

# THE NSW SPORT AIRCRAFT CLUB

## NEWSLETTER



*October - November 2020*



[www.nswsac.com.au](http://www.nswsac.com.au)





## Editor's Letter

Hi there:

In this issue, a report by Club Secretary **Jason Camilleri** on the goings on at the NSW SAC, roving correspondent **Peter Lightbown** hails from Tibooburra, The **Sky Pirates** meet again at Bullio, **your Editor** visits the newly named Shellharbour Airport (née Wollongong), plus the usual updates on club news and current affairs.

The impact of Covid 19 is still being felt at the Club, with very little social activity happening due to the difficulties presented by complying with the NSW Government's Public Health Orders. As a result, the August - September issue of this newsletter had to be cancelled due to a lack of sufficient material.

As you will see herein though, a drop in social activity does not equate to complete idleness. The Club wheels continue turning, with the committee and a small bunch of volunteers taking advantage of these quiet times to improve our facility, and steadily dealing with an assortment of issues.

I think I speak for most of us when I say that we are all looking forward to a time in the near future when humanity gets a grip on this nasty virus, and we can go back to normal, to doing the things we love in peace.

Stay patient, and stay safe.

Kind regards,

**Pablo Depetris**

## Letter to the editor

Hi Pablo

Yesterday I intercepted two small Cumulus clouds approaching our airfield from the north. Luckily I was able to destroy them by a series of dive-bombing strafing and kamikaze strikes with my aircraft. I feel quite proud. Do I get some sort of award?

**Bill**

**Ed:** Oh, Bill...

**Next Committee meeting:**

Sunday 11 October 09:00 am in the Clubhouse

### The NSW Sport Aircraft Club Newsletter

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Susana Depetris

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

**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**  
CT-4 Airtrainer VH-YCF, flown by Michael Jorgensen and photographed from Clive Brooke's Nanchang by Mark Jessop

# From the Secretary's Desk

**N**ot sure if you've noticed lately, but there are just a few things that are getting finished off around the airfield. Some long overdue jobs that just needed their finishing touches. It's mainly around the eastern road, and the tidying up of the taxiway vehicle entrances. Concrete has been poured to support the pipework for vehicular access, and in the next few weeks, the asphalt will be added to finish each of these entrances. This is designed for safety, to keep vehicles clear of the taxiway, remember the taxiway is for aeroplanes, not cars, you know those things with wings that fly! I say this because I see more cars on the taxiway in one day than I do aircraft. Here is our solution.

Taxiway L-M has been extended to meet with the existing taxiway, and also a large Run-up bay has been added at the end of 35. Now all of our taxiways are the same, and if we ever get the chance to extend the runway to the South, we are well prepared. Some members came up with this bright idea, and the Committee couldn't have agreed more, you guys know who you are, thank you. The Car Park area by the Clubhouse is also getting sealed, and the entrance way to the Clubhouse is being redone, so things will be a lot nicer around the Clubhouse. I'd like to personally thank predominately Dobre Stevanovski for all of his hard work in obtaining quotes and meetings so this work can go ahead, and Steve Pate for helping out with the contractors. Other members of the Committee have also put in a lot of hard work to help Dobre in this quest, so thank you gents.

Talking of Caretakers, our very own Steve is going to spice up the Bush Toilets at the end of hangar row E, that have had a few years of neglect.

Steve has agreed to undertake this project, and I know the end result will be a spectacular one. So if you see Steve hanging around the toilets for some time, there is good reason! Steve's ute has also been fitted out with some nice bright spotlights for koala spotting... I mean safety at the airfield, he can now see forward and sideways at the same time, something many of us have tried to achieve for years!

The Clubhouse main entrance steps and barbeque area had new sensor lights fitted by our president for night time use. All the Fire Extinguishers around the airfield have been checked and stamped, or replaced as required, we are now compliant in this area.

There has been some improvements to the Bylaws to assist the club with day to day running. The improvements have been explained in a separate section in this Newsletter, so I won't steal the limelight here, but we all know of the changes as they have been Newsflashed, discussed at member forums after Workdays, and have been available to view on the website. Speaking of Social Workdays, the Committee is working on a plan and advice from NSW Health about Social Workdays, so any progress will be made known to the members soon.

Lastly, the Committee met in June, August and now again for the next meeting on Sunday 11th October.

