

THE NSW SPORT AIRCRAFT CLUB

NEWSLETTER



June - July 2019





Editor's letter

Hi everyone, how are you?

In this bumper 20 page issue, Secretary **Jock Anderson** reports on the goings on at the NSW SAC, Lifetime member and Newsletter Freelance Correspondent **Dave Rittie** presents on our April Fly-In, and remembers recently departed member Alan Wood, new members **Graham and Lisa Harvey** say hello to everyone, Committee member **Martin Russell** sends an account of his recent trip to the Red Centre with his wife **Deb**, we cover the Holbrook Easter Fly-In, Wings Over Illawarra, Rylstone Celebration of Aviation, plus some upcoming flying and Club news and events.

It has been a busy period for your Editor these last two months, with the Fly-In season in full swing, plus helping organise our own Fly-In. The weather is now settling into a nice dry winter, with plenty of cold, dense air to keep the cylinder heads happy and the wings lifting... (remember the rho in the formula?) There are still some events happening and plenty of places to go (see page 4) so get out there and enjoy some winter flying!

Warm regards,

Pablo Depetris

Calendar of Club events:

Social Work Day: Saturday 15 June, 09:00 at the Clubhouse
Contact: Jason Camilleri, 0404 032 027

Wedderburn High Tea: Saturday 15 June, 14:30 (after the workday)
Contact: Glenda George 0427 921 343

Committee Meeting: Sunday 11 August 2019

The NSW Sport Aircraft Club Newsletter

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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.

Postal address
PO Box 450 CAMPBELLTOWN NSW
2560

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
Paul Bennet Airshows ' Grumman Avenger visits Wedderburn for the April Fly-In
Photo David Rittie

From the Secretary's Desk

First, some matters of housekeeping:

Title on Hangars

It has come to my notice recently that when hangars have changed hands, they have done so often without formal title. The club does not keep formal records of whom owns what. We only keep records of whom is the lessee of a hangar site. Some of you have provided me with legal evidence that ownership has been transferred from one to the other, usually from a deceased estate. I mention this only because there may be legal or tax or stamp duty implications when an asset is sold or transferred. I understand that Capital Gains Tax does not apply to assets acquired before 1983, but how many of us have evidence that our asset was acquired before that? Also, in the event of an ownership dispute, how many can prove ownership? The Club might be able to help by saying that so and so is the lessee of the site but it has no real record except the memory of some of us and some club records. Members should perhaps consult their financial advisers about these matters.

Hangar Site Waiting List

The hangar site waiting list has not changed since the previous newsletter. Any member who feels that there is an error on this list should feel free to contact me to correct it. Can I say again for the newer members that this is not a waiting list for hangars... it is a waiting list for Hangar SITES only and there are none proposed on the committee's horizon at the moment.

Trees

Members are thanked yet again for not cutting down trees. There are circumstances when trees can be cut down but permission is always needed from Wollondilly Shire Council, Department of Lands and the committee. We do not want this airfield to look like YSBK.

Unfinancial members

The Treasurer has recently asked me (yet again) to issue notices to several members who are unfinancial. Phill has already got his work cut out to send invoices out to over 300 members every year. Having to chase up those who are unfinancial is a job for someone above his pay scale but he does it anyway. It is particularly irritating when he is simply ignored, even after several reminders. The Club has therefore taken legal advice and the procedure (in accordance with the constitution) now being followed is:

A Default Notice will be issued. It will look something like this:

Date xx/yy/zz. Dear Member, Notice of Default to pay Membership or Hangar Licence Fees. It is a condition of membership of NSW SAC that fees are paid within two calendar months of falling due. Your fees fell due on 1st February. Clause 3 (c) of the Club's bye-laws state as follows:-
c) If annual subscriptions and/or charges remain unpaid for a period of two calendar months after they become due then the member may, after notice of the default having been sent to him/her by the secretary or honorary treasurer, be suspended by resolution of the committee and his/her name be removed from the register of members, provided that the committee may reinstate the member and restore his/her name to the register on payment of all arrears if the committee thinks so to do. The next notice will be a Breach Notice. As your fees remain in arrears beyond the prescribed date please be advised that, if the outstanding fees remain unpaid beyond one month from the date of this letter your name will be removed from the Register of Members. You will be required to divest yourself of any hangar of which you are a licensee and return your keys. This letter is that Notice of Default.

