

# THE NSW SPORT AIRCRAFT CLUB

## NEWSLETTER



*June - July 2020*





## Editor's Letter

Hi there:

In this issue, you will find a report by Club Secretary **Jason Camilleri** on the goings on at the NSW SAC, **Dave Rittie** pays tribute to Jock Anderson, **Mal Kains** sends an interesting article by **Mark Newton** on the recent Stooze Formation Sydney Airport air-raid, **Mike Jorgensen** on mingling with formations in the circuit, and finally **Margaret Adams** sends a eulogy for Patricia Cramp-ton.

Thanks to prompt and decisive action by our government, the impact of the SARS-CoV-2 virus has been kept to a minimum in our Country. As activity slowly returns towards normal, we need to keep vigilant and continue to follow all official recommendations, as the hazard is still present.

The last issue was distributed only by electronic means, as the risk of physical distribution was deemed unnecessary at the time. I'd like to thank everyone for your patience and understanding, and I'm happy to announce that we are returning to the printed version, for those who receive it that way, as of this issue. I hope that you enjoy the read.

Please stay safe. Kind regards,

**Pablo Depetris**

This is a poem frequently recited by Jock as he was leaving  
anywhere or going to bed...

### The Lake Isle of Innisfree

I will arise and go now, and go to Innisfree,  
And a small cabin built there, of clay and wattles made;  
Nine bean-rows will I have there, a hive for the honey-bee,  
And live alone in the bee-loud glade.  
And I shall have some peace there, for peace comes dropping slow,  
Dropping from the veils of the morning to where the cricket sings;  
There midnight's all a glimmer, and noon a purple glow,  
And evening full of the linnet's wings.  
I will arise and go now, for always night and day  
I hear lake water lapping with low sounds by the shore;  
While I stand on the roadway, or on the pavements grey,  
I hear it in the deep heart's core.

WILLIAM BUTLER YEATS

## The NSW Sport Aircraft Club Newsletter

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**Wedderburn - Napper Field is located** ap-  
proximately 15 Km South of Campbelltown.  
Head South on APPIN ROAD, Left at WOOD-  
LAND 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 submis-  
sions for length, clarity, and to prevent libel.  
The opinions expressed herein are not neces-  
sarily endorsed by the Editor, Committee, or  
Members of the NSW SAC, unless expressly  
stated.

**Cover photo**  
Stooges #2 #4 and #3 in echelon-right, for a  
formation arrival at Wedderburn  
Photo: Anne-Marie Seve



# From the Secretary's Desk

It came as sad news that we heard of the passing of Jock Anderson in late May. Jock was a true fighter, and he bravely fought till the very end, always more interested in how the club was doing than his own situation. Jock will be dearly missed, and our thoughts go out to his friends and family. It was a sad day, and just writing this now brings a tear to my eye... Jock also being a great man, did many wonderful things for this club, and a bit of his life story can be read further in this Newsletter through a great article written by David Rittie about Jock.

I'd like to take this opportunity to thank Pablo for sending the link online to members giving them the opportunity to watch Jocks service from home. This was a wonderful thought given the restrictions we are currently facing.

I just don't have it in me tonight to write the Secretary's report after Jock's passing, but Jock's true spirit will guide me through, so here goes...

The Committee has been in full swing, with a total of three Committee meetings since elections, and another one to be held on Sunday the 21<sup>st</sup> of June at 09:00 in the Clubhouse. The new Committee members are settling in well, and it's great to see some keen new faces.

What's been happening in your club?

We'll, it's actually been a little

quiet these last couple of months, I think this Covid-19 has been a bit of a pain, and with restrictions easing, I've never seen the airport as busy. It's awesome to see aircraft waiting in line to take off, a sight that's been pretty rare up to a few weeks back.

Murat Winter has accepted the job offer as the new Workday Coordinator which should hopefully resume shortly as the restrictions lift further. I look forward to seeing Murat in full swing at the workdays. Christian Alexander has taken on the role of Compliance Officer, and has agreed to help Peter Lightbown with his role as new member Coordinator. Dobre Stevanovski has taken on the role as our Major works Coordinator. Good one gents!

Our Caretaker has done a wonderful job in fixing the roof above the men's toilets in the Clubhouse. I thought this was going to be a small job, but that Clubhouse has been there for a long time, more so the roof has been on it longer. Steve carefully peeled away years of rotting timber and rusty roof sheets, and did his magic. We now have a leak-free roof. Thanks Steve.