You may be thinking that all the above capital works getting done is costly. Well, yep you're correct, but our Treasurer assures us we are in a great financial position, and actually have in our coffers more money than what our land is valued at. This doesn't mean we should spend it all, but rather apply it judiciously to tidying the place up a little more for the benefit of our members.



And of course it wouldn't be the Secretary's report without the Hangar site waiting list. Jock always made a habit of putting it in his report, so I thought I'd carry the torch for a little while:

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

Until the next chat, take care.

**Jason Camilleri**



# Club News



Recently, Club member Russell Broughton made a substantial donation to aviation charity Angel Flight on our behalf. Inspired by his generosity, the Committee matched his donation as part of our commitment to supporting worthy aviation related causes. Angel Flight is a charity that coordinates non-emergency flights to help country people trying to deal with the triple trouble of bad health, poor finances and daunting distance. All flights are free and involve patients travelling to medical facilities located all over Australia.

They operate Australia-wide with a growing network of pilots and aircraft. Volunteer pilots come from all walks of life and donate their time, skills and aircraft to help rural and outback people. If you want to get involved, head over to their website at [www.angelflight.org.au](http://www.angelflight.org.au) to donate, or register to be an Angel Flight Pilot!



New taxiway L M earthworks have commenced



There are several flocks of Australian Wood Ducks currently breeding at the aerodrome. Duck flying school is now about to commence, so human flyers are advised to see and avoid the little fluff-balls!



Steve Pate showing repairs made by him to the Club-house Kitchen Door. Now it can be operated from both sides!





Volunteers assisting with culvert reinforcing concrete works at the main road entrances. 16 September.



Our resourceful Caretaker took it upon himself to clad the machinery shed, to improve protection of the gear stored inside. 26 August.



23 August. Your Club Committee, hard at work (L to R: Jason Camilleri, Pablo Depetris, Phillip Lee, Allan Aaron, Murat Winter, Michael Kennard, Christian Alexander, Peter Lightbown, and Dobre Stevanovski)



These photos sent by Steve Cohen show the work going on at the taxiway entrances



### Weather Cams

Did you know we now have Weather Cams at The Oaks operating during daylight hours. One looking North and the other to the South. There's also a zoomed-in image of the Southern windsock. Images update every 6 mins. You'll need to refresh your webpage to get the latest images. Check this link: <https://mywebcams.com.au/yoas-theoaks/> The images are also available on OzRunways and AvPlan. This service is being jointly funded by the SRFC, Dave's Flying School, and myself.

Regards,

**Stephen Bennett.**

MY WEBCAMS  
AUSTRALIA

Home

### YOAS – The Oaks – New South Wales





## One day it will APPIN

**H**ave you noticed what's been happening at Appin lately? Every time I take off I notice how Appin has been expanding. The new subdivision to the north west of the township has been largely completed and appears to have been very successful with a very high level of occupancy and dwelling completions, and there's more subdivisions proposed along the western edge as well as other areas in the pipeline as well. The main town centre has had a large supermarket recently constructed and they really do their marketing homework before they commit such significant funds to construction so they are also expecting further expansion.

I notice a new small subdivision adjacent to the road into town from Bulli under consideration and land sales off the plan are available.....so what does that mean for us? Well so long as we don't disturb the equilibrium probably nothing, so I think it's

time for us all to have another look at our Fly Neighbourly Policy, and to refresh the implications of this policy in our minds.

I think it's vital to make sure we maintain our policy of not overflying the township of Appin, and especially when climbing out when we make the most noise and disturbance. At the moment we can maintain our "off radar" status by avoiding the area, but if we become an annoyance to those who have bought into the area to gain a quiet lifestyle in the country for their family and kids we could face a backlash once a couple of energetic and organised people get petitions going and start making protestations about our existence tucked away there in our lovely bush location.

My suggestion is for us all to make sure we maintain significant separation from these areas, especially at low level, and more importantly make sure anyone flying in to visit is also familiar with the requirements, as any apparently small piece of thoughtlessness can have much larger ramifications, and I'm sure you'll agree the Committee has



plenty to do without having to try to hose down these kinds of issues. It's in the best long term interest of the club we all love and enjoy, to make sure we maintain and enhance our position in the local community and the greater community at large.

