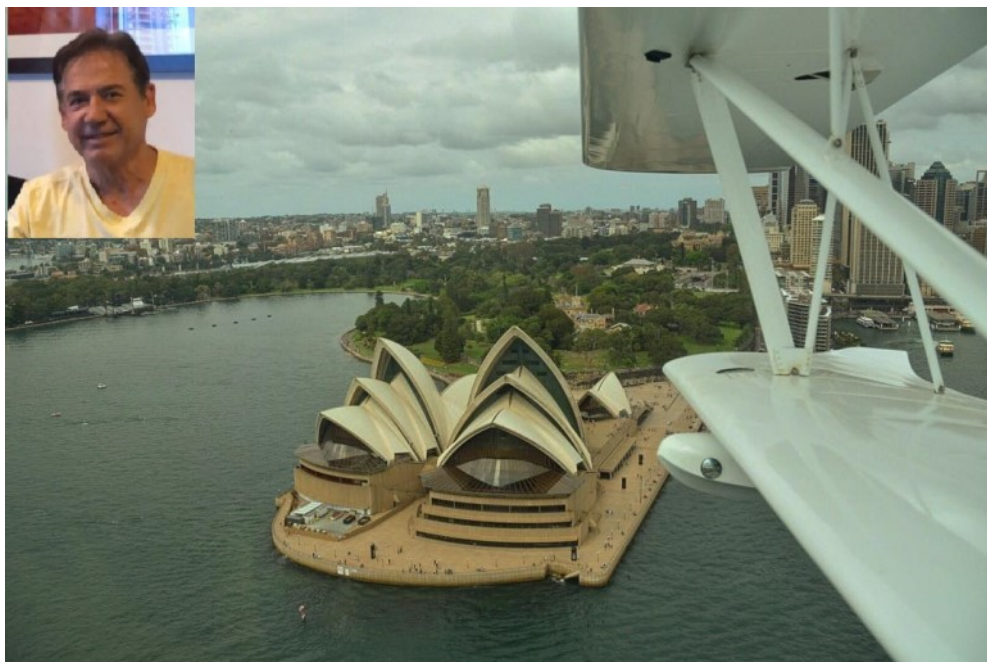
I have already spoken to a number of mem-

bers but if you find yourself now in a precarious or uncertain financial situation, please send me an email at nswsactreasurer@gmail.com so I can be aware.

Whether you're in quarantine, self isolating,

or managing to get to the field, I wish every member along with their families happy, enjoyable, and safe travels.

Phill Lee



Caretaker Report

Well, it certainly has been an interesting year to date.

Firstly, I would like to wish all the new Committee good luck for the coming year ahead, as for the first few months we have had Drought, Bushfires, flooding rain and now Coronavirus. What's coming next, makes you stop and think.

Anyway, I have been able to do a few things to try and make the airfield look a bit better with the replacement of the rusty old wire and star pickets on the front fence of the clubhouse with the help of Steve Cohen, Vic Laybutt, and Tim Causer, who helped me feed the wire through all the posts and star pickets.

Then the Guardrails in the car park got a coat of paint, it's not much but an improvement to what it all was.

I have also had the committee purchase a 95lt spray unit for all the weeds around the Airfield, and I was just about to make a trailer for it when I came across one that was being given away by a member left outside Hangar B1, and the spray unit fitted perfectly so thanks to that member.

When all the edges of the runway and taxi ways are mowed they will be sprayed with weed killer and then I can start spraying all the other weeds that are growing around the place.

So far this year there has been two occasions where the gate for the Wedderburn

Fire Trail has been attacked by someone trying to get out of the bush thinking that the road lets them out only to find out other wise. Crown Lands were notified both times and the locks replaced.

I am still in discussion with Crown Lands and the Club Committee as to how it can be made more secure.

Other than that, not much else is happening. So to all members and their families keep safe and hopefully we will all get through this Coronavirus.

Steve Pate

"Went out for a little fly-around before work today. The sky was blue overhead but a bank of fog rolled in from the west just as i took off. I scampered around the circuit to get on the ground five minutes before it rolled over the airfield"

Bill Leighton



Letters to the Editor

Club Caretaker:

Hi Pablo

I'd like to say a big thanks to Steve and let you know how helpful he has been.