Should there be no response to this letter of Default in the prescribed time, a Notice of Breach will be issued:

Dear xx/yy, Breach Notice - Failure to pay Membership or Hangar Licence Fees. It is a condition of membership of NSW SAC that fees are paid within two calendar months of falling due. Your fees fell due on 1st February. Clause 3 (c) of the Club's bye-laws state as follows:
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This notice is final and not open to review. Those of you who have received these notices recently should realise that they are a job for someone above my pay scale. The committee has no further patience with those who do not pay and waste the time of those who give their time free of charge for this club. Please pay your subs when due without wasting the time of the Treasurer or other Committee members. Here endeth the Lesson



Gardening club

Members are reminded about **Lloyd Shepherd's Gardening Club**. The next meeting will be in the clubhouse at 7.30 pm on 31st June 2019. This month, **Lloyd will be talking about "African Love Grasses"** Please remember to bring a trowel and rubber gloves.

Finally,

Until Next time:

Fly Safe!

Ken Queen



It is with great sadness that the club notes the passing of Stephen Dines, on 23 March 2019 and Alan Wood on 13 May 2019, both great friends of the Club.



Upcoming Flying Events

Moree Aero Club 70th anniversary fly in

Sat 22, Sun 23 June

Moree is celebrating 70 years of continuous operation

All welcome to join us

Contact B. Crosby 0428 526 010 or check out the

[Moree Aeroclub Facebook page](#)



Grafton Wings and Wheels Open Day

Sunday 23 June

South Grafton Aerodrome, NSW

Visit <http://graftonaeroclub.com/wings-and-wheels> for more information

AOPA Australia Funflight 2019

Saturday 27 July, Bankstown Airport.

A huge day for children and families at Bankstown Terminal. FunFlight brings together disadvantaged children and gives them and their families an experience of a life time – a flight in a light aircraft.

More information: [HERE](#)



AIRVENTURE AUSTRALIA



The great Aussie fly in

AirVenture Australia

20-22 September

Parkes Regional Airport

Visit the [website](#) for more information

PARKES REGIONAL AIRPORT
Friday 20th – Sunday 22nd September 2019

AusFly, a relaxed, traditional Aussie fly-in event where aircraft owners, pilots, builders, industry supporters and enthusiasts come along and soak up the true spirit of Australian general aviation is taking place at Narromine Airport, NSW. For more information visit their website:

<https://ausfly.com.au/>

AUSFLY

All Aviators Under One Sky



MEET NEW MEMBERS GRAHAM AND LISA HARVEY

Hi Everyone, we're new members!

Do you remember your first encounter with a little aeroplane? Lisa remembers hers. The door was missing. The plane had passed through clouds before the man with a parachute jumped out. The pilot yelled "hang on" and he turned the plane down toward the tops of the clouds, and followed the jumper. She was about 15 and didn't stop giggling until she landed.

Graham can't remember his because he'd been making little models since before he can remember. He wondered why little airplanes - DC3's and Piper Cubs and Aeroncas (and others) had straight wings and rounded tail feathers? What mysterious aerodynamics were involved, or did the designer simply want the airplane to be really pretty?

We both moved to Sydney and married and we both started learning to fly at the Royal NSW Aero Club. We were both having great fun taking lessons, until we signed the mortgage. Some things had to wait.

Graham eventually got his PPL and building a plane was his idea. He applied his scientist training and critical mind to pondering what plane to build. We visited many SAAA Fly-ins starting with Mangalore, and airports all over Australia, and in Europe when we lived there, gathering data for the important decision, and to swap tales with airplane geeks.

Finally, we landed on a Glasair - sleek, fast, strong, and with impeccable manners. We ordered a kit, built a garage to fit the wingspan (or so we thought) and we waited.

It turned out to be the kit that nearly didn't arrive. Stoddard Hamilton was in trouble and our kit left the factory only 2 days before their doors closed

forever. Others lost everything. It was four weeks after the company folded before we knew where the kit was, or whether we even had one. When it finally arrived, we did a detailed inventory and ended up with a list of expensive parts that had not. But we had most of it, and we could get started with the building.

And now, after 19 years of work, rework, as much mind work as hand work - experimental to the power of thought - she has almost transformed from a big box of parts to a beautiful aircraft. Painting, interior and testing are all that she needs before we introduce her to the sky.

Graham has done most the work, learning new skills, building with persistence, precision and care. He has worked with a patient focus on detail, and with an eye to the shape and speed of the final result. But, it really has been a team effort. Building a Glasair is not possible without a partner's support (and cloth cutting and first aid skills).