**Phil Ayrton**

## The new Club Bylaws

**O**ur Committee works very hard to ensure our rules remain relevant to our collective vision for the Club, and provide our members with the best possible environment to enjoy aviation at our airfield. As is usually the case with volunteer run organisations, none of the Committee members are experts at what they do, and some times mistakes occur when making decisions. This is good, because it shows that at least decisions are being made.

Regardless, the Committee are always willing to review and fix any unintended problems as they become apparent. I trust most of you will agree that a lot of progress has been made in the last few years, but the job is never really finished. Committee members need our support and encouragement, so that they can continue acting in the best interests of the Club and its membership. One of our members recently questioned the Committee on some points of the new bylaws, which were unanimously approved on 23 August 2020 and published to the members shortly thereafter. I welcome this input, and it seems timely then to discuss these latest changes here for the benefit of all members, and elaborate on how the Committee arrived at them.

### **Membership Categories:**

→ The definition of Social Member was updated to reflect their status, and remove ambiguities. Effectively, social members are not considered members of the association pursuant to our constitution (as they clearly are not allowed to vote at meetings) but

rather "registered visitors" to the field, similarly to a visitor to an RSL registering at the lobby. Since (consistent with the social objectives of the club in our Constitution) visitors are welcome at the field, it is desirable that they join as social members, therefore agreeing to be bound by our rules as applicable, and being kept informed of any changes by means of Newsflashes and Newsletters.

→ The Associate Member fees were adjusted to reflect the voting privileges enjoyed by this category. Current associate members that consider this fee too onerous, can elect to change to social at any time, or conversely, apply for full membership if eligible.

### **New member probationary period:**

→ This part was extensively re-written, with the probation period extended to 12 months, and an explicit condition barring probationary members from holding a Hangar Site Licence.

### **Members Entitlements and Obligations:**

→ The option for a social member to, after four years, get a credit for fees paid towards upgrading to full member was removed, as it has not seen any use for many years, and it was considered that the benefits of full membership more than justify the cost of the joining fee. In fact, most members who join as Social and go on to upgrade to Full, do so after the first year. Aircraft can now only be parked in the aircraft parking area for a continuous period of up to 1 week every three months, (unless expressly authorised by the Committee) to facilitate such things are cleaning out hang-

ars, etc. The Committee believes that allowing aircraft to park permanently at the field in open areas decreases available space for club activities such as fly-ins, exposes the membership to unnecessary liability, obstructs maintenance of the grassed area underneath the aircraft, creates a fire risk, and could lead to the accumulation of abandoned aircraft over time (which is commonplace at many other airports)

### **Airfield Environment and Safety:**

→ Rules for the use of our access gates were updated to reflect the addition of the automatic boom gate, and the loss of access through the mine gate.

→ New rules for the operation of model aircraft at the field were introduced. The new section was written with the guidance of CASA Instrument 96/17, MAAA guidelines, and our own situation in terms of membership and insurance. The intent is to make model flying more accessible to our members, whilst retaining a high degree of safety.