My hangar (P1) roof was damaged in the recent storms by some solar panels that escaped from an adjacent hangar. Two large holes resulted in my Colorbond roof and translucent panel. A lot of water was getting in, flooding the hangar floor.

Steve was aware the solar panels had blown away because the owner of the adjacent hangar had informed him and they collected up the debris and made everything safe, but neither were aware the damage extended to my hangar. When I let Steve know he came down with a ladder immediately, rescued one of the remaining panels which was still precariously balanced on my roof and carried out temporary repairs to prevent further water entering. Not only that, he went to effect permanent repairs to the roof, and placed some plastic drainage pipes that were smashed by other falling panels and then even went further to connect a downpipe from my neighbour's hangar. A really great job all round! I can't say how grateful I am to Steve for his help. All of that was well above the call of duty and he saved me a lot of stress and worry. A massive shout out to him. We are fortunate to have a guy like that watching over us when these things happen.

Peter Gibson

Marsupials using our Runway:

Dear Sir,

During the recent AGM, a member spoke from the floor to express alarm about the hazard to aircraft of "kangaroos" grazing alongside the runway. The tone of the speech was that such wildlife should somehow be removed. It was stated such animals "have no place on an airfield".

There is no argument that the kangaroos and wallabies are a significant hazard to aircraft using the runway because they are attracted to the grass that we have created by mowing our tree-free spaces. But "removing" them would be an unwise attempt. Firstly, it would be illegal to shoot them or otherwise harm them. Secondly, it would be an unsuccessful attempt. The drive to eat is essential to their survival (as so also for us!). An attack on their numbers would reduce the population, temporarily, but the grass will remain an irresistible

attractant. "Scaring" them with warning shots will be even less effective in keeping them off the runway. And thirdly, any harm to furry wildlife will destroy all good-will towards the Club among surrounding communities. A reputation for shooting wildlife would haunt all future development objectives.

A solution that would be fully effective is to enclose the airfield in a 2 meter high perimeter fence. Expensive of course, but a once only cost. Balancing priorities for airfield development is a task for our elected Committee. Is this an issue of greater importance than other projects, particularly other safety matters? Let your Committee know your views.

There are many ALAs in Australia that operate with "kangaroo" and bird hazards. Even some licensed ADs. As an interim arrangement pending a future fence, some professionally-designed runway signs could be put at each taxiway warning pilots to check and clear the 'roos before take-off. (And by extension, before landing: a fly-through being a legal procedure for this purpose). These creatures lived on our lease before we turned it into an airfield. Adjacent lands are national park or other types of reserve, where wildlife is protected. Our responsibility as stewards of our land is to find solutions to the competing interests that recognize other animals' needs (even plants' needs?).

Peter Scott

Four records now official:

Pablo,

Gary Weeks and my speed records are now official and our record certificates are en-route.

The first record where we pushed 80 knots headwind was Adelaide to Perth at 355.11 km/h (191.74 knots) previous record was 246.23 km/h

Perth to Adelaide at 569.89 km/h (307.71 kts) previous record 365.15 km/h

Perth to Sydney (5 hours 41) 578.16 km/h (312.18 knots) , previous record 380.83 km/h

Adelaide to Sydney 595.41 km/h (324.14 kts), previous record 238.84 km/h

This is for the C1c piston engine aircraft 1000 to 1750 kg

We were very happy to be able to fly Perth to Sydney with internal fuel and landed with 1 hour 20 remaining. VH-LKG is 22 years old but no aircraft has been built to compete

with the Lancair IV/IVP.

Gary Burns

Wedderburn Fire Brigade Thank You:

During the recent catastrophic fires that spanned over many weeks, a huge thank you to those members who checked in with phone calls, text messages and emails.

To the members who dropped in donations to the Fire shed, our grateful thanks and your generosity will never be forgotten.

Your kind words of encouragement, thanks and concern for our safety were just what we needed to give us the strength against all adversity to fight the menacing and dangerous monster that was bearing down on us at unprecedented force and speed.

People often ask us, why do you all fight fires when you could easily lose your life? The answer to that question is simple, we do it because we can do it.

There is always at the back of our mind, that we may never get home, however that is the risk that we take.

Fear does not shut us down, it wakes us up. If you have never known bravery, you have never known fear.