Despite the long build, our passion for flight has never wavered, even with the distractions of life on Earth. We've visited Oshkosh seven times. We've flown as much as the building budget would allow. We've built and built and built.

Joining NSW SAC is a milestone for us. It is the start of the final phase of the building journey and the beginning of the next chapter of this story. The dreams have been a passenger to the build. Now the dreams can become plans as we finally slide into the pilot seat. Yahoo!

Graham and Lisa Harvey
Fifi (VH-FFI)



Flying smiles



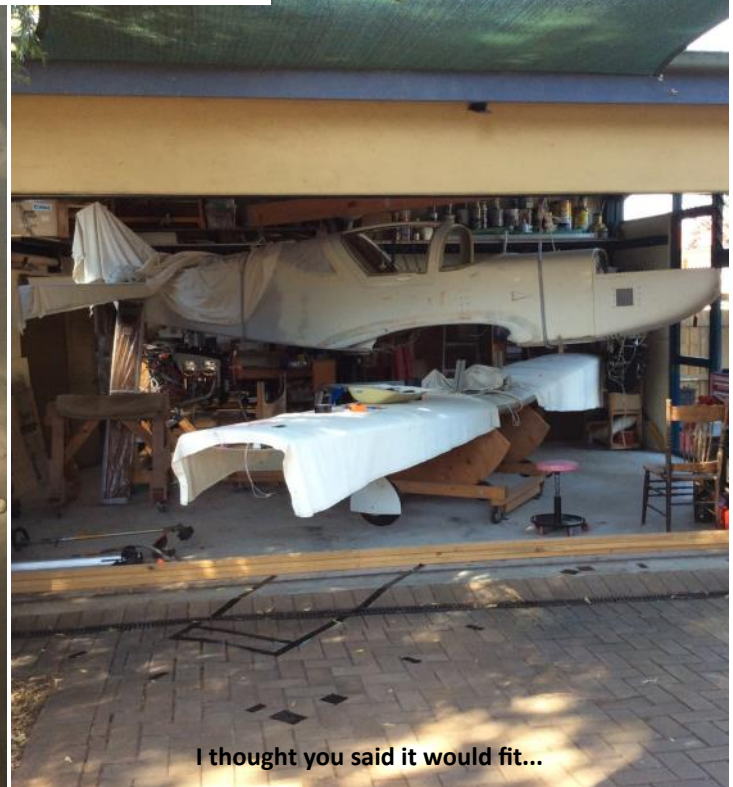
More flying Smiles



It looks like an airplane!



Reflecting on flying



I thought you said it would fit...

"The Rock" By Martin and Deb Russell

Last July, Deb and I took 8 days to fly to Uluru in our RV7 ("Jaffa" or "Our magic Carpet") which at the time had been flying for just a little over one year. This was to be our most ambitious trip to date. Our planned track was Wedderburn->Cobar->Broken Hill->Leigh Creek->Coober Pedy->The Rock->Kings Canyon->Alice Springs->Birdsville->Longreach->Charleville->St George->Wedderburn.

Weight and Balance

A day prior to our departure we spent some time getting the weight and balance right. Our RV is quite light and the CG is a bit more aft than I would like without the additional weight in the nose of a constant speed Prop. With 35 kg of luggage, spares and tools, and given that we were flying into a designated remote area and were required to take adequate water, the calculated CG was getting very close to the aft limit. So how to bring some weight further forward? The solution was to pack about 5 kg of water and some oil just ahead of the front spar behind our legs. This was enough to put that weight very close to neutral CG point.



Where to put all that water?

Broken Hill

First leg was Wedderburn to Broken Hill with a fuel stop and a stretch of the legs at Cobar. Our refueller at Cobar was very welcoming and friendly indeed. After a long chat, he pointed us in the direction of the little terminal building which was very clean and tidy complete with free tea and coffee. En route to Broken Hill we made a slight diversion to see the Menindee lakes. Not quite as impressive as when I'd flown over them 8 years ago when there was much more water around. I'd already planned on landing on the gravel (14/32) runway at Broken Hill due to the 20 knot north westerly. Once on the ground we found a nice spot in the GA parking area and tied her down pointing into the wind (more on that later). Conversation with the taxi driver on the way to the motel was all about how dry it was and how her 4 year old grandson had never seen rain. This fact was certainly borne out by the way the landscape changed between the eastern and western edge of NSW that we'd flown over that day.

Wind !

