

THE NSW SPORT AIRCRAFT CLUB

NEWSLETTER

June - July 2018





Editor's letter

Hi all, I hope you're doing great.

In this issue:

Tony Vaccarella sends pictures from spectacular Wanaka, in the land of the Kiwis. **Jock Anderson** remembers old times in homebuilding. **Don Harvie** shares an engrossing travelogue of the recent RFDS 90th anniversary antique aircraft "great pilgrimage". We cover our recent Club fly-in, **Martin Russell** receives a homebuilder's completion award. **Annie Goulding** tells from a recent visit to Middlebrook Station. **Phil Ayrton** introduces a bookish new initiative. **Peter Hodgens** talks about his recent China trip. Finally, I look into the last **Social Workday** and report from "**Bathurst Soar Ride and Shine**" and "**Rylstone Celebration of Aviation**".

Those of you endowed with some attention to detail will probably notice that there is no President's Report in this issue. As Editor of the Newsletter, I feel that it is cruel and unusual punishment for members to endure hearing from more than one executive committee member every issue. Jock does a very good job of detailing the "goings on at Wedderburn" already, therefore I have decided to kick the President off the Newsletter. Sometimes less is more.

The current Committee is becoming a well oiled working team of club members who are willing to freely volunteer their time and efforts to look after the Club's interests. We share information with each other intensively via email, phone calls, phone apps, and in person. Club members can communicate directly with any of us via phone calls or email too (see our contact details on the right panel), as well as staying informed by means of our website, regular email Newsflashes and this Newsletter. Additionally, we now have a member forum at every Social Workday. These forums are a great way for members to talk to each other and the Committee in an informal setting.

Signing off, for now.

Pablo Depetris

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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
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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
Helicopters at "Warbirds Over Wanaka"
Photo: Tony Vaccarella

From the Secretary's Desk

Goings on at Wedderburn

Hangars in Row U

In accordance with the feelings of the membership, three hangar sites have been released in Row U. Peter Morgan has taken the lease on Hangar U1, Eddie Seve Hangar U2 and Sasa Kukrka Hangar U3. Leases have been issued and the lessees invited to submit proposed drawings for their hangars to the committee. The Committee awaits these drawings in the fullness of time.

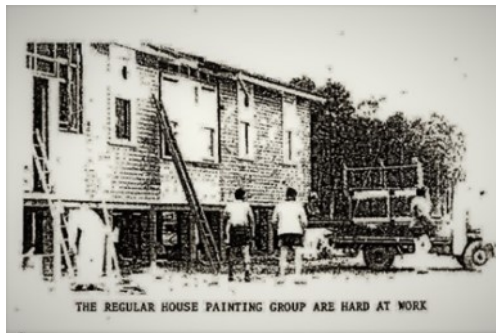
Credit Card Facilities for Avgas

The club has reviewed its arrangements for the provision of Avgas with Sky Fuel who have graciously agreed to install a credit / carnet card, facility at YWBN. The tank will remain in its present position but some changes will occur, as required, to accommodate the installation of the C/C/C facility. The C/C/C unit will be located with the pump and the hose about five metres to the south of the present unit in a separate small shed, which must be a minimum of eight meters from the north wall of the pump cage to remain compliant. Earthworks and hard standing will be carried out by Sky Fuel. The present tank will be enclosed to the south, east and west with colorbond but a chain fence will remain to the north to allow vapours to escape in that direction. The C/C/C facility will take Visa, Mastercard and carnet cards from Sky Fuel. The price will be the same whether for C/C/C and will be generally 3cpl cheaper than YSBK (and last week was 12cpl cheaper than YWOL or YSCN). Those who pay by carnet will have a month to pay. The C/C/C facility will be locked by the same padlock which you use now to open the pump at YWBN. Fuel will therefore not be available for itinerant aviators unless they know someone with a key. The installation is expected to occur in about a month from when you receive this newsletter (parts come from NZ) and will take about two weeks to install. Sky Fuel will provide Avgas by tanker during that time. They will also provide a tanker anytime during pump breakdowns and during open days. All of this means that your invoice will come from Sky Fuel and any queries re your invoice should be directed there. Thanks go to Rob Mangan of Sky Fuel for making these arrangements possible.

The Clubhouse

Some of our newer members may not be aware of the history of our clubhouse. The clubhouse was originally built at Bankstown aerodrome before World War II. It was amongst several other similar buildings, and some of them were Nissan hut design, commonly used by the military in those days. When the government decided to sell the buildings in the 1970's they were auctioned off. The auction was held not long before the present lease was signed. Some of our foundation members attended the auction and Arthur Napper made a bid and bought the building. Arthur paid for the building from his own pocket. What is now the present clubhouse was then cut in half and shipped out to Wedderburn in the middle of the night on very large trucks, through the south mine road (which had to be widened) as they could not come through the gorge at the St Helen's Park end. The main clubhouse including the gentlemen's facilities was re-

joined and placed on brick piles on its present site. (see below).



There were several Nissan huts at Bankstown at that time. Nissan huts were commonly used to accommodate troops in wartime. They are shaped like so □. The old Chapel at Bankstown was a Nissan hut and was also brought out. It was about 40 ft. long and was mounted on bricks west of what is now hangar A1. It had a large Gold cross painted on the windows at either end. The Chapel was used as a storeroom and remained there until recent times. Some of the land was cleared by Jim K. Williams before the lease was signed so there was an element of risk. Later, when we had to pay for the clearing, the club issued five-year debentures from members at \$500 each to raise the money. There were not many members then but when the debentures matured and the committee offered to repay them not a single member called in their debenture. The first aircraft to land at Wedderburn was piloted by Jack Zapletal, still a member of this club. He landed on the road first but later was also the first to land on what is now the airstrip after it was cleared by J.K. Williams. The prop from that aircraft still hangs above the bar in the clubhouse. Various improvements have been made to the Clubhouse since then, of course, but not to the Gentlemen's Facilities. That is a separate story.

I acknowledge assistance from Margaret Adams and David Rittie with this article.