When the yellow uniforms are donned, we know that it is deadly and serious business. If the person in the firetruck says I don't want to do it, and the next person also says the same and that is the opinion of the 6 in the firetruck, then the task at hand would never get done and communities would be disadvantaged and short changed on protection measures.

Communities, homes, farm animals, wildlife, farming infrastructure and survival of human life depend on us.

We are trained to a very high standard to meet the challenge.

The most wonderful situation that exists between SAC and the Wedderburn RFS Brigade, is valued and appreciated and our social and working environment will always be at the forefront of our cohesive relationship.

A huge thank you to Jock Anderson for comments in the last Newsletter. It was appreciated and shared with our members.

Thanks again, and kind regards,

Glenda George

22 February Social Workday



Saturday the 22nd February saw the first Workday for the year. The weather didn't promise much, but as the day wore on, it picked up a little and even gave us some sunshine, or at least marginal flying weather!

We had a few tasks to complete this time, and as usual in the true Wedderburn spirit, all the volunteer members worked hard.

With the recent rain and sunshine we experienced, the little annoying shrubs seemed to have popped up everywhere! I take my hat off to the team tasked with the job of removing them, as it seemed everywhere you looked, they were there. But the team did really well, and the Grass parking area especially looked nice and fresh afterwards! Well done.

The recent rain also indicated a couple of weeks prior to the Workday, that the drainage ditches we have around the airfield, were nicely jam packed full of leaves and debris. Thankfully one of our newest mem-

bers John Haeren, pitched in and cleaned these with his excavator. Thanks John. The team then had the fun task of removing and cleaning these ditches. Thanks team for that, it's these little things that make the difference!

That then brings me to the team who were tasked with cleaning the endless job of the Eastern Road culvert. Yes, you've read this before, and you'll probably read about it again, it's an ongoing job. Thanks Team.

Lastly, thanks to the team who sat on the ride on mowers, grabbed a whipper snipper and completed any other jobs around the place. That includes the Runway Sweepers also, it's a slow job, but well worth it. They did find a couple of small nuts and bolts this time also! I noticed Glenn on the tractor giving the grass strip a haircut also. As usual, the airfield looked spectacular after the Workday, and hopefully we all have pride in what we have here. Well done team!

We concluded the physical activities with a quick training presentation on the opera-

tion of the new fire hose trailer pumps. They are so much easier to use, and as I found out, work really well and have a heap of pressure! I provided some laughter to the members that day, but hopefully they all learned from my misfortune, as funny as it was!

That now brings me to my favourite part of the Workday....Lunch! Glenda George and her wonderful Wedderburn local team cooked lunch for us hungry members. And what a feast, yummy. I looked around the room afterwards, and all I saw were happy content members with a smile on their face. Glenda, you did an amazing job, thank you! Thank you also to the kitchen helpers who helped prepare the tables and helped with the cooking and clean up, a big thank you!

After lunch saw the regular Member Forum discussion with the Committee, where questions were answered by the President.

Jason Camilleri



22 February Social Workday Volunteer Roll:

Murat Winter

Michael

Neil Graham

Stephen Smith

Ian Harvie

Glenn MacDiarmid

Rory Hatchet

Jason Camilleri

David Rittie

Valentine Camilleri

John Bennett

Craig O'Brien

Rod Holzward

Dave Thomas

Malcolm Smith

David Rittie

Chris Willis

Grahame Gibson

Bob Sprague

Greg Ackman

Dobre Stevanovski

Mark Colman

Ian Woodhead

Marney Colman

Michael Sladek

Armando Papallo

Leigh Cunneen

Pablo Depetris

Graham Harvey

Tony Scopellitti

Srini

Ric Mejias

Thank you all.