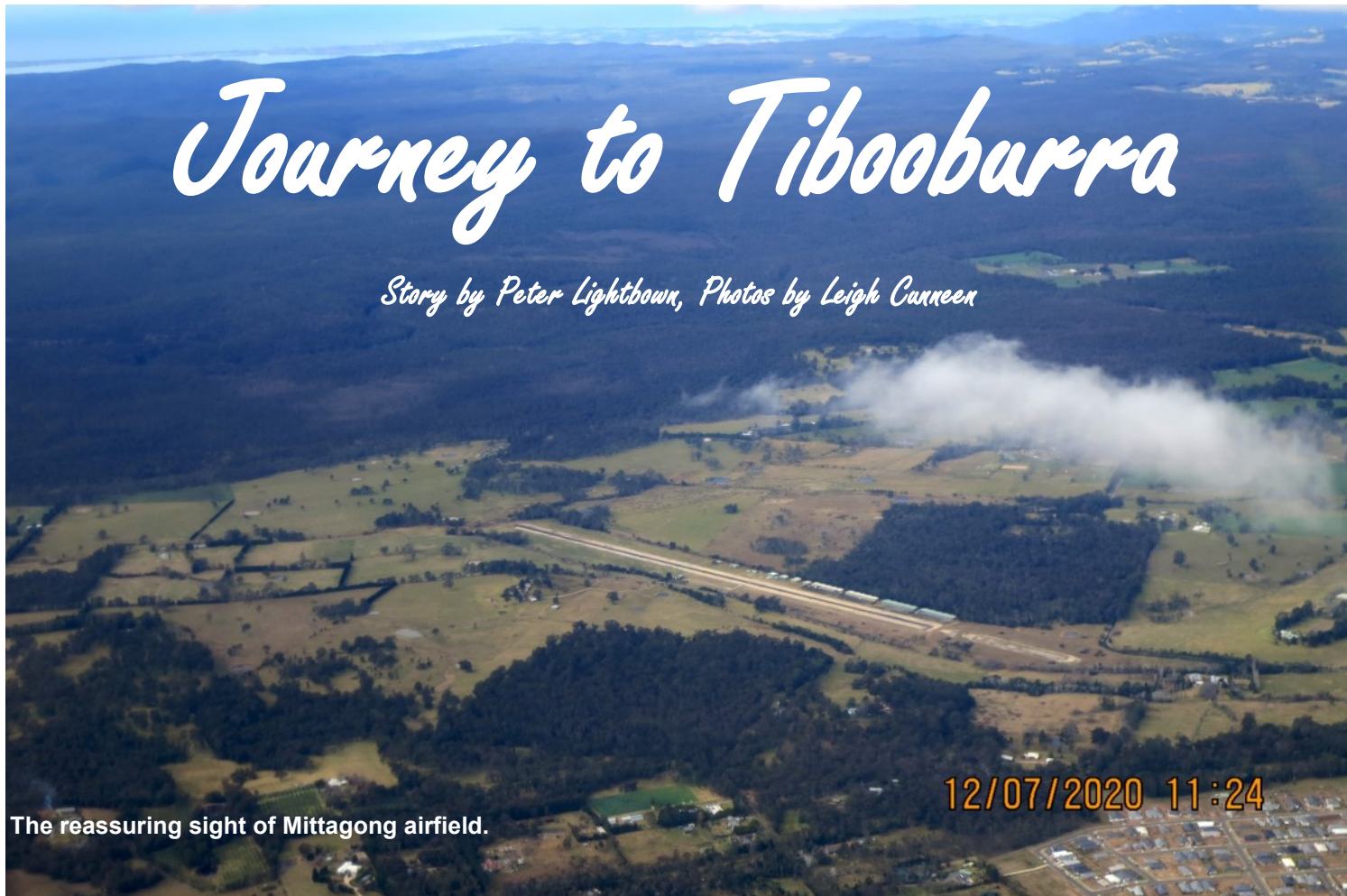
I believe the above represents the salient points of the new bylaws. Earlier changes have already been discussed at Social Workday forums, and published in Newsletter reports and meeting minutes.

Any members having questions or concerns about our rules, should not hesitate to contact the committee, who value your input and will use it to inform the next revision. The full version of the new Bylaws can be found in the members section of our website, where the old version has been left for reference.

**Pablo Depetris**

# Journey to Tibooburra

*Story by Peter Lightbown, Photos by Leigh Cunneen*



The reassuring sight of Mittagong airfield.

In mid July a small group of Wedderburnians, consisting of David and Kevin Perry in the CT, and Leigh Cunneen and myself in the Jab, set off on a trip to the top left hand corner of NSW where the small town of Tibooburra is located. Getting an early start we hit the sky at 7.30, first stop Narromine. The conditions were perfect with blue skies above and little bits of fog low down in the valleys.

After a short fuel stop it was off to Tilpa, which is just a pub and an airstrip on the banks of the Darling, north west of Cobar. Prior to departure I had made several phone calls inquiring about fuel and was reassured that they had plenty of 98Mogas. However after a so-so lunch we discovered they had run out and, to add insult to injury, seemed totally unapologetic. We then had a dilemma – head back to Cobar in which case we would be close to last light on arrival at Tibooburra, or press on with the possibility of running low as we approached our destination.

Fate intervened however. David and I got a lift back to the airfield riding on the tailgate of a ute. As I was hanging on for dear life I had a brainwave. I asked the driver if he had any fuel to spare and sure enough he did in the form of a 25 litre jerry can, which we split between the two planes. This gave us just that extra bit of margin that eased any anxiety about reaching Tibooburra.

Tibooburra is a fascinating little town with lots of beautiful sandstone buildings and a park which commemorates the spot on which the explorer Sturt left a whale boat which the party had dragged all the way from Adelaide. They were hoping to find an inland sea – they were right, there was one but a hundred million years earlier!