Our plan had been to stay overnight at Coober Pedy in an underground motel the next day, however examination of the forecast for the next morning revealed 40 knot headwinds in our path at all altitudes and severe turbulence below 8000'. Doesn't sound like a pleasant days flying. A peek at WindyTV added further confirmation of the BOM forecast so it was decided to stay on the ground that day in Broken Hill. And it was a great day! A leisurely breakfast followed by a walk up to the miners memorial and taking in other landmarks around Broken Hill... A visit to Jack Absolom's gallery to view his remarkable Australian landscapes and exquisite opal collection topped off the day very nicely.

BIG Flying Day

Today was going to be a BIG flying day. Our bookings at the Ayers Rock resort for 2 nights were immovable so unfortunately Coober Pedy became just a fuel stop rather than an overnight stay in an underground motel. Up at 4:30, out at the airport by 5:30 meant that it was almost too dark to refuel (oops). I'd made the amateur mistake of not refuelling on arrival at Broken Hill. In the 1 degree C morning and darkness, we waited for the first glimpse of sun to illuminate the taxi way so that we could go and get some fuel. Taking off from Broken Hill and heading west just after sun up was a great thrill. Over the top of Silverton and the next stop was Leigh Creek for fuel. Heading into South Australia towards the Flinders Ranges the landscape is just extraordinary. It is simply mesmerizing. I had been out this way once before in a light aircraft flying to Andamooka and on to Lake Eyre but Deb had not. She was stunned by its stark beauty and I found myself appreciating it all over again through her eyes.



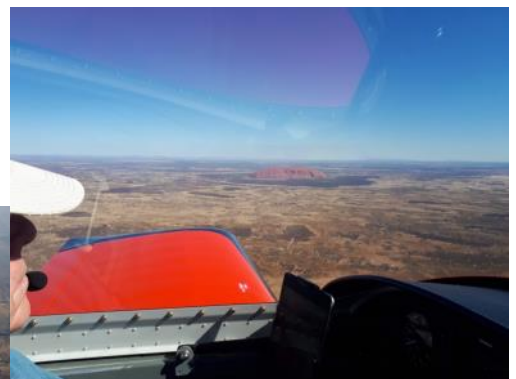
The Flinders ranges.



Inbound - Leigh Creek.

Where's that Rock gone ?

Shouldn't we be able to see it by now? Surely 50 miles out, a rock that big? After discounting the feature known as "fooluru" we kept looking for the rock. Tracking in from the south east there was an enormous grass fire in the direction of our track. As we approached, I attempted to bypass the smoke and finally the rock came into view. There it is! When I called the Ayers Rock airport manager from Coober Pedy earlier that day, he asked me to call inbound as early as possible so a call to "Rock Radio" 25 miles out was met with the friendly voice of the controller who made me aware of the inbound and outbound traffic from Ayers Rock airport to "The Rock" and "The Olgas" as they are known to the aviation community. From there a reasonably easy inbound leg to the circuit. After a long day, we were relieved to find that we were still in time to pick up the hire car we'd booked.



The rock appears

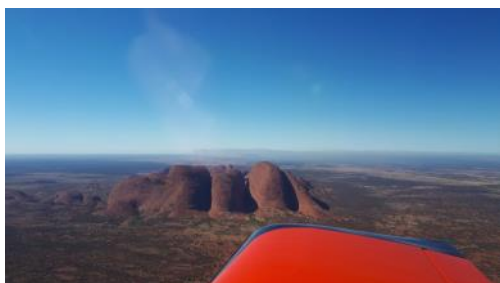
"The Rock" and the Olgas

On the ground, the walk through the Olgas was brilliant as was the sunset viewing of The Rock. Even though the rock is iconic and the ever changing colours at sunset are magnificent, the Olgas is an equally spectacular land form. We did a 2 hour walk in the Olgas through some amazing canyon like features and stopped for lunch half way. Even though we carried water for our walk, we found that water had been made available at various stops along the way as in the summer months, dehydration can be a real danger. The pleasant 23, 24 degree C temperatures of the winter months make it an ideal time to travel to these areas. The next day, we did

the 'standard' ERSAs scenic flights around The Rock and the Olgas before tracking overhead King's Canyon and then on to Alice Springs. I was a bit busy trying to maintain the correct altitude and spacing from the Rock to fully enjoy it but Deb certainly did. About 20 minutes out of Ayers Rock, Lake Amadeus came into view... Stunning! After having missed out on viewing Lake Eyre due to our long flying day, this was a huge bonus and gave Deb an opportunity to see a highly intricate salt lake from the air. We're a little sorry, that we didn't incorporate a stop at King's Canyon this time round... always next time :-)



The Rock scenic



The Olgas scenic



Lake Amadeus

High Vis is King

Not only is a high vis aircraft paint job useful, but high vis jackets around busy class D airports are a must. The locals in the little trucks with the flashing orange lights love it.