Refurbishment of the Gentlemen's Facilities in the Clubhouse

There is a hangar talk around that Sir Charles Kingsford-Smith availed himself of the Gentleman's Facility when it was over at YSBK before the war. If this is found to be true the Gentlemen's Facility could be classified as Heritage Listed and therefore it will never be upgraded despite repeated demands from the membership. The Committee in its wisdom, has decided to delay the refurbishment of the Gentlemen's Facility whilst enquiries are made although my own view is that we should refurbish it now, while we can, before it can be Heritage Listed. We await breathlessly for the next fascinating development.

Tenure review

Progress has been made towards satisfying the Tenure Review. The bricks and pipes have all been removed as required and David Rittie is establishing the western boundary with the aid of long term memory, survey pegs, a few cans of white spray paint, some bricks, a GPS and a bottle of Gin. It is expected that the requirements of the review will be submitted within the allotted time



Hangar Site Waiting List

The hangar site waiting list now reads:

1. Dieter Wilhelmi
2. Mal Kains
3. Kevin White
4. Michael Petersen
5. Errol Pillemer (H)

It is with profound sadness that the club notes the passing of Bob Phillips on 29th May 2018. Bob was Member #3, a Founder, Life Member and past President of the Club.

Bob Phillips' Funeral was held at Clavering Park Crematorium Chapel Wolumla NSW on Monday 4th June. It was attended by many family and friends from all walks of life, including Dave Thomas, Alex Thomas, Kevin Haydon, Peter Hodgins, Chris Noy, Lloyd Shepherd, Ian Anderson and Jock Anderson, amongst others from YWBN.

Finally,

"Never miss a good chance to shut up"

Will Rogers

Fly Safe!

Jock Anderson



April Workday

On April 29 we had our first Social Workday for this year.



Given that due to a new Club policy, no more monetary workday credits are given to members, it was extremely encouraging to see so many members turn up regardless. It is clear these members see the value in working together to maintain our facility to a great standard whilst enjoying some good old camaraderie.



Also, this time we introduced a new "Members Forum" after lunch, during which Club members had a chance to ask questions and share their ideas, comments and suggestions with the Committee in an informal setting. Many of their suggestions will be tabled at the next Committee meeting.



My most sincere personal thanks go to all who participated, you are what makes this Club great!



Special thanks also to **Jason Camilleri** for coordinating the effort, and **Ross Jongejans & Kathy Byrne** for preparing a top-notch meal that was enjoyed by all.



The next Social Workday is on Saturday 30 June.

Will you join us?

Pablo Depetris



Volunteers present at the April Social Workday:

*Dave Berry
Gordon Watkin
Rod Holzwart
Ian Harvie
Don Harvie
Rod George
Glenda George
Bill Leighton
Steve Pate
Bob Priddle
Gordon Steer
Mikailo Eric
Srini Subramanian
Yoga Subramanian
Mark Colman
Fred Skinner
John Tabone
Jane McKellar
Steve Cohen
Ross Jongejans
Cathy Byrne
Martin Russell
Valentine Camilleri
Jason Camilleri
David Thomas
Alex Thomas
Leigh Cunneen
Sheelagh Cunneen
Bob Sprague
John Bennett
Chris Willis
Malcolm Smith
Eddie Seve
Ian Woodhead
Ian Kearsley
Errol Pillemer
Craig O'Brien
Phil Laycock
Wes Brown*

Thank you

Warbirds over Wanaka international Airshow

30th, 31st March & 1st April 2018

Photos by Tony Vaccarella



French Air Force CASA CN-235-300



RAAF C-27 Spartan



Consolidated PBY Catalina Flying Boat



Aero L-39 Albatros



Avro Anson Mk1



Buchon Messerschmitt Bf109

So, you think that you are a Homebuilder

I recently visited a young cousin of mine in Perth, Western Australia. He was excitedly opening another parcel which he had received from overseas. It contained more parts for his Sling aeroplane, which he was building himself. I found it remarkable. The garage floor was scattered with parts many of which were still wrapped in plastic bags. There were preformed aluminium ribs with holes drilled in them for rivets. There were packets of rivets of the correct size and the correct number with little pages of instructions how to put them in. The ribs had been polished, smoothed and the skins that covered them had been predrilled to match exactly the holes in the ribs. Not only were the holes predrilled but they had been countersunk so all he had to do was fit them together like a Meccano set and squeeze them with a rivet gun. His garage floor was covered with different parts of this aircraft just waiting to be assembled. As it turned out he completed the aircraft working on weekends and evenings and flew it within one year.

Trim tab

I remember when I first got my private pilot's license in 1977 I thought I would buy an aeroplane. I soon found that buying an aeroplane was financially beyond my means. Then I heard that you could build an aeroplane and that sounded to me like a very good option. Shortly afterwards I visited Schofields airfield where there was an airshow and there in a tent marked Ultralight Association of Australia were none other than Bob and Marya Phillips. They embraced me enthusiastically and soon talked me into building a Zenith Tri-Z. Bob invited me to his garage in Kingsgrove the next week to see whether I would be a suitable homebuilder. He gave me a rectangular piece of 2026 sheet aluminium and a 1/2-inch nylon rod and invited me to fold it exactly in the middle over the rod so that the two corners met precisely. Why don't you try it sometime? You will learn a lot. I did it and earned his approval to become a homebuilder. That part became one trim tab for the horizontal stabilator and it is still on the left-hand side of my Zenith.

In those days one had to build at least 50% of an aircraft to qualify in the amateur-built category. We all bought a set of drawings from Chris Heintz and we started to build. (Heintz is an anagram for Zenith) There were 18 of us building a CH 200 (two-seater) or CH 300 (three-seater, Tri-Z) and

we used to meet in Bob's garage on Wednesday evenings every couple of weeks or at least every month where Kel Gore joined us and helped us with design and construction issues.

We all bought drawings from Heintz of course as every aircraft had to have a specific serial number. Chris Heintz probably does not want to hear this but one of us bought a set of (upper and lower) cowls and the rest took a fiberglass mold from it and we made 18 other sets with glass and epoxy we bought from Daystar. We did the same for other fiberglass parts such as fairings and spats. That took a little while but there were always plenty of builders who turned up to help.

