

# THE NSW SPORT AIRCRAFT CLUB

## NEWSLETTER

*February - March 2018*





## Editor's letter

Hello there, how are you?

We have been very busy at the Committee these last two months with several projects developing simultaneously.

Thanks to **Glenn Buttsworth's** leadership, the road is finally sealed all the way to the south gate, with the car parking area outside the Club-house a nice extra bonus. The Weather Cameras are up and running, albeit with some occasional hiccups that will be ironed out in due course (more on this inside). Many other smaller projects have been going ahead, plus all the routine events of Club life. It has been both challenging and rewarding to achieve all this as a team.

In this issue, **Jason Camilleri** and **Jock Anderson** report on the latest from the Committee, **David Rittie** pays homage to David Archer, a recently departed gentleman who had a great influence on the establishment of our airfield, **Colleen Pillemer** tells us of her visit to the Sea-plane Christmas Party Fly-In at Grafton, **Peter Lightbown** reports on the Christmas Parties, and finally **Chris Willis** introduces the new Graphical Area Forecasts.

On the cover: Coming back home from The Missions last November, I had the surreal experience of looking down to where Hoxton Park Aerodrome used to be, only to see no trace of it left. Let's be forever vigilant this does not ever happen to our beloved field.

I sincerely hope you are enjoying the club and all it has to offer. We have a great facility here and should consider ourselves very lucky indeed.

Take care

**Pablo Depetris**



## Upcoming Club Events

Next **General Meeting**: Sunday **25 March 2018 12:00**

Napper Field Clubhouse

Contact: Jock Anderson 0425 380 966

Next **Annual General Meeting**: **25 March 2018** (immediately following GM)

Napper Field Clubhouse

Contact: Jock Anderson 0425 380 966

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Susana Depetris

**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**  
The former **Hoxton Park Aerodrome** site.  
Photo: **Pablo Depetris**

# Words from the President

*Happy New Year to each and every member and welcome to 2018! Each year I look back and work out how many hours I have flown for the year, and this past year was pretty pathetic so, my New Year's resolution for 2018 is to fly more! I think it's a pretty good resolution, and judging by the amount of AVGAS this club has been using over the last few months, I reckon I would be pretty spot on to say that a lot of us have already adopted this resolution well and truly before 2018 hit. It's a great thing to see the club in full swing.*

*This report for me will be short and hope-fully sweet. You will be pleased to know that things are quite smooth in the club, and the place is running how it should. Things have settled down, and the committee has been getting into some items that have been sitting on the agenda for quite some time. I know Jock will cover the goings on around the place in his report, which of late there has been a few. One main thing that hopefully by now everybody has noticed is the sealing of the Eastern road. Glenn and his team did an outstanding job of this, and we now have a nice sealed road running from North to South with many openings for members to access*

*the taxiways. This will help reduce the amount of traffic we see on the main taxiway, and make an easier and safer trip to our hangars. I noticed that Glenn even placed some road base near the Clubhouse parking, so we have a nice dry area when visiting the Clubhouse. The committee reviewed the work that was done, and it all came in on budget and the work was carried out as expected and as agreed some months ago. Thanks again Glenn.*

*The Kid's and the adult's Christmas Parties were a blast, with a fantastic attendance. The Christmas Party was a wonderful night. It was great to see many members turn up and enjoy the night, and also our local Wedderburn resident Glenda George invited many of the Wedderburn locals to the party to see what a wonderful facility we have here. We are very lucky to have such a great relationship with the Wedderburn community. Thank you Glenda! A big thanks to Donna Handley, Peter Lightbown and Phill Lee for organising these events and doing a wonderful job. Also a big