Ringin' Around

I got into the habit of ringing the airport manager before each stop I was planning to make, just to ensure that the bowser was operating correctly or that any other detail about the airfield hadn't been missed. Your ERSAs certainly details as to who

has 24 hour AVGAS etc. but talking to someone on the ground before you arrive, even if it's only a 20 minute stop for fuel, can be very reassuring when it's 300 Nm between fuel stops. For Ayers Rock, the call was mandatory with 48 hours notice as spelled out in the ERSAs.

Mixing it with the Big boys

Ayers Rock and Alice Springs are both class D airports which see a lot of traffic from big jets. International flights fly directly into Ayers Rock (as distinct from "The Rock"). The controllers at both of these airports were very helpful. I reported "unfamiliar" at both and they did their best to assist us. Interesting tracking into Alice Springs from the west with Pine Gap restricted zone about 1 mile off your track to the left. With all those fancy satellite dishes, I'm sure they were listening out for us. As soon as we got on the ground at Alice Springs on that huge runway, ATC instructed us to follow the safety car to our parking spot. It was hilarious trundling past all the Qantas jets in our little RV to get to the GA parking. Once there we had a good chat with the friendly airport manager who was driving the safety car.



Trundling past the big jets - Alice Springs



Parking - Alice Springs.

It doesn't get more outback than Birdsville

Taking off from Alice Springs and tracking directly to Birdsville over 100's of miles of desert was amazing. After 2 hours flying we had a lunch stop at Birdsville's legendary pub, followed by a walk over to the bakery, then back into the RV for another 2 hour leg to Longreach flying over the extraordinary Queensland channel country.



Turning downwind - Birdsville



AVGAS Anyone?

Qantas Founders Museum

The Qantas founders museum is a must if you're in Longreach. Essential viewing for all aviators and just anyone interested in our outback pioneer past. The cafe there is excellent too. We had a great breakfast at the founders museum cafe before departing for Birdsville. On the way home from Longreach we stopped at Charleville for fuel and then St George in Qld overnight. The motel we stayed in at St George was good enough to come and get us from the airfield and also to drop us back there the next morning.



Longreach

So, barely a year after the first flight, we're off seeing this extraordinary country in our magic carpet. All up, about 3000 nautical miles and 22 hours flying time. My dream while building my RV7 was always to fly around Australia which we will do eventually. What a great privilege and thrill it was to be able to do this trip.



Martin and Deb Russell.

Holbrook Easter Fly-In 2019



The NSW SAC Fly-in. April 2019 By David Rittie

Because the previous fly-in to Wedderburn was deemed to be such a success another one was organised for Saturday 27th April. As always, some set-up preparations were needed prior to the planned fly-in. There was a strong contingent of keen volunteers who helped prepare the airfield for the big day. These dedicated members were rewarded with a free BBQ dinner on the Friday evening.



The Friday evening BBQ



Set-up preparations in progress

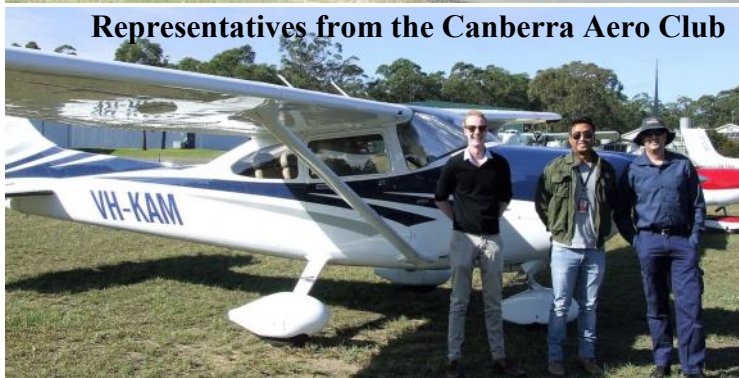
On Saturday, the weather gods were kind, and provided a clear and warm day for this event.