Ribs

The drawings contained templates for ribs, firewalls, instrument panels, bulkheads etc., so we made a 1:1 photocopy as the templates had to be cut out. In the case of a wing rib for example the outline of the template was transferred with a texta pen to a piece of 1/2 inch marine ply. Next a quarter inch aluminium plate was screwed and glued onto the face of the marine ply. The ply and the attached aluminium plate were then carefully shaped in accordance with the template using appropriate files to smooth the edges and the corners. A round bodied file was then used to form the relief grooves which would allow the rib edge to bend without cracking. One of these forming blocks was made for both left and right. The aluminium was simply folded the other way for left and right. That way the ribs were a perfect mirror image. Our aluminium



outline of the rib template was taken from the drawings and transferred to the aluminium sheet after painting with zinc chromate. It was then cut out by hand using tin snips. The plate was then polished and smoothed around the edges, it was clamped in the forming blocks and the edges were hammered with a rubber hammer and the relief grooves formed by hammering on a nylon rod to shape it. We went to great trouble to avoid even the most minor cracks as these are just the beginning of larger cracks. So that made one rib for the right side where eight were required and eight were required for the left. Of course, it kept us very busy when we had to make enough ribs for 18 aircraft. A similar process was required for the ribs in the horizontal stabiliser and the fuel tanks which are inside the wings, but the forming blocks are a little smaller because the tanks are lined with cork externally. All ribs had to be the same or they would not have fitted the



Top: Left - Horizontal Tail Stabilator. Right - Rear Wing Rib.
Bottom: Left - Stand for Horizontal Stabilator. Right - Rear Upper Fuselage Bulkhead.
Photo: Pablo Depetris

um came in sheet form 12' x 4' usually with a plastic coating for protection. As soon as we removed the plastic it was spray-painted with zinc chromate because the aluminium is so corrosive when exposed to the atmosphere. Zinc chromate is no longer used as it has been found to be carcinogenic. The

wing skin. For that reason, there was only one forming block for all those aircraft.

Wing Leading Edge

Bending the leading edge of the skin for the

wings was another art. On the Zenith the leading edge of the wings are 12 ft. long. They had to be folded so that the corners on the short side met perfectly or the whole sheet was ruined. We clamped down the sheet on a workbench and then clamped a 4-inch diameter round pole 16 ft. long along the length at precisely the correct spot, measured ten times to be sure and then, on the command, six of us on the long edge folded the sheet over the pole and the corners came together perfectly. The same procedure worked for the other wing and for 18 other aircraft. It was like a production line.

Windscreen

The windscreen was another item altogether. You might have noticed that the windscreen on the Zenith is from a Victa. We borrowed a Victa windscreen from Alan Wood who was the keeper of all things Victa. We took plaster of Paris which I got from

the mold to hold the Perspex off. We arranged with a company at Merrylands whose business was molding plastics such as streetlamps to help us. They allowed us to use their ovens on the weekend and several of us went there for a few weekends with clamps and gloves and placed Perspex sheets in the ovens until they were a certain temperature making them flexible and malleable. At that temperature, all together we lifted the Perspex sheet from the ovens and placed it carefully over the mold until it cooled. It was of course oversized around the edges but was trimmed later. The same process was carried out for the hatches and the rear windows. That process went on for 18 aircraft.

Oleo Legs

Heintz calls up 1.5-inch diameter steel pipe ¼ inch wall thickness the next with smaller pipe inside and rubber in compression for the landing gear but we decided on oleo-

pneumatic legs of our own design. There would be steel diaphragms that had ¼ inch holes in them inside. When compressed the oil-air mixture would be squeezed through the hole to provide the cushion effect. It was quite a complicated bit of engineering and CASA insisted that we tested it to destruction. Phil Goard did the welding and worked in a lab in Sydney University at the time. We made up the axles and bolted them to the lower end of the oleo leg via a steel attach plate. We made a

tyre would burst before it bent but it did not. CASA approved of the leg so Phil Goard made up three for many aircraft. That first leg was discarded of course.

Fuel Tanks

The tanks are of 6064 Aluminium because it is softer than 2024 and has better qualities for welding. Most Zeniths have two tanks in each wing. Again, Phil Goard welded them up and CASA had to approve them so when the first one was finished it was attached to a compressor and the pressure inside was increased in stages to check for leaks. Eventually the pressure was so great that the tank suddenly turned into a balloon, but it still did not leak so it was approved but had to be discarded. Phil then went on and made many more.

Rudder Pedals

Maybe the strangest thing of all to make were the rudder pedals. These were the common variety of solid Aluminium with rudders at the bottom and brakes at the top. A vertical bar at the back operated the brake cylinders. We went to Aviation Salvage at Bankstown (now at Taren Point - who can still afford Bankstown?) and bought a second-hand rudder pedal from a Cessna. We made a mold out of it with a hole in the top. Again, at Aviation Salvage (Scrape-'em-up-Motors we called them) we bought an Aluminium three bladed prop from a twin that had a gear up landing. We cut it up with a band saw into 6-inch pieces. We took it over to a place in Liverpool where the proprietor melted down the pieces of prop in his foundry and poured them into the mold which was cracked open after cooling and there, halleluiah was a rudder pedal. All we had to do was paint it black.

Jock Anderson



To be continued.....The First Flight

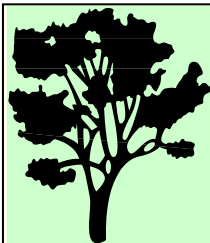


We drilled and flanged our own spars
Photo: Pablo Depetris

the hospital's orthopedic department and made a mold from the inside of the Victa windscreen and reinforced it with marine ply so that it would not change shape.

We then covered the forward surface with felt from a billiard table. Small holes were drilled in the back of the mold and an air compressor was connected to each of these holes to provide a low flow of air through

frame, so the leg could be dropped from a height of six feet onto the floor and progressively added 20KG bags of sand to the frame on top. After each drop the leg was measured until eventually it bent. The bend was so small that it could not be seen with the naked eye so it had to be measured with a micrometer. I cannot remember what weight it took to bend but it was a mighty lot. I remember thinking that the

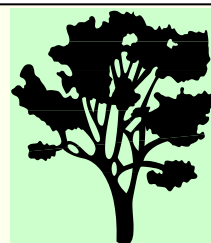


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HARLAND'S Nursery and Landscaping

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****The Harlands also do hangar concrete slabs, at very reasonable prices****



Bathurst Soar Ride and Shine

On Sunday 8 April we flew in to the "Soar, Ride and Shine" show at Bathurst airport. The weather was nothing short of excellent and the show itself was well worth the trip. The only thing that would have been a disappointment to the organisers was the low numbers of people attending.