Amazing Tyabb 2020

One of the great things about belonging to our club is the friendships we make. As my dear Cavalier is still unserviceable, I had resigned myself to not being able to fly into the biennial Tyabb Airshow this year. This was mentioned in passing to Dobre Stevanovski, who immediately said: "wait, how much do you weigh? I'm going with Ben Hunter in the Tiger, you could use the back seat if we stop half way for fuel..." And so it was that I managed to bum a ride to Tyabb, and what a great trip it was. Departure out of Wedderburn on Saturday morning was... I guess you could call it tight, with the cloud base not too far from the ground. In any case, Dobre and Ben are a magnificent team, and their cockpit resource management and navigational skills are second to none. So by Goulburn, as the clouds were lifting and scattering around, I started to feel very relaxed and decided to use the privilege of having the whole of "row two" to myself by

going for a refreshing nap. Arrival at our "technical stop" in Albury was preceded by a hilarious exchange between Captain Stevanovski and the tower controller... Let's just say that at one point our controller, sounding impatient, asked our captain: "Do you see the Highway?" to which he replied "Affirmative" So she (the controller) said: "OK, just follow that and call me when you can see the aerodrome" She wasn't taking any nonsense that day.

The first impression of Tyabb on arrival was how neat and tidy the place looks. We taxied straight to the bowser to refuel, and then across the runway to the parking area for visiting aircraft.

The rest of Saturday was spent having a look around the place, watching the locals preparing for the show on Sunday, tidying up their hangars and washing their airplanes.

Sunday morning saw large crowds, in beautiful Autumn weather, starting to file in for the show. The

airshow itself was extremely well organised, with a really magnificent line-up of exquisitely presented aircraft and skilled performers. Indeed, one was spoiled for choice between the static displays on the ground, and the action in the sky above. After the show, as we had the luxury of a Monday departure, we were able to leisurely hang around the place a bit longer. I was quite impressed by the way volunteers and organisers cleaned the place up. In fact, barely an hour after the show there was no indication that the event had ever taken place! A fantastic effort by all involved. The return flight on Monday morning was just as enjoyable, with plenty of aviation banter going back and forth between the occupants. Thanks Dobre and Ben for the pleasure of your company, and thanks to the Peninsula Aeroclub for your invitation and hospitality.

Pablo Depetris



Dobre and Ben, refuelling IGI at the Mornington Peninsula / Tyabb fuel bowser



Sunday morning crowds



Doug Thomas, showing off his Chernov Pelican project



"Bald Eagle" Fighter Escort Wings P51 replica



"Merlin" Fighter Escort Wings P51 Replica



"Hawkeye" Stewart P51 Replica



70% Scale Supermarine Spitfire



Graham Hosking's absolutely gorgeous Ryan STM



Chance Vought F4U-5N CORSAIR (is that Robert Conrad in there?)



The owner of this hangar lives by the old adage: "He who dies with the most toys, wins"



The ROTEC Aircraft Engine Factory



The temporary control tower, during the airshow



Darren Barnfield's classic Bell 47

Historic Mittagong Aerodrome

Constructed in 1944
For use by the Royal Australian Air Force
in defence of the Commonwealth

Now operated by Berrima District Aero Club to
serve the Aviation requirements of the Southern
Highlands

For Membership and Airport enquiries please
Phone 02 48 712580

BBQ Fly-in. Sunday 23 February



Clockwise from top left:

Visiting aircraft line, most from Wedderburn! - New club member Ric Mejias and family, checking out my little plane - Another view of the flight line, with "Bob the Karatoo" in front - Colin Hutchison, Director of Carbon Copies Composites, the Mittagong based company behind the "Electron" all-electric aircraft.

Our thanks to the Berrima District Aero Club for the invitation.

Three Legs

The Approach I made straight in today
I didn't fly three legs
and I lined up on another plane
aimed straight towards my head
Now I saw him on short final
and I broke off to the right
and he came so close to clipping me
that I saw his face of fright
When we finally made our landings
and we sat and had a chat
he said, I didn't fly three legs today
I thought I'd do it flat!

Spin in

Was flying low just for a treat
and spun the thing into the street
I didn't recognise the stall
and dropped it in at Georges Hall

Approach

Approach it seems a little high,
The power throttles back
As I sink into the shapeless void,
And settle in on track
Now the ground comes up to pat me
and the sinking settles down,
And once more I am back at home,
Safely on the ground !