Next day we decided to circumnavigate Cameron's corner, the spot where NSW, SA and QLD all meet. However a thunderstorm had us turning on our heels for the historic town of Milparinka. That too was shrouded in heavy rain so Plan C,

Packsaddle Roadhouse, was activated. On second thoughts, that also seemed ill- advised because of a combination of a dirt strip and heavy overnight rain.

In the end we threaded our way between storm cells to Broken Hill for a much needed rest and some food. The final leg of the day's flying was an uneventful run to Pooncarie. Next day it was off to Hay for lunch and then Griffith for the night. The first part of the equation didn't provide much of a problem and on arrival at Hay one of the local pilots gave us a lift into town. It turned out that, like Kevin, he had been a locksmith and they had a sort of locksmiths' love-in talking about all sorts of safes they'd worked on. The conversation culminated in a story about a safe that nobody had ever been able to pick. It was featured in the Crystal Palace Exhibition of 1851 and £1,000 was offered to anyone who could pick it.

Unfortunately we lingered a bit too long over lunch and when we returned to the airfield thunderstorms were blocking our way on the short leg to Griffith. So it was back into town for the night. Next morning we spent quite a bit of time studying the meteorological situation. Leigh, who is much more experienced in these matters, felt we should be able to make it back, especially since the final leg over the Southern Highlands looked favourable.

There had been a thunderstorm overnight with heavy rain and hail (luckily no damage to the planes.) We set off from Hay and with a nice tail wind headed for Cootamundra. This required a bit of dodging around some weather, however low cloud over the field prevented us from landing. With oodles of fuel on board, we headed straight for Wedderburn. To celebrate the end of what had been a rather challenging day of flying, we rounded the whole thing off with a cheeky drop of red in hangar P3.

**Peter Lightbown**





The Darling River at Pooncarie



Tibooburra Pub



An interesting sky at Hay



# Shellharbour Escapade

**B**eing a migrant to Australia, I generally don't miss my country of origin much, preferring instead to focus on the present and what it has to offer. Only things I miss from time to time is the people, and the food...

So, when fellow South American Esteban (Steve) Tecitor invited me to visit his gyroplane workshop at Shellharbour Airport on 22 July I just couldn't resist, particularly after his offer to make "pan con chicharrón" to celebrate the occasion. The fact that the last Qantas 747 departing our shores was scheduled to make a "low and slow" pass over Shellharbour later on that day was the icing on the cake, so to speak.

The weather in the morning was absolutely perfect, making the short hop from WBN to

SHL a real pleasure. On arrival, it was a short taxi to Esteban's workshop where I was received with a hot cuppa and the promised savoury bread. Esteban then regaled me with wonderfully entertaining stories of his time in his native Uruguay, and of his Gyrocopter manufacturing exploits here in Australia. As I was rostered to be working night shift at Sydney Airport that evening, the plan was to fly back to WBN as soon as the airspace was re-opened after QF7474's pass, then jump in my car and drive to Mascot for a 6pm start. This kept me checking the time throughout the day. Later on we learned the "Queen of the Skies" would be running fashionably late, so this added an element of excitement to my calculations.

The idea to make it a direct flight SHL - SYD

to get to work on time did cross my mind, but I don't think SYD TWR ATC suffer numbered regos kindly.

As it turned out, our Queen (VH-OEJ) eventually turned up and did a nice left turn directly overhead Shellharbour Airport, to the oohs and aahs of the crowd present. What we didn't know at the time was the surprise grand finale yet to come, which was to draw a giant kangaroo into its outbound track to the U.S.

As soon as the airspace was cleared, and allowing for any remaining wingtip vortices to dissipate, I jumped on my trusty steed and headed back to WBN without further ado. Oh! And yes, I did make it to work on time after all!