All in all, a great day out for my flying buddy Pablo and myself.

Pablo Depetris



Soar, Ride
and Shine
Bathurst,
2018



Rylstone Celebration of Aviation

19 May 2018 Open Day BBQ Fly-In. Photos by Pablo Depetris, Karen Lalor and Mark Nicol



The Royal Flying Doctor Service

“Great Pilgrimage”

Story and Photos by **Don Harvie**

90
YEARS



Monday 7th May 2018, YWBN-YSDU

Leaving the Sydney Basin from our home airfield of Wedderburn for Dubbo in central NSW.



A lot of smoke haze made for poor visibility heading up over Penrith and the Lower Blue Mountains. The haze soon cleared up heading over the Blue Mountains and was good flying aside from the headwind and turbulence generated by the mountains.



As I headed west the green coastal strip gave way to rolling hills and places like Portland and the mid 19th century gold rush town of Sofala passed underneath, then lake Burrendong with the islands shown on the map no longer islands, showing how dry it has been this summer.

As we got into Dubbo the terrain flattened out into the western plains and will be like most of country we're going to be over for the next two weeks or so.



The last minute decision to depart a day early meant we all left at different times with me taking off first, followed by John & Chris Gallagher in their CT/4 who were trying to arrange a prop for Roy Fox's Klemm and Dad, who made it to Dubbo about 25 minutes before last light, flying directly into the setting sun!

Day 1, Wednesday 9th May 2018, YSDU-YMOR

A dawn start at Dubbo for our flight to Moree in northern NSW, with a lot of media attention. As there was some media following us for the day, I offered my spare seat if there was someone who

wanted it. I got asked to take a pretty Chinese reporter who was doing a 70minute live stream broadcast back to China.



Quite an experience for me being interviewed briefly and then having a pax who was commenting and broadcasting all while I started, taxied out and took off.



We initially tracked towards Coonamble to stay away from the Warrumbungles, and once clear of them turned directly towards Moree. I initially climbed to 2500' AMSL, but after a couple of isolated jiggles startled my passenger I started a gradual cruise climb to 4500' and then when heading east 5550'. In the dead calm air it was literally hands off all the way to Moree. Arriving in the circuit at Moree was interesting with many aircraft of differing speeds and capabilities all trying to sort themselves into some kind of order. Complicating this were two runway directions 23 and 19, both reasonably favourable with the southerly wind. Non standard circuits by some caused tension too. Hearing an aircraft calling turning right base after you've turned a left base for the same runway is guaranteed to get a pilots heart rate up! Despite the chaos in the circuit, and after several go-arounds all aircraft landed safely and no planes or pilots were harmed. As a result of my passenger, I didn't take many en-route photos.

After the most awesome lunch put on by the Moree CWA, (Country Women's Association), we had a public display with the public viewing all our aircraft.

On seeing a child admiring the Auster I asked them whether they'd like to look inside. After a look the questions started, so after a quick question to mum, finding out whether it would be ok, I

asked would they like to sit in the pilots seat. Well for the rest of the afternoon, I had a queue of children climbing in and out of the Auster, with many many questions answered.



Similar queues occurred next to many other aircraft with owners and pilots more than happy to share their knowledge and passion with the children. I think the longest queue award goes to the RFDS Kingair, a reflection of the high esteem people hold for the RFDS.



The end of the day saw a quick shower at the motel followed by a reception by the local town council and Moree tourism. Tasting local produce saw me ordering some of the local produce and arranging to have it shipped home.

Day 2, Thursday 10th May 2018, YMOR-YROM

Moree, northern NSW, to Roma in southern Queensland was the first 'border crossing' of this trip.



After an early start at Moree Airport, with pilot briefing in the 'Moree International departure & arrivals hall', I was by myself this leg and with dead calm conditions I let 'George' fly and I took photos of the country we travelled over.

I find the endless variability of the country fascinating from huge crop circles to random cloud shadow patterns and coloured earth in ploughed paddocks, huge areas of something piled up in orderly rows, the meandering no man's land of the border following a river, paddocks corduroyed by ploughing, isolated country towns and garish orange soil surrounding the bright green grass around a natural gas well, as we flew over first cotton growing country and then the Moonie

and Roma gas and oil areas.



Finally after arrival at Roma, showing the public our aircraft a reception at the big rig, the local council tourist info centre and the evening light show which educated me on the history of the area. I assumed Roma was like most Aussie outback towns based of farming of some sort or another, but no. Oil and gas were discovered in the late 19th and early 20th centuries whilst looking for artesian water to supply the town as it grew. A very fascinating history documenting the booms and busts involved in finding and extracting oil and natural gas from under the earth. As others have said. This is why we fly.

Day 3, Friday 11th May 2018, YROM-YBCV

Roma to Charleville (Queensland)

With 20kt South westerlies forecast today was going to be slower than hoped for, thankfully its a short leg of the RFDS pilgrimage.

I hoped for an early start from Roma to minimise the wind strength and bumps we'd inevitably encounter. After a briefing by the Stinson Reliant and group photo, we completed pre-flight checks and launched.



Today I had Chris with me and about half of the photos were taken by her. Some others are downloaded from the RFDS/AAAA Pilgrimage WhatsApp group.



We levelled out at 2500 and found about 10kts headwind but not terribly bumpy so some opportunities for opening the window for photos.

Since we all had the same idea there was a flurry of departures with many aircraft visible close by. A fortuitous sighting of our bus near Amby saw us drop a little closer for a look and photo.



The track line instead of being straight, wiggles and waivers over the landscape shapes that are so fascinating. Our aviation maps are marked with blue squiggly lines that indicate creeks. The landscape, however, shows no water in these places. Instead there are trees that betray the water courses that may be used once in five or ten years.

Selective logging in rows has natural Bush looking a little cultivated, and many towers with radio antennae show the importance of radio communication in the outback.