Also, if you've seen Steve shivering lately it's because he's cold, not just cold, bloody Wedderburn freezing! So, he kindly asked the Committee for a wood heater to be installed at his residence. How could we refuse...!

There has been good progress with the purchase of YWBN, and the help of an experienced



facilitator to assist us in securing agreement to purchase the field has been beneficial. The Committee after much hard work have been informed that the purchase process is advancing well. Watch this space.

Lastly, see below the current Hangar Site Waiting list:

1. Mal Kains
2. Martin Russell
3. Kevin White
4. Michael Petersen
5. Jeff Parsons
6. Malcom Smith
7. Chris Clark
8. Matt Segafredo
9. Michael Kennard
10. Sasa Kukrka
11. Anthony Johnston
12. Ollie Geraghty
13. Errol Pillemer H
14. John Taru H
15. Voytek Romanovski H

Everyone please stay safe and follow social distancing and hygiene procedures.

Until the next chat, take care.

**Jason Camilleri.**



# Club News



"Out with the old, in with the new " Our Caretaker, Steve Pate, is always busy. Here he treats the Clubhouse toilet area roof to a much needed facelift.



Ben Hunter, visiting from Bankstown



Martin Wysocki, visiting from Wilton



At the recent hazard reduction burns, I lit up this and it quickly erupted into a fireball as the forest floor litter accumulation over many unburnt years of neglect proved itself out to be the absolute dry timber box that we see on a daily basis. Hopefully this positive outcome will mitigate any actual or potential fire threat into the future. Regards, Glenda George



Gary Burns, "feeling the need..."



# Remembering Jock Anderson

Our aviation community, the medical profession and many others have just lost the very well-known Doctor John "Jock" Anderson.

For the record, Jock was a President of the SAAA organisation for a time. He joined our NSW SAC as a very early member in 1979, soon after it was formed, as Member Number 89, and later re-assigned as Member Number 64 (following the strange registration methods of that time). He had learned to fly in 1977.

Jock, along with his son, Ian, built a Zenith Tri-Z (CH 300) from plans, and successfully test flew it in March 1984.

Over the course of a decade Jock, again with Ian, built a Burt Rutan designed Defiant aircraft, also from plans. A Defiant is a canard wing design with two engines – a tractor and a pusher (one in front and one in the back). When I asked them both what possessed



them to build such a complicated and difficult aircraft I was told that "we were probably drunk at the time!".

The completion of the Defiant was a fine achievement. Jock test flew it in January 2006 at Cowra airport. After the test flight of a single circuit Jock told me that he noticed it was doing 170 knots on downwind. As mentioned by Ian, Jock landed the aircraft on this first occasion as if he had done it a hundred times before.

The Defiant subsequently won two prestigious prizes: Concours d'Elegance and Best Composite Aircraft at the 2006 SAAA National Convention.

**ABOVE: Jock learned to fly in 1977**



**ABOVE: Ian and Jock with the Defiant the day before its test flight at Cowra in 2006**



Jock was a close friend of the late Bob Phillips. Bob was SAC's most dedicated member, having been a past Club President, and voted on to the club's committee 18 times. Jock spoke at the sad occasion of Bob's funeral in 2018.

For many years in succession Jock travelled to New Zealand to practice his other passion, fly fishing for trout. In his spare time at home he spent many hours making his own experimental fly lures. In his earlier years Jock won many more games of squash than he lost. He recently took on the mammoth task of writing a book about various notorious doctors and surgeons called "The Trouble With Doctors", which is scheduled to be published in the very near future. In his earlier days he also wrote a book about medical imaging whilst pioneering IVF in Australia.