**Pablo Depetris**



An enthusiastic crowd gathered on the tarmac at Shellharbour Airport to farewell the Queen of the Skies



**S**paceship 2 was designed and built from scratch in under two years by our one and only **Steve Cohen**. The amphibian aircraft is built entirely out of composite materials. It is powered by a Rotax 912, 100HP engine with an in-flight adjustable propeller, and it cruises at 90Kts @ 75% power. With a MTOW of 650Kgs, it is registered with Recreational Aviation Australia as an amateur built aircraft. Steve is close to completing his flight testing period, and looks forward to heading off on adventures in his flying, floating caravan. Due to his unique shape and function, Spaceship 2 has been variously dubbed "Pelican, Windybago, Thunderbird 2, and even Moby Dick." For the build story head to: <https://youtu.be/3Wf9ZvPgDmg>  
**Pablo Depetris**



Arriving back at Wedderburn after a test flight

## **THE PELICAN STRIKES BACK!**



Spaceship 2, dwarfing a Jabiru at The Oaks



Steve, standing by his creation at  
The Oaks



# Bullio Visit



**O**n the October long weekend we were once again kindly invited by “Pirate Captain” Stephen Bennett to visit Bullio for the “Best Bacon and Egg Breakfast in the Southern Highlands”. Quickly, a small crew of eight participants was formed and we all departed Wedderburn at 8:30 (except for Gary, who flew in from The Oaks). After a short and very enjoyable flight, we all arrived at

Bullio to Stephen’s welcome.

The field is looking great. It’s nice to see the change in the landscape after a few rains, as last year during the draught it was all looking very sorry indeed. We then went on to enjoy a nice brekky, during which all sorts of tall stories were told.

With midday approaching, together with a forecast of stronger winds, we all decided to depart

for home.

Our thanks go to Stephen for the invitation and all the work he is putting in to maintain Bullio. Lastly, a friendly reminder that all visitors to Bullio must obtain clearance from Stephen before landing there, if nothing else, because there is normally a fence running across the middle of the runway!

**Pablo Depetris**







Below, Left to Right: "Pirate Captain" Stephen, Neale, Michael, Doug, Pablo, Gary, Phill, and Steve



## Advertisements

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



**Camping gear for sale** in as New condition \$250



Contact **Steve Pate 0438 676 367**

### FOR SALE

Grey/Blue High Build Epoxy Floor Paint 5/20 Litre Cans. Top Quality. any reasonable offer

Fixed or Portable Solar Panel System (all Brand New) consists of one 200 Watt solar panel, 20 AMP Voltage Controller and roof mounting Hardware

Phone: **Peter 0404 878 438**

### NARCO VOR RECEIVER



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

### 1979 GRUMMAN TIGER VH-AVD



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

Total Airframe: 5,050 hrs Engine: time Expired

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

Repairs Required:

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

For further information contact

**Greg Ackman** on **0425 355 500**

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

### Hangarage available at N5

from \$200 per month

24 Hr Access

**Greg Ackman**

**0425 355 500**

### 1977 GRUMMAN TIGER

**VH-IFT \$75K ONO**



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

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

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

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

For further information contact

**Greg Ackman** on **0425 355 500**

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

1/ \$100 - small 12volt (RG-25XC)

2/ \$120- large 12 volt (RG-35AXC)

3/ \$150 -

small 24 volt (RG24-11)

contact Greg  
042535 5500







### Bert Faulkner's Tailwind **FOR SALE**

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



Grumman AA1C Lynx for sale. 2200 TT. Inspect Hangar K8. \$38,000 ono.  
Enquire for details Paul Greig 0407128115.



### Volmer vj22 Sportsman amphibian→

Continental O-200 with about 2 hrs since  
overhaul. Located Cessnock  
contact **Keith rule, 0438 902 900**



## SYDNEY FLIGHT TRAINING

FLIGHT REVIEWS \* Restricted, Private & Commercial Licences \* PIFR \* IPC \* Night VFR \* Tail wheel \* CSU & RU

Address: 20 Miles Street, **BANKSTOWN AIRPORT** NSW 2200

**Website:** [www.sydneyflighttraining.com.au](http://www.sydneyflighttraining.com.au)

Hours of Operation: Monday - Saturday: 8:00am - 4:30pm. Sunday by booking.

**Email:** [admin@sydneyflighttraining.com.au](mailto:admin@sydneyflighttraining.com.au)

**Phone: (02) 9790 4612**



## Hangar share For Sale

**50% share of hangar T1**

**at Wedderburn**

**Contact:**

**Kathy Alae 0451 688 806**



**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)

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



**Aircraft  
Weighing  
Australia**

Aircraft Weight and Balance carried out at Wedderburn  
Ceri Bartlett

CASA-approved Weight Control Officer

0448 448 316

[ceri@AircraftWeighingAustralia.com.au](mailto:ceri@AircraftWeighingAustralia.com.au)