And by the time we reach Charleville there is a flurry of activity as everyone arrives together and



there is a conga-line of aircraft to be refuelled, and wild Emus wander around the airport, (I hope the fence around the airside parts of the airport is sufficient to keep terrorist Emus out) The day is finished with a visit to the local RFDS base museum a BBQ and group photo.



Day 4, Saturday 12th May 2018, YBCV-YLRE

A cold pre-dawn start in Charleville. Our leg today to Longreach is going to start taking us into the real outback

The tardy sun found us halfway through untying and preflighting aircraft and a pause was taken to photograph the activities and aircraft in the golden glow.



No formal pilot briefing today, so after the inevitable route, wind, altitude and other discussions, engines were started, the stiff props showing the oil was thick and cold this morning, (no, these weren't sub-zero temps, just in the high single digits - we're really spoiled for flying weather here in Aus ;-)



Another copilot, Kale, today as passengers swap around and try different aircraft. I'm hoping to impress him with the speed and comfort of these new-fangled cabin planes compared to the Tiger Moth or BA Eagle he would normally travel in ;-).

After ample time was allowed for 2 imperial gallons of 100weight mineral oil to reach temperature, we taxied out and lined up into the southerly wind. Dads Chief appearing stationary above the runway as it climbed vertically, drifted sideways on crosswind, then rocketed off downwind, showed the great tailwind.

Climbing out to 2500' amsl we set course, changed to the Auxiliary tank and commented on the dust haze that had appeared with the wind overnight. The haze gradually disappeared as we headed north over isolated stations, fence lines, cattle pens and the odd road.

Technology makes our lives so easy. I thought about the RFDS and other pilots who 90 years ago would have been flying across less developed more inhospitable country with nothing more than compass, watch and maybe paper maps in open cockpit biplanes, while we chatted away bragging about groundspeeds and swapping photos on our mobile phones, iPads and social media.

Continuing on I switch back to the main tank 10 minutes out of Longreach and we arrive overhead the airport to find the Reliant stopped on the grass at the side of the runway, the Unicom advises landing on the bitumen, with trepidation I confirm their advise to land on the runway and not the grass, because the 25kt tailwind has become a gusty 90 degree crosswind. After an ugly, exciting (not in a good way), but great landing, (we walked away and the Auster is still usable) we tried to pull up at the RPT terminal until Kale pointed out that we were being waved in to GA parking down a different taxiway. I blame my inattention on the landing. No trouble or damage to the Reliant, he just got stuck in a hole in the grass strip beside the runway.

Taxying in I join the fuel conga line behind the two J5F Austers

Unfortunately one of the Tiger Moths was caught by a gust and scraped a wing tip. The owner a LAME, with the help of a local maintenance shop, another LAME and an AME on the trip with us is confident of being able to continue. Another Tiger headed back south to an into wind farm strip 9 miles south of Longreach and waited until the wind dropped in the afternoon, he and other Tigers slowed by fuel stops all arrived unevent-

fully later in the afternoon.



A CWA (Country Women's Association) morning tea/lunch was gratefully consumed in the shade of some trees while looking at the Boeing 707 and 747 of the Qantas Founder Museum at Longreach.

A sunset cruise along the Thomson River followed by Barramundi dinner on the riverbank while being entertained by a very humorous singer capped off a great day.

Day 5, Sunday 13th May, Rest day: YLRE

No traveling today. A rest day.

A quiet walk to the airport after a leisurely breakfast seeing road trains and moving houses on the way.



A check of the aircraft and some photos with the Qantas Founders Museum, DC3, 707 and 747 in the background followed by a visit to the museum itself. A really interesting place that details the history of the founding of the Queensland And Northern Territory Aerial Service. Longreach was their first base and the first maintenance hangar is still there and has been preserved by the museum and is setup with full size replicas of the Avro504, DH-50, DH-61 which were some of their first aircraft. Interestingly the museum is independent and doesn't get funding from Qantas itself.



Some aerobatic joy flights for the awesome RFDS girls, in Johns CT/4 with Matt piloting resulted in a memorable quote from Melissa who

exclaimed "That was f^&*(^! awesome!" after Matt taxied in, shutdown and opened the canopy.



Then another public viewing of the RFDS pilgrimage aircraft, where I caught a member of the public caressing the prop on the Auster. It turns out he is a wood worker and appreciates the craftsmanship that goes into finely crafted timber. This is not an uncommon response as I have also caught my LAME fondling the prop too ;-). Twilight sky silhouetting the aircraft and a dinner back in the Qantas museum cap off a great day.



Day 6, Monday 14th May 2018, YLRE - YWTN

The start of a new working week for those who have to work, (not me this week ;-), saw a late start followed by a short flight with good tailwinds from Longreach to Winton. There has been an almost stationary high over Australia for the last few days that has been giving us great tailwinds. It is starting to look like it may be around on the way home to take away the advantages that we're enjoying, with the next week of forecasts looking exactly the same.

An overhead departure gave a nice view of the Qantas Founders Museum DC3, Catalina, 707 and 747 aircraft.



Again the country despite its desolate nature is fascinating. Flat landscape has riverbeds carving interwoven tree lined channels with the breadth showing the volume of water that flows during floods when they occur on those once in many tens of years occasions.

A view from the bus window as we travel from the Winton Airport to our motel shows a closer view of the flat landscape.

Day 7, Tuesday 15th May 2018, YWTN - YCCY

A Banjo Patterson poem on the motel room shows the pride in Australian heritage and that this is 'Waltzing Matilda' country. Whilst not about the same thing I think there is affinity between the poem and our 'flying gang'.

Happy Jacks or Apostle birds squawk and play noisily, almost oblivious to us in the tree above as we wait for the bus to the airport and rock with banded colour shows the importance of minerals in this part of the country.

Julie the RFDS photographer seizes the opportunity to photograph Bill & John in the Leopard Moth and shows why she gets paid and I show why I don't.



A smooth first part of the flight allows for a lot of photo opportunities, the contrast between drought and flood is even more stark here with the rivers and plains and 'tanks' or dams show that capturing and retaining some water in the latter is crucial to survival here. Some rain a few months ago has left some patches of yellow green vegetation.

Nearly every station homestead I fly over has a dirt strip nearby, the distances involved in this part of the country mean light aircraft are not like the pleasure craft we're flying, but are as important as 4wd Utes.