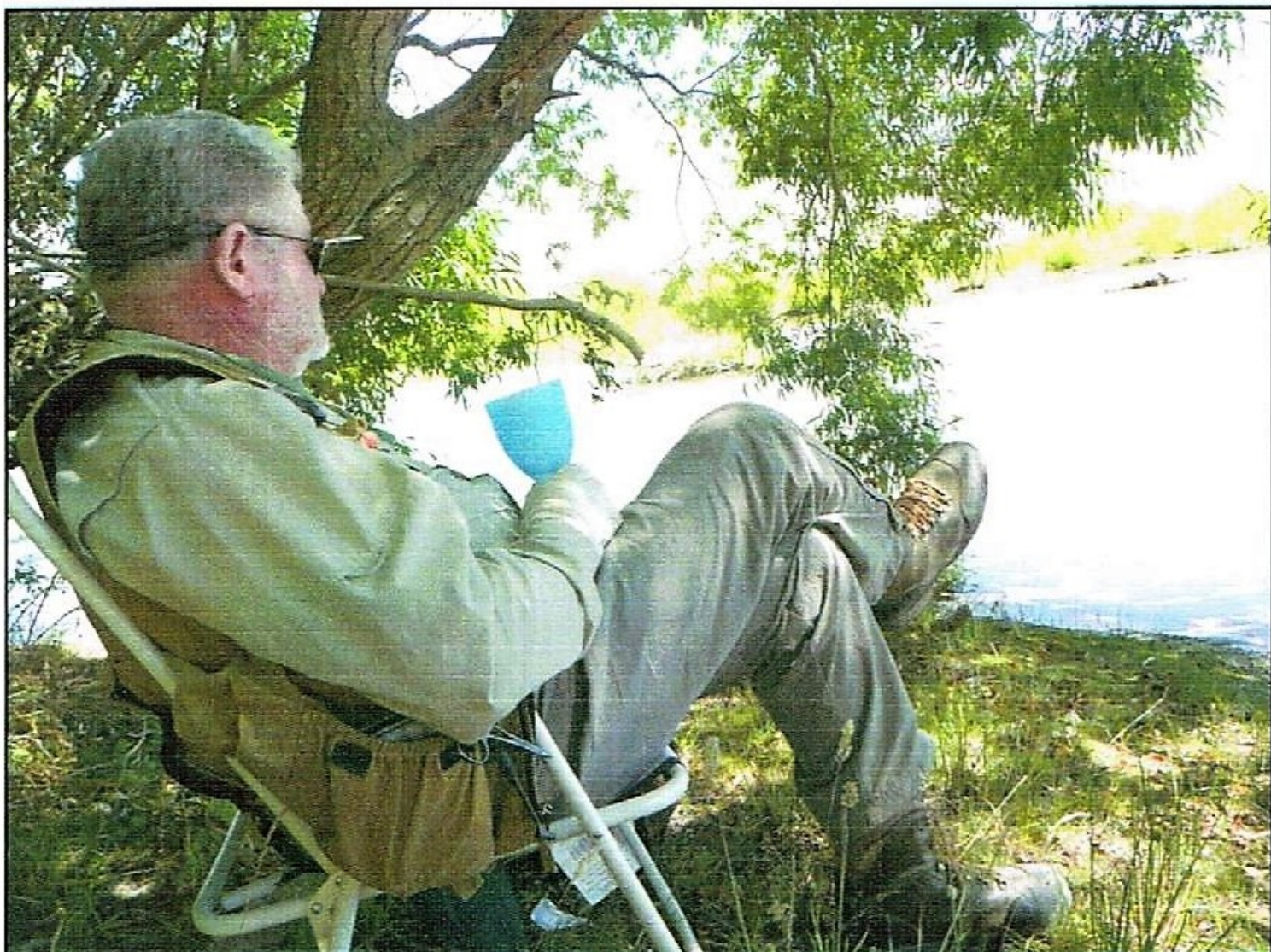
For our club, in its early years of financial difficulty, Jock lent money to the club on several occasions as hangar lease payments in advance. He contributed a great deal of effort in the updating of our club's constitution into its current form. After that he served as the club's Honorary Secretary for six years (2014 to 2019). For his dedication, he was awarded NSW SAC Life Membership in December 2018.

Jock passed peacefully in the early morning of May 26th, having spent years suffering from a variety of illnesses resulting in loss of limbs. He leaves behind his son Ian, daughter Helen, and his very devoted wife, Janette.

At Jock's funeral, Ian stated that Jock was a very determined man. He made sure he finished any project that he started, as demonstrated by his aircraft constructions and the writing of his books. Helen mentioned that he was generous, and how he "laughed a lot". Janette spoke lovingly about Jock saying he was a "complicated character". She added that he was kind, funny, thoughtful, generous, humble and modest. She described him as a gentle man and a gentleman, and will be missed by many.