Many club members dusted off their aircraft and brought them to the aircraft parking area to display them for the visitors. Many more were up demonstrating their aircraft and their skills in the air, and others were taking visitors for a joy ride.

There were many visitors who flew in for the day. They were warmly welcomed, and some stayed for the whole weekend.

One of the more impressive aircraft was the Grumman Avenger which was flown in by Tim Dugan, and whose picture appears on the cover of this newsletter.

The mighty Avenger on arrival



Representatives from the Canberra Aero Club



Ian Warburton (SAAA Monaro) arriving from Canberra

We were honoured by the visit of Ian Warburton, SAAA President of the Monaro Chapter 26, who flew in from Canberra in the Piper Cherokee. Also from the Canberra Aero Club were Dominic Hill, Rae Kyaw-Kyaw and Jason Moore who arrived in the Cessna 182.

All were delighted to see the arrival, and later, the departure of the glider and tow plane from the Camden Gliding Club, which were both piloted, alternatively, by John Sharpe and Richard Shemtob, who were also joined at Wedderburn by a handful of other members from their club.



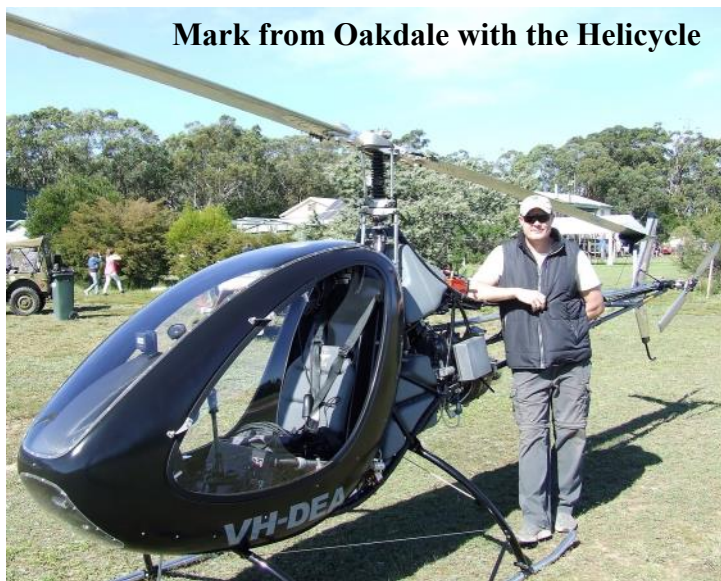
Glider and tow plane from Camden



One of the more unusual exhibits was the Helicycle gas turbine powered single seat helicopter flown in by Mark from Oakdale, who took pride in demonstrating the aircraft's abilities.

However, if there was a prize for the longest visitor's flight of the day it must go to John Green in the Cessna 310R, who came all the way from Lord Howe Island. Well done John.

Mark from Oakdale with the Helicycle



John Green from Lord Howe Island



Apart from all the visitors, members of our own club did us proud on the day.

Gary Weeks, in his very slick Lancair Legacy 550, flew in formation with Tim Dugan in the visiting Grumman

Amongst many other visitors was Dean Hoye who arrived in his Yak 52, and who parked alongside Peter Scott's Yak.

Dean Hoye's (at left) and Peter Scott's Yak52s



The historic Tiger Moth, VH-BGC, dropped in from the Luskintyre Flying Museum.

The Tiger Moth from Luskintyre



Gary Weeks with his Lancair Legacy



Avenger. Sam Randazzo had his Lancair IV out and about, and Gary Burns trotted out his pride and joy, the very beautifully restored Lancair IV.

Richard Thompson showed us his Twin Pioneer when he started the engines (exhibiting the mandatory oil smoke), and he also flew his impressive Twin Commander.

Bob Priddle did many joy flights for his visitors and for some strangers, probably more than anyone on the day.

The Twin Pioneer with the mandatory smoke on start-up



Richard Thompson with his Twin Commander



Robert Priddle (at left) with friends



Armando Papallo displayed and flew his unique Zenith Gemini twin prototype, but the smallest aircraft from our

Armando Papallo flying the Zenith Gemini



club, the cute little Cri-Cri, was displayed by Chris Willis.

Chris Willis' Cri-Cri on display



Phil Ayrton put his newly completed "Rocket" on display, with the very unique curly-swirly spinner, and Bruce Nash was willing to show us his well presented RV4.