As we near Mckinlay I spot Daz and Melissa in our bus. Since it's such a nice day I slow down to see if the bus will pull ahead. At 35kts IAS he certainly should, but no, the 25+ kt tailwind means the bus still disappears beneath the leading edge of the lift strut only to reappear at the trailing edge soon after. They're later spotted again parked outside a pub in Mckinlay, famous as "Walkabout Creek Hotel" in the Crocodile Dundee movie and photographic evidence gets posted to the WhatsApp group. Some of us pilots discussed a stop here for lunch, but the direct crosswind on the strip means we choose discretion and continue to Cloncurry. I pass to the south of town and satisfy myself with photos of the airstrip and town in the background.

Approaching Cloncurry the terrain begins to change with hills and scrubby vegetation appearing to the west and mines become visible.

On the ground Julie takes more photo's this time with the Qantas employees and their aircraft. The Stinson L5, Tiger Moth and BA Eagle are staged with their pilots against a backdrop of red earth while ABC news reporters conduct interviews and make their reports in preparation for the approaching day of the 90th anniversary of the first RFDS flight. More official photos of Graham and his Auster J5F and RFDS Pilot Dave and his King Air get published.

Day 8, Wednesday 16th May 2018, Rest day: YCCY

Today is a 'rest' day in Cloncurry. The name rest day is a bit of misnomer as we have so much planned, a museum visit, lunch at a station homestead, afternoon tea with the Queensland governor hosted by the CWA, a reception at John Flynn Place and finally a civic dinner! So much for resting.

Cloncurry/Mary Kathleen Memorial Park and Museum

This museum covers the history of the area and the history of Mary Kathleen, a now abandoned township first settled in the 1860's. In the 1950's, Uranium was discovered and the town named after the wife of one of the discoverers. The museum also has artefacts from Aboriginal, white and Chinese settlers as well as a massive mineral collection. The brief time spent here is not enough!



Devoncourt station

About an hour south west of Cloncurry is Devoncourt station where the McDonald family have mainly cattle. On the bus drive out there I'm struck by how the countryside reminds me of parts of South Africa. I almost expect to see Bobbejaans (Baboons) leaping around on the rocky hillsides. We get a brief tour of the station office which is one of the original homestead buildings and it's slightly uneven floors and low doorways show its age. In the early part of the 20th Century Devoncourt was owned by Sir Fergus McMaster who had a chance meeting with Paul McGinness when broken down while the latter was surveying the area for airfields across northern Australia. They were both later founders of Qantas along with Sir Hudson Fysh and Arthur Baird. As this is someone's home I feel uncomfortable taking 'tourist' photos and satisfy myself with a photo of the station map and the main homestead. Daz the bus driver and I remark on what an Oasis the homestead is. Having parked the bus outside the trees around the main house I'm struck by the drop in temperature as we walk across the cattle grid in front of the main house. After a delicious lunch prepared by the station cook, we head back to town.

Queensland Governors afternoon tea

For me the main attraction here was the afternoon tea prepared by the Cloncurry CWA ladies. I seriously require a new weight and balance! Local school children made RFDS and vintage aircraft that were hung around the CWA hall. Afterwards it was taken down and 'crewed' by Dave, Melissa, Kate and Lana from the RFDS John Flynn Place & Civic Dinner

John Flynn was a minister in the outback who was instrumental in helping get a medical flying service off the ground for the people of the outback, the result is today's Royal Flying Doctor Service. An address from a local Aboriginal elder and performance followed by a quick walkthrough of the museum before the Civic dinner capped off a very busy day.



Day 9, Thursday 17th May, YCCY - YJLC - YBMA

A pre-dawn start of the Big Day! Today we fly from Cloncurry to Julia Creek 90 years to the day after the first flight of the Australian Inland Mission Aerial Medical Service on 17th May 1928.



Today I have Kate from the RFDS with me as the King Air will be full of reporters and TV cameras. A breakfast, public viewing and pilot briefing start the day, before we take off with the fastest aircraft departing first to give us separation on arrival at Julia Creek. I leave as the last of the Austers and ahead of the Tiger Moths, somehow Dad despite being slower managed to sneak in ahead of me ;-). The flight over to Julia Creek has a headwind forecast and is expected to take me 80 minutes. The flight back west to Mt Isa twice the distance is also expected to take 80 minutes. Having seen the Mary Kathleen museum many of us have planned to over fly the site of Mary Kathleen between Mt Isa and Cloncurry. Our flight over to Julia creek is very simple requiring minimal navigation (keep the highway on the left and the railway on the right. When they meet up you're there). It's also calm enough that we trim to fly hands off. Kate has expressed an interest in learning to fly, so we talk about flying and what the controls do.



Our departure from Cloncurry, and perfect timing, sees the first meme of the trip sent via WhatsApp.

At Julia Creek it looks like the entire town has turned out to see us including the entire school. Each class is lead out onto the tarmac by it's teacher and once again curious children are asking questions. I get the impression that these country kids don't suffer from the pre-conceived ideas and attitudes their city counterparts display. They're also a lot more polite and well behaved too.



All too soon it's time to depart for Mount Isa. The heat of the day saps performance and it takes considerably longer to reach the 3500' I nominated as our cruising altitude. Once there I offer the controls to Kate and explain what to do. Thermals, and the heat of the day have combined to give us that wallowy flying that makes holding headings, attitude and altitude a chore, but despite all this Kate does a good job. Pretty soon thanks to the tailwind we've passed Cloncurry on the way to Mary Kathleen, and now we have the added challenge of mechanical turbulence generated by the hills west of Cloncurry and Kate hands the controls back to me. Approaching Mary Kathleen I make our briefed broadcast on the 'numbers' to let everyone know where we are and what we doing. I can see a few aircraft around on OzRunways so I keep it to one clockwise orbit to give Kate the best view and continue. We're stunned to see the most amazing blue water at the bottom of the abandoned Uranium mine.

A safe but busy arrival into Mount Isa has several of us orbiting to give suitable spacing in the circuit and we're down. The end of the Pilgrimage flying, and the trip is half over.

It's obvious Mount Isa owes its existence to mining with the copper, silver, lead and zinc mined and the workings clearing visible from the street in front of our motel.