**David Rittie**

Allow me to thank Ian Anderson for his assistance with some of the detail in this article. DR



**TOP RIGHT: Jock at the 2015 Australia Day BBQ at Wedderburn**

**ABOVE: Jock relaxing after a tough day's fishing in New Zealand**



# Stooge Formation into YSSY



*The view from Eddie's right seat on late final for runway 16 Right at Sydney Airport. (Photo: Anne-Marie Seve)*

***For a brief instant*** in mid-May, four RVs made Sydney International the busiest airport in Australia, in an aviation celebration of the revocation of NSW's COVID-19 stay-at-home order.

## **The Germ of an Idea**

We have to blame Don Harvie.

The initial seed was planted as an off-hand quip by Brayden during a hangar conversation at Wedderburn, where it sat quietly for want of fertilizer until Don sent an email

entitled, "Working from home boredom" to our formation pilots chat group on April 22. "So I guess we've seen the guy with the RV-8 doing low passes down the three major New York airports," he observed, in relation to a popular YouTube video circulating at the time, "How does a for-



*Glenn Bridgland working through the anticipated taxi clearance during the pre-flight briefing. (Photo: Anne-Marie Seve)*



*VH-SOL flown by Mark Newton in position #3 framed by the Sydney skyline. (Photo: Di Kains)*



mation into Mascot sound?”

The rest of us had a bit of a giggle, and the conversation devolved into a back-and-forth about the likely magnitude of the landing fee. Little did we know that Eddie would take it seriously, and started making phone calls.

## The Gestation of a Plan

Eddie is the Stooges team lead for this year, and he did all the organising legwork to make it happen. It's safe to say that this event wouldn't have existed without his efforts.

Air Services were initially



*The friendly Sydney Airport safety officers provided great support for our visit. (Photo: Anne-Marie Seve)*



*Could this be the first time four aircraft have simultaneously touched down at YSSY? (Photo: Anne-Marie Seve)*

sceptical about letting a formation in (“Have you read the ERSA? It says, ‘No airwork.’” “Yes, but a visual approach to land isn't airwork, is it?”).

Eddie tried the strategy of calling multiple times, in the way that a child will ask Dad when Mum says, “No,” but it wasn't working.

After a few iterations, he pushed, “You've let everyone else in lately, why not us?” which yielded a suggestion that Sydney Airport Corpora-

tion (SAC) might not want to approve a formation, so he reached out to them to ask (Glenn in Stooge #4: “You've come this far, why stop now?”)

He ended up talking to Fiona in the airport's Media Unit. The novelty of the situation seemed to appeal, and strings began to be pulled. On the last day of April, the word was, “Thanks for your patience ... from Sydney Airport's perspective we're comfortable with a land and depart, so please feel wel-



*Four RV's parked at bay 71 at Sydney airport. (Photo: Anne-Marie Seve)*





*Airside social distancing. (Photo: Anne-Marie Seve)*

come to liaise with Airservices Australia to confirm a slot.”

The approval from SAC started to move mountains. Airservices Australia became phenomenally helpful. They hooked Eddie up with Airport Coordination Australia (ACA) for a slot allocation. Third organization, third set of challenges.

ACA’s role is to run an auction system where airlines can buy and sell “slots” for arrival and departure at Australia’s major airports to manage contention by providing access to the highest bidder. That’s why GA aircraft can’t usually go in: We’re not prohibited, but when your Piper Cub is competing against Emirates for access to a runway, the folks who hurl A380s around the sky always win the game.

The game is different in the

coronavirus era, because most of the slots are uncontended, and a zero-dollar bid can win the auction. One still needs to coordinate with ACA for the slot to win it, though.

Two weeks later, Jennifer from ACA issued our slots. Fiona organized parking. We were also set up with Kurt, the SAC media guy, who’d asked us to touch down between the PAPI and taxiway F for the best camera angles. Air Services Australia had our flight notification.

It was starting to look like it might actually happen.

### **Work-up**

We spent Saturday 16th May at Wollongong/Shellharbour practicing, to make sure we wouldn’t make fools of ourselves. We didn’t have access to a runway wide enough to land in fingertip,

so we shot many approaches into YSHL runway 16 on Saturday with lead, #2 and #3 landing in Vic on the pavement, and #4 aiming towards the grass next to the runway and initiating a go-around on late final to simulate the 4-ship approach we’d planned. That was a great opportunity to refine speeds and reconfiguration cues needed to keep everything together all the way down final.

YSSY 16R is 50% wider than YSHL’s runway, and on the day we’d have 33% more aircraft width, so we figured if we could make it work with three at Wollongong, four at Mascot should be easy.