First Responders

We're first responders can't you see
we work real hard we work for free
We give our time we share our skills
to help those suffering bitter pills
We're Volunteers, and there for free
just helping our community
It's what we do to make things fine
just giving others our free time
The thanks we get is there alright
just seeing wrongs get changed to right
It's satisfying knowing we have helped
enrich our community



"From a Firefighters perspective", Photo by Glenda George

RFS Fighting

There's a roaring in the valley
like a steam train bearing down,
as it flies across the tree tops
and licks along the crown
Like fireworks exploding
the canopies aflame
it's racing now towards us
as the forest cries in pain
The creatures they are running
and the birds are flying bye
as the smoke get up to chocking us
and filling up the sky
We are trained and we are willing
and we really have good gear
but our guts are churning over
as we fight back at our fear
Now at the front we make our stand,
we're burning back a bit
To make a line we hope
on time to stop that fire quick
There's Jim who's at the nozzle
there's Mark and Michael too
They're holding down the jumping hose
as the pressures pumping through
I am standing at the tanker,
the tap is in my hand
and I must keep that flow full on
while my mates they make a stand
Now It's raging all around us
but we do not give the ground,
cause we know we are the only hope
for the houses all around
It's dirty work and tiring
and my mask is hurting now
but still I'm breathing clean pure air
while the chaos it abounds
We did it yes, yes we beat it,
it was hard and it was fast,
but we made a stand to save the land
the task we set was vast
The fire it is elusive
at the whim of wind and land
as it rolls across the valleys
and burns the trees that stand
But we know where it is going
and we measure it and know,
where it's next to show its fury
as it rages on the go
Now slowly it's abating
and the embers settle down
and we feel the heat is dying out
on our heady fire ground
Exhausted we retreat now
to put the gear away
and tanker up with water
for that next big callout day

OUR Passing Pals

They were brothers, they had wives
and to us they gave their lives
as they battled with the raging storms of fires
They volunteered to be at the front to fight for me
with the courage and the skill that so inspires
Behind, they left us weeping,
for their legacy we're keeping
for now they're gone, and finally retired
But know we won't forget them
for their sacrifice that made them
those selfless volunteers that so inspired

Greg Ackman

Advertisements

Jayco Westport Caravan for sale
\$19,500 ono.



Camping gear for sale in as New condition \$250



Contact **Steve Pate 0438 676 367**

FOR SALE

Aircraft Trailer converts to box trailer, good condition, new tyres and tubes. Any reasonable offer accepted

Phone: **Peter 0404-878-438**

Hangarage available at N5
from \$200 per month
24 Hr Access
Greg Ackman
0425 355 500

NARCO VOR RECEIVER



Out of **Ian Harvie's** Stinson aircraft
Reduced to sell, now only \$25! (with antenna) Enquiries: **0428 475 769**

1979 GRUMMAN TIGER VH-AVD



\$30K ONO (Restore Project estimated @ \$30K – less with 1/2 life engine)

Total Airframe: 5,050 hrs Engine: time Expired

NGT VFR Panel with DUAL Digital COMMS-VOR Radio / Digital fuel flow meter / 4 x Channel CHT-EGT / MODE C Transponder / Two AXIS Autopilot

Repairs Required:

Replacement Ignition Switch / replacement Engine mount / replacement AH / Engine Overhaul / replacement throttle cable replacement flap motor / repair elevators skin / repaint airframe

For further information contact

Greg Ackman on **0425 355 500**

I have received approval as an **AP (Authorised Person)** from CASA which allows me to carry out final inspections on behalf of the SAAA for the issuance of a Special Certificate of Airworthiness Amateur Built Experimental Aircraft. As part of the approval, I can also sign off Flight over built up areas and IFR for the same certificate. Call me if you need more information.
Armando Papallo
Hangar P2
0418 685 186

Hangarage available in hangar H8 for a low wing aircraft.

Please contact Peter for details

Phone **0412 285 212**

1977 GRUMMAN TIGER VH-IFT \$75K ONO



2nd Owner since 1989 / well maintained with recent 100 hrly

Total Airframe: 4300 hrs Engine to run: 800 hrs with recent Top overhaul plus Replacement Cylinders
Cruise @ 120 kts @ 75% power with 36 litres per hour

5 hr endurance with 3 PAX or 1 PAX plus 154 Kg Cargo

NGT VFR with ADF / Avionics Master / Audio Switch Panel / Dual COMMS / MODE C Transponder / Digital Fuel Computer / Volt-Amp Digital meter / Carby Temp gauge / CHT-EGT Digital meter / Two AXIS Autopilot / Recent install of AvMap EFIS with CAR35 Approval for day VFR

For further information contact

Greg Ackman on **0425 355 500**

Used but fully serviceable
"Concorde" brand aircraft batteries in good condition cheap & located at Wedderburn.