We all meet for a final dinner, to swap stories and unwind. Captain Roger, Daz's co-pilot, is plied with celebratory alcohol, overindulges, unfortunately embarrasses himself, and needs to be helped into bed ;-D

Don Harvie



Wedderburn – Napper Field Fly-In Photos: Anne Marie Seve



Danny, Ross and Jan. Marquee erectors!



Well, it wasn't really a fly-in, since nobody actually flew, like, at all...

Perhaps the cheeky Double Polar Cold Front, with a cherry on top, which pushed rain and 20 to 30 Knot very cold south-westerlies our way didn't help... I should have known, it's my fault really...

Our members are an incredibly adaptable bunch, so what had been originally planned as a fly-in, quickly became a social gathering. The fireplace was lit up in the Clubhouse and people could be seen everywhere around the field having a chat and generally enjoying themselves.

The local Fire Brigade kept everyone fed throughout the day. Thanks guys and girls.

Jake Beswick from OzRunways gave a presentation on flight planning. Michael Monk and Michael Linke from Recreational Aviation Australia conducted an RAAus members forum. Garmin also ran a display stand with their latest products. AOPA and SAAA were also represented. We even had live music courtesy of our own member **Dave Berry** and his merry (and very loud) ensemble.

I met with organiser **Eddie Seve**, who is to blame for everything, (just kidding) after the day, for a post mortem. Would we do it again?

You bet!

Pablo Depetris

During the fly-in, Club Committee member Martin Russell received a completion award from the SAAA for his striking orange RV7 A.K.A. "The Jaffa"

Photos: Anne-Marie Seve



Letter to the Editor

Hello Pablo:

Considering that the weather was not on our side for the Fly In Day, our local Wedderburn Fire Brigade was extremely grateful that SAC invited us to arrange the selling of the food and drinks and also the gold coin donation collection at the north entrance gate.

We would sincerely like to thank the pilot members, outside visitors and also the Wedderburn community members who willingly donated to us. These donations will greatly assist us in purchasing items and also to stock food and water onto our fire trucks as the Rural Fire Service does not cover these items.

We need to be self sufficient when attending a fire that can go on for many long hours before the RFS organises welfare in terms of meals, therefore to stock up our fire trucks with these vital items is awesome with the Club members and other's generosity.

As fire fighters, we all need to stay mentally alert and on top of our game in terms of hydration and energy food sustenance, therefore this kind gesture will allow us all to remain fit in order to fight these menacing and extremely dangerous fires in order to protect the Wedderburn Airport assets.

To the amazingly kind gentleman who quietly deposited \$50 into the collection hat, we are forever grateful to you. We do not know your name, therefore please accept our grateful thanks.

Thank you to David Rittie who also generously donated. To the Garmin crew, also thank you.

We raised the following

\$260 at the gate

\$195 from the hat collection and other donations

\$136 from the BBQ

Total \$591

Imagine what we would have collected if the day was sunny with nil wind, and with hundreds of visitors attending? Great effort even when the weather was not kind to us.

A special thank you to Dave Berry who kindly showed Kurt and his family his aircraft and sat his young children in it. Kurt is a new local Wedderburn resident and donated the meat and onions to us at cost price. Kurt was so happy that Dave was so generous to his family. A small deed like this can have such a powerful outcome.

Thank you to Eddie for involving the Wedderburn Fire Brigade. As always you were a pleasure to liaise with

during our many phone calls arranging the event.

Thank you to Martin who drove myself around Wedderburn when we dropped off the invitations into the local mailboxes.

42 local Wedderburn residents visited on the day as per the collected invitations at the gate in order to enter.

Pablo, thank you also for all the ongoing support that you give to the local Wedderburn Community and also to the Wedderburn Fire Brigade. We all value the great working relationship that we have with you, as the President and likewise that we had with Jason, the previous President.

Thanking you kindly

Glenda George

Local resident and Wedderburn Brigade Fire fighter

On the evening of the fly-in, we were treated to a wonderful (and plentiful!) Indian style dinner by Chef Arul Kayal and Club members Srini, Yoga and Sai Subramanian

Given the weather conditions throughout the day, this hearty meal in the warm Clubhouse was very welcome by everyone.

Dinner Menu:

Starters

Fish tikka

Pork Fry

Samosa (veg) with mint chutney

Mains

Lamb Stew mild or nil spice

Butter Chicken medium hot

Beef Vindaloo - hot

Served with rice and Naan

Sides (compliments of Srini and Yoga)

Pappad n Cucumber Raitha plus

Veg option for 10 serves

Dhal (Lentil) and Bindī Masala (Okra)

Dessert

Homemade Indian sweet (Yoga)

Mango ice cream

Cake



Visit to Middlebrook station

A great weekend we had by all who attended the weekend at Middlebrook Station which was organised by Vic Laybutt and Alice. There were 12 Wedderburnians and six friends of Vic and Alice from Gosford, some of whom were 80 years of age and had never been in a light plane before. The most popular joy flights were those kindly offered by Bill Leighton.

On Friday evening we were invited to the Scone Aero Club for drinks and nibbles with the members and later drove into Scone for dinner.

Saturday lunch was enjoyed by all at the Linga Longa Inn, just out of town, while in the evening there was much camaraderie around the barbecue and storytelling from anyone who had a funny story to tell.

Those who attended from Wedderburn were Vic and Alice, Greg and Annie Goulding, Bob and Marlene Priddle, Wes Brown, Sheelagh and Leigh Cunneen, Eddie and Anne Marie Seve and Bill Leighton.

Annie Goulding



Leigh and Bob



Greg and Wes



Sheelagh and Leigh Cunneen



Everyone enjoyed lunch at the Linga Longa Pub



Along the Washpools track



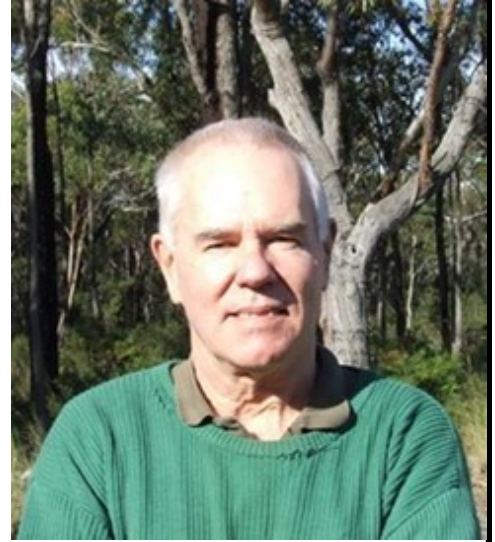
Seneca III and the Buccaneer

What could be better than a good book in a drought?