### **Preparation works**

Sunday 17th began with an extensive briefing. All the frequencies we’d need, in the sequence we’d need them.



Departure sequence and rejoin procedure. Clearances. Transition from box to right-fingertip. Roll-out, with spacing so that the four aircraft could safely merge into a single file in number order on the centreline before A3. Expected taxi route. Lost comms procedures. Go-around expectations. Alternates in the event of emergencies. Everything that could go right, everything that could go wrong.

## On the Day

It all went right, with a touchdown within a minute or two of our arrival slot.

The flight started with a taxi call from Eddie's hangar: "Wedderburn Traffic, Stooge Formation, four RVs, taxiing for runway 35, *departing for Sydney.*"

Ha-ha. First time anyone's ever heard a radio call like that at Wedderburn.

We executed a stream takeoff at Wedderburn, rejoining into box. Eddie grabbed Sydney ATIS and contacted SY CTR 124.55.

"Stooge, cleared to enter class Charlie airspace on climb to 3000 and cleared direct to Sydney, just make sure you get over the top of the Holsworthy restricted area."

The readback for that clearance suddenly made it "real." Here we were, "cleared direct to Sydney."

Over to Director, cleared onto a 3 mile final for 16R. Handed over to tower, "Stooge Formation, Sydney Tower, ... wind 150 degrees 6 knots, runway 16R *cleared to land.*" Don't screw it up don't screw it up don't screw it up don't screw it up...

We didn't screw it up. Reconfigured from box to finger-4 over Sydenham train station, then Eddie's 360° camera confirmed 4 simultaneous creditable landings we can all be happy with.

We were there for about an hour, doing socially-distanced interviews and photo shoots with Kurt, whose camera equipment looked like it cost more than our airplanes. Lots of selfies, marvelling at the billions of dollars worth of tin scattered all over the paddock.





Then we strapped in, received our taxi clearance about two minutes before our departure slot, taxied across 25 to holding point F. Formation takeoff in finger-4, with a nice compliment from the tower as they handed us off to Departures. Cleared to exit the class C at 2500 tracking from Jibbon Point to Seacliff Bridge, setting us up to dodge rain showers and transit back to Wedderburn.

## Debrief

Our mission as a formation team is to wave the flag for amateur-built GA. When we fly at airshows, our message is, "We're just a bunch of normal pilots, none of us are special, and we only get to do what we do because we're average people who have received exceptional training." It is completely realistic for anyone in our airshow audiences to believe that they can get a spark of inspiration, start hammering away at an aircraft kit in their garage, and train in their own airplane until they're flying with some of

the absolute best aerobatic display pilots in the nation. That's what we're trying to convey.

This obviously wasn't an airshow display. But with the masses of photos and videos we've been posting around social media, Vans Airforce, the SAAA Sydney group, and anywhere else we can find, our message remains the same: Aviation is accessible, and unique accomplishments are achievable.

Besides doing something instagram-worthy for our own personal satisfaction, our collective ambition was to conduct our amateur selves as professionals. I think we achieved that, and we're all going to be proud of this logbook entry for many years to come.

If we can do it, anyone can. Don't just stand there, get into it, you're missing out

**Mark Newton, VH-SOL, 23 May 2020.**

*Our co-pilots and photographers; Anne-Marie, Kevin and Di. (Photo: Anne-Marie Seve)*







## FORMATIONS: HOLDING UP YOUR CIRCUIT PLANS

In the last year or so we have seen many more pilots at Wedderburn become qualified in formation flying, and they are practising it regularly. This is terrific, as pilots are discovering a new skill, and are enjoying yet another reason to fly for fun.

I've observed quite a few instances of uncertainty by other pilots, about how to handle the formation of aircraft - as if they should be avoided. I've heard pilots suggest that they were going to hold six miles away until the formation lands. It's a nice thing to say, however it's never required. Please just treat a formation as 'one aircraft', and continue to do your business as normal. Separate via altitude or altering your ground track, but please don't avoid them by unnecessarily holding.

The runway at Wedderburn is not wide enough to land in close formation, so we always land in a 'Stream Landing'. One behind the other, ideally at about 300 metres apart. Formations can enter the circuit via a variety of ways. Commonly they join via a long downwind, before 'taking spacing' by slowly drifting back behind each other, until about 300 metres behind each other. Or they may again join together downwind, and stay together until their Base Turn point, when they individually roll onto Base Leg, again separated by about 4 seconds each.