Phil Ayrton and his new "Rocket"



Bruce Nash and his RV4



The members of the Wedderburn Rural Fire Brigade did the catering





The members of the Wedderburn Rural Fire Brigade provided the catering for the event, making good use of the club's BBQ facilities. Glenda George, also of the Wedderburn Rural Fire Brigade, was at the gate to welcome the drive-in visitors.

Glenda George

All proceeds from the donations at the gate and from the catering were donated to the Wedderburn Brigade.

Recreation Aviation Australia was well represented as Michael Linke and Michael Monk conducted a very well at-



Michelle O'Hare in the RAAus display



tended forum in the clubhouse, while Michelle O'Hare and mum Norma, worked at the Youth Activity marquee in the clubhouse forecourt.



Peter Hodgens and the US Army Jeep

Peter Hodgens, disappointingly, lost his treasured US Air Force hat whilst displaying his US Army Jeep during the event, and David Rittie appeared briefly riding his historic Penny Farthing high wheel bicycle.



Jock Anderson

Thanks must go to all those who worked all day to make the fly-in such a success. Those worthy of note included Kevin Haydon, Dave Perry, Michael Kennard, Kevin Perry and Jock Anderson (on the PA) to name just a few.

The well prepared and successful Saturday evening meal was masterminded by June Nicholson to the enjoyment of all who attended.

When asked about the success of the fly-in, Peter Hodgens commented that there had been 'none better'. Congratulations go to all who put their aircraft on display, those who flew on the day, and all those who contributed in so many ways to the success of the fly-in.

David Rittie



Above: Michael Kennard, Dave Perry and Kevin Haydon, who gave valuable assistance all day

The members of the Wedderburn Rural Fire Brigade would like to sincerely express our gratitude for inviting us to run the BBQ and the gold coin donation at the gate.

The funds raised on this very successful day generated close to a massive \$1500 which was awesome.

These funds are now in our bank account and will be utilised for incidentals that the Rural Fire Service does not supply. In simple terms our position as volunteer fire fighters will be positively enhanced by this amazing generosity and it could simply mean buying bottled water to stock up 4 trucks among other important pending items that need to be purchased in terms of facilitating safety outcomes in extremely dangerous firefighting activities.

We are forever grateful that you gave our Brigade this opportunity again this year.

A huge thank you to Eddie, who was a pleasure to co-ordinate with.

Regards

Glenda George



RAAus is active in supporting the future of aviation in Australia, and their scholarships are just one of the ways that they support the industry. The RAAus Scholarship program supports the dreams of young aviators, maintainers, instructors, and financially and geographically disadvantaged Australians looking to start a career in aviation. At our April Fly-In we were

delighted to be able to donate \$3,000 on behalf of the NSW Sport Aircraft Club to the RAAus Scholarship program. Pictured above (left to right) are RAAus CEO Michael Linke, RAAus Chairman Mick Monck, NSW SAC Treasurer Phill Lee, RAAus Youth Ambassador Michelle O'Hare, NSW SAC President Pablo Depetris, and Michelle's mum, Norma O'Hare.

Wings Over Illawarra 2019 in pictures



RYLSTONE CELEBRATION OF AVIATION

18 MAY 2019



The Day Parking Area

Richard de Crespigny, speaking on Resilience



Dick Smith with Rob Mangan, opening the new Rylstone Skyfuel Bowser



Steve Cohen, kissing the ground after an interesting landing



A very successful Celebration of Aviation. Thanks to Rob, Ray, Paul, and all the people that contributed to make this a great event.

Club News



Right after
the Social
Workday!

You are invited to

High Tea

15 June 2019 at 2.30pm

Cost \$20.00

Contact Glenda 0427 921 343

R.S.V.P. 7 June 2019

Live music by Ron Ashton



An adult Carpet Python seen on our access road.

Photo by Steve Pate



Digital

Tracked, traced, and databased,
my life is theirs to poke and paste.
Orwell said that it's to be,
a world devoid of privacy.
No more alone, no more at peace,
cause now there is the thought police.
Digitised and filed and taped,
all my life is theirs to take.
Sold and traded, its not funny,
all for worship of more money.

Greg Ackman

A farewell to Alan Wood



Alan Wood was born in August 1922. At school (and in later life) he was known as a mischievous larrikin but with obvious engineering skills. He left school at age 15 and then built a single seat glider, and then a two seat version. In 1938 he went to work at Adastra Airways.

In 1939 Alan enlisted with the RAAF, hoping to be flight crew, but became an aircraft fitter working at Richmond's #2 Aircraft Depot (2AD). At about that time, aged 17, he met Merle and married her in 1943 when he was 21.