Each year most libraries dispose of around 10% of their books to make way for new stock, so what happens to those older, but still good condition books? Well Fay Prideaux, a retired teacher/librarian has a number of libraries on board, and has come up with a great idea to distribute the books to outback and remote cattle stations, to add diversity and variety to outback life, helping with many aspects of outback life including education, recreation as well as mental health, general morale and wellbeing. She has harboured the idea for many years but actually getting the books out there has always been the stumbling block. Now there is a way that's about to be tested... why not distribute them by air? The Illawarra Flyers is a group of aviation enthusiasts based at the Illawarra Regional Airport who also thought this would be a great idea, and

have now combined with Fay to help distribute the books to cattle properties starting with the Broken Hill area of far western NSW. A truck load of books has already been driven out there by a small group of volunteers, these have now been transferred into smaller aircraft sized boxes and a group of aircraft are flying out to Broken Hill this coming weekend to distribute the boxes of books.

The local rumour mill has been running hot out there, and there is much expectation about this new experience in the area. The Silver City Recreational Flying Club has offered their airstrip and facilities, not far from Broken Hill as a base for the distribution, they have arranged a fly-in for the special day, adding their clubhouse and barbeque facilities for the event for the pilots between flights. Fay is excited to have her idea



finally coming to fruition, giving the books a new lease of life and providing something worthwhile to the lives of many especially during such trying times as the drought conditions many currently find themselves in. The prospect of property workers chucking a box of books into the ute with the swag when they travel, to swap with each other at the various events during the year that bring them together is also exciting. The Illawarra Flyers pilots are pleased to volunteer their aircraft and expertise to fly into the various properties, as visiting some of these places can be a privilege but is not generally available so having a reason to fly in and to be so well received means everyone wins from this heart warming story...

Phil Ayrton



Some of the books sorted, boxed and ready for flying to properties...

On April 24th to the 29th a group of SAC members attended an Airshow at Zhengzhou in China. The get together was the bi-annual meeting of the Earthrounders Club which was founded by Claude Meunier, to celebrate pilots who have flown around the world in G.A. aircraft one of which is our esteemed SAC member Gary Burns.

Our Group was Gary and Kaye Burns, Peter Hodgens and Junie, Kevin Haydon and Chris Noy.



The whole group of 58 from 17 countries was hosted by Earthrounder Wei Chen and we were extended V.I.P. status by the airshow organisers and Chinese government. There is a strong movement in China to encourage Private Flying. The whole event was well organised but sadly one of the airshow performers was killed during practice, weather was kind to us, with bright

sunny days and a spectacular Night Air Show of world standard. All in all a great event and we all enjoyed it.

Sincerely

Peter Hodgens

SAC membership no. 9

Meet new members John Tabone and Jane McKellar:

John is in Toowoomba watching Miss D's (Miss-Demeanour, his Stearman) engine change at the moment.

"She is being upgraded from a W670, 220hp Continental 7 cylinder radial engine to a Jacobs 275hp 7 cylinder radial engine.

We flew up from Wedderburn on Sunday 6th and a landed after 6 1/2 hours flying time just before sunset. I was ably assisted by pilot extraordinaire Errol Pillemer. Cheers, John"



Old Continental in the foreground. New Jacobs being installed by Wayne Milburn of Aerotec Qld Toowoomba.



Miss D's new Jacobs engine has been mounted.



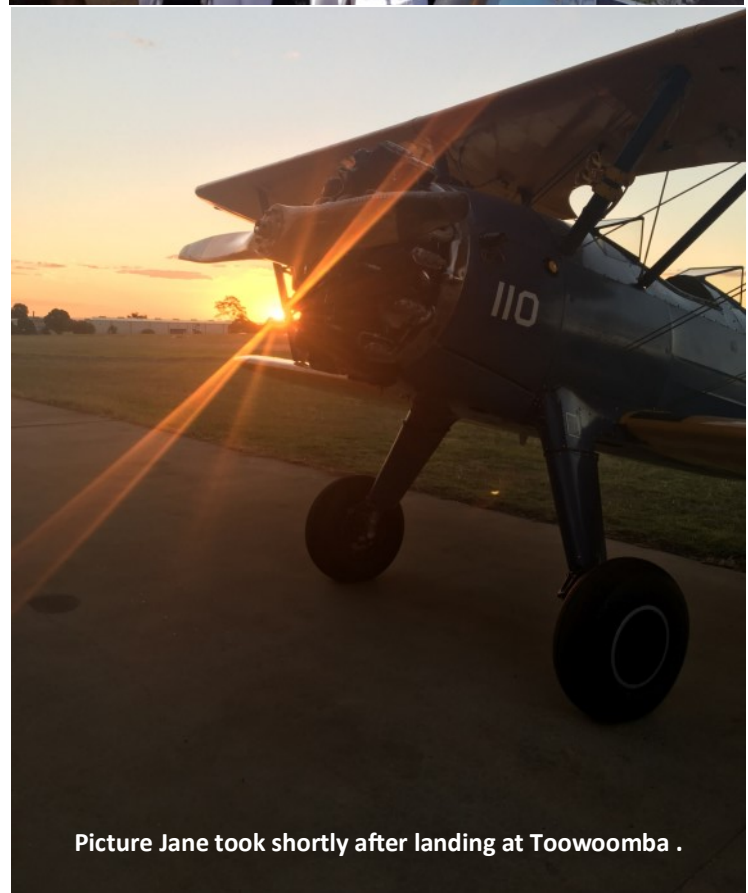
Jane and I checking out Miss D's new Jacobs engine. Jane drove 12 hours to deliver Miss D's new prop.



Joyride!



My wife, Jane McKellar, making the field safe and pretty for the "open day", correction, arrival of my Stearman, Miss D, with her Jacobs engine.



Picture Jane took shortly after landing at Toowoomba .

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Armando Papallo

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