Another Method of joining the circuit is the more dynamic "Run in and Break", which is also called "Initials and Pitch" by the military. It was designed to allow fighter jets to come in nice and

fast (because flying slowly allows no manoeuvrability and also places them at risk from ground fire) via the Initials Point - an obvious ground feature about five miles from the threshold. Flying their formation through 'Initials' at around 250-300 kts, at 1000-1500 AGL, the Leader would aim slightly for the dead side of the active runway, and he would place the wingmen on the side away from the circuit. So if it was a left hand circuit direction, the wingman would position on the right side of the leader. The leader may then descend for more speed, or to simply see downwind traffic easier as they are all sky-lighted above him. As the formation passes the threshold, the leader then scans the downwind leg for traffic, and looks for a safe gap big enough to fly into for him, and his wingmen, before positively banking for a steep 180 degree turn onto downwind, going to idle and deploying airbrakes and pulling G in order to reduce speed. His radio call would consist of an oxygen mask Darth Vader tin-can style "Phantom Black, on the Pitch, Runway 17, full stop". Each wingman would wait a pre-briefed timing (generally about 3 seconds) before following the leader in turn, so that eventually they would all be on downwind at circuit speed, lowering their undercarriage and conducting their pre-landing checks, to land in a nice stream.

Whilst the last paragraph sounds action packed and technical and has a million things going on for all of the pilots in that formation, the bottom line is that it's merely a single element flying 'upwind' on the dead side of the runway, and that the leader waits for an opportune time to turn onto downwind. He is responsible for separa-

tion. If there is no gap, he will wait, or fly further upwind, head back to Initials for another attempt, or try something else.

The same thing applies to the somewhat slower group of RV aircraft. They also join via Initials, but for simplicity will often say on the radio something like "Possum formation positioning via upwind Runway 17", and then the leader will fly at about 140-150kts to get himself and his wingman there safely, before pitching onto Downwind leg. Please don't feel obliged that you must avoid the airspace - you wouldn't if it was simply a single Cessna 206. Merely separate via altitude or ground track. Besides, a formation is much easier to see.

No formation pilots want nor expect fellow pilots to go out of their way and spend more money flying than they have to. Whilst a little courtesy is nice (like offering to extend upwind to help them have a gap), it's really no bother for the formation to also give way to you - as per normal rules of the air.

I hope that this may remove some uncertainties that Wedderburn pilots might have about formations in the circuit. By all means, go and talk to any of the formation pilots about how they conduct business, if you wish to learn more. They are always keen to pass on their techniques.

**Mike Jorgensen**



## **PATRICIA CRAMPTON**

It is with sadness that we have lost another one of our very supportive friends of NSW Sport Aircraft Club Inc.

Patricia Crampton passed away peacefully on Friday 22nd May after having suffered a stroke over two years ago.

Patricia, wife of the late Alan Crampton (foundation member) was always happy to attend all of the club's social get-togethers we held over our first 30 years of operation, and they both spent many a weekend helping out on all the Work days and Open Days. They invested in a Caravan which they had parked within the bush- es near where the fuel bowser currently stands. Their never- ending commitment to SAC was very much appreciated.

In the very early days Patricia and Alan were more involved with the SAAA when Alan built his Thorp T18 which we were all very proud of – a wonderful achievement.

With all the various air shows that were held around the country in the 80's and 90's, the Crampton clan always attended, and lots of flying and fun were enjoyed by all of us.

To all of Patricia's family we extend our sincere sympathy at this very sad time, and we will re- member all the happy times we did enjoy in Patricia's company.

**Margaret Adams**

SAC Life Member

## **Advertisements**



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## **For Sale PA28-181 VH-JHX**

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**0425 355 500**

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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



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

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1/ \$100 - small 12volt (RG-25XC)  
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## Hangar share For Sale

50% share of hangar T1

at Wedderburn

Contact:

Kathy Alae 0451 688 806



Barber: What do you want?

Him: Just a plain cut

Barber: Say no more



Really, Bill?

**Zenith CH 300 (Tri Z)** amateur homebuilt - poa. Has fresh annual. Zero-timed 0-320 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. Currently 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 & book-case units.

Further information including Market appraisal and approved plans contact Greg 04 2535 5500 or [hunter@mobileone.com.au](mailto:hunter@mobileone.com.au)



Aircraft  
Weighing  
Australia

Aircraft Weight and Balance carried out at Wedderburn  
Ceri Bartlett

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