1/ \$100 - small 12volt (RG-25XC)
2/ \$120- large 12 volt (RG-35AXC)
3/ \$150 - small 24 volt (RG24-11)
contact Greg
042535 5500



3 way fridge (12volt, 240volt, gas) for sale \$375.00 ONO
Clive Brookes **0416 241 245**



Stainless Steel Fuel Drum, with pump and flow meter \$500.00
Call George on **0407 416 520**, or email kowalski.george@gmail.com



Bert Faulkner's Tailwind **FOR SALE**

Homebuilt by Bert., first flown 2005
O320 A2B Lycoming engine, approx 1000 hrs to run. ICOM A200 Radio, King KT76 Transponder, Garmin 196 GPS, 2 Place comm. Artificial Horizon, Turn & Bank, Vertical Speed Indicator, Airspeed, Altimeter, Oil & Cyl, Head Temp.
Cruise 150 kts, pleasant at 130 kts @2300.
Call Bert on 0298711799 or berjan@ozonline.com.au

For Sale

Rutan Defiant built here in OZ. Now in Orange NSW. Australia.
Two x Lycoming O-360 A1A 180 HP engines with low hours.
Two x Hertzler Silver Bullet three blade props.
A/P Trio Avionics slaved to Garmin 430 GNS430 GPS.
Avionics Dynon D100 EFIS.
Best Composite A/C and Concourse D'Elegance SAAA 2006
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**FOR SALE 2002 DALLACH
D4B FASCINATION \$23,000**



2002 Model, 2 seater, Rotax 912 ULS
Engine 100hp, TT320h, BRS 5 Emergency
parachute system, autopilot connected
with GPS. Cruising speed 147kn, landing
gear retraction system, imported. No
rego. Located at Wedderburn.
Contact: **Michael 0414 089 280**

Zenith CH 300 (Tri Z) amateur homebuilt - poa. Has fresh annual. Zero-timed
O-320 Lycoming 150 HP. Brand-new Sensenich prop. New tyres and tubes. Brakes and
oleo fully serviced. Fresh W&B. Aircraft registered as 4-seater although the rear bench
seat has 95 kg limitation, meaning best suited for one adult or two kids. Dual controls.
New EFIS (with option to fit auto-
pilot). NVFR category.
Reluctant sale due to medical. Cur-
rently hangared in Wedderburn, and
hangarage negotiable for members.
Ring **Srini 0438 537 738** for
enquiries.



FOR SALE HANGAR A1 Best offers over \$185 K

Large steel frame Hangar 13 wide x 17 deep x 7 high containing a Ground Floor Area of 234 m2
and Upstairs Mezzanine Area of 65 m2

Suitable for minimum of two aircraft or a medium twin there is also a separate workshop with
two roller doors and an elevated loading dock. The Mezzanine is developed into a self-contained
living area including kitchen, lounge & bunkroom. Power is reticulated throughout including
power points and extensive lighting.

The mezzanine could be expanded by another 130 m2 if required. A 13 meter x 2.7 meter rear
deck has been approved as part of the development plan.

Located opposite the Clubhouse and 20 meters from the Fuel Bowser this site has both front and
rear access. Concrete hard stand is provided at the hangar doors and direct access to the runway
is only 30 meters away. Plans have been approved by the Club & Wollondilly Shire and currently
lodged with the Department of Lands for final sign off.

Inclusions:

Ground level:

Water Tank / External LPG GAS HWS / Shower Booth / Toilet / Vanity / workshop area / some
benches / storage shelving / 12 volt solar power system / external 240 vac generator

Upstairs:

Fully Equipped Kitchen reticulated for hot & cold water / Carpeted & Insulated open plan living
area / all fixtures and fittings including all utensils and stored items in cupboards are included /
Lounge area Furnishings including wood heater / dining table & chairs / lounges / upstairs beds
& bedding for 6 x people / sideboard & bookcase units.

Further information including Market appraisal and approved plans contact Greg 04 2535 5500
or hunter@mobileone.com.au



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