After the war Alan worked for Butler Air Transport during which time he converted six C47 military aircraft into DC3s for commercial airline use. In 1954 he joined the Redex Team for the Round Australia Trial, and in 1960, after saving up enough money, visited 28 countries on a cruise with his young family.

Alan worked for the Victor Aircraft company for its entire existence from 1960 to 1966 and, as production manager, was often

referred to as the "Chief Re-designer". With his extensive knowledge of the aircraft, he became a long-serving and key member of the Airtourer Association.

Alan learned to fly and did his first solo flight at age 40, achieved an aerobatic endorsement soon after, and then flew and continued servicing aircraft well into his 90s. When Hoxton Park closed he joined our club in 2009 as Member Number 625, and was an active Freemason for 79 years.

Alan Matheson Wood passed away on Monday 13th May 2019. At his funeral, the chapel was overflowing with his friends and family, along with over a dozen SAC members being present. He was described as "unique" with the full meaning of the word, and he was always willing to share his considerable knowledge. In his own business, Hoxton Park Aviation, he was known as being a gentleman first and a businessman second.

Alan has joined his late wife, Merle. He leaves behind his daughter,

Anne, his son and daughter-in-law, Graham and Lorraine (both SAC members) along with a large, loving and growing extended family. He also leaves behind his pride and joy, his Victa Airtourer, VH-POB, which he often stated stood for 'Poor Old Bastard'.

We will never forget Alan's smile and his joyful nature.

David Rittie

My thanks go to Graham Wood for sharing much of the detail contained in this article at the funeral, where he spoke so eloquently about his dad.

***Alan and Merle Wood at Wedderburn
(circa 2015)***



Advertisements

Bert Faulkner's Tailwind **FOR SALE**



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

Hangar Space Wanted

I'm a pretty Glasair Super 2 RG undergoing
final assembly and I need a cosy home. Do you
have some hangar space? If so, my friendly
owner/builders Graham and Lisa Harvey would
like to hear from you. **Contact Lisa on 0403
079 850.** After many years building, we are all
looking forward to some serious flying fun!



1 pair of **wheel fairings for sale.**
The same shape & size as the early
model Cessna 150 and
measures 26" long x 7" wide.
Never been used and still in original
box.
Part Number: MF-1A
Price: \$400.00 / pair
Email Peter at:-
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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.
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FOR SALE 2001 X-AIR \$12,000

2001 model 2 seats TI
217h, Rotax 582 engine, 60
litre tank, 3 blade Brolga
prop, 60 kts cruise. Rego till
December 2019, UHF & VHF
radio, landing sensors,
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aircraft for cheap fun flying.
Selling because I am build-
ing a new plane.



←← Jabiru 1.6 engine with propeller.
Approx. 500h TT. \$1500



Jabiru engine mount to suit X-Air \$300→→

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Advertisements

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HANGAR SPACE WANTED

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Hangar C6 For sale by tender

Large enough for two aircraft. (140 m²)
Concrete floor and apron.
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Or at jock-anderson@bigpond.com

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Aircraft Trailer converts to box trailer, good condition, new tyres and tubes. Any reasonable offer accepted
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Hangarage available at N5
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24 Hr Access
Greg Ackman
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Rob Priddle's Maule

MAULE 180T, M7, damaged, air frame needs some repair along with one wing, has log books, no motor or prop,
\$17,000 ONO

Bob Priddle
0419552194



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

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Greg Ackman on **0425 355 500**

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 G meter, 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.

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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

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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

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**FOR SALE 2002 DALLACH
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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**

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Hangar to **BUY** or **RENT**
To fit a Cessna Cardinal 177B
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Petrol powered **Aircraft Tow-Motor** suitable for small aircraft. \$250
8 inch 415 volt 3 phase industrial **Bench Grinder** on stand, requires new power lead and plug, otherwise good condition, free to a good home

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1994 REGENT 18FT CARAVAN FOR SALE

Rego to January 2020

12 volt Solar system, 3 way fridge, 4 burners and grill Gas cooker, Radio, TV 240/12volt with built in DVD player, Annex

Electric brakes, plenty of storage

\$13,700



Please call **Craig Cullinger 0417 060 589**

Craig is President of Tumut Aero Club – Caravan located in Tumut.

Hangar rental space available

(approx. 15m x 12m) in hangar H2 at Wedderburn

Contact: **Ferris Kauley**
rotorfk@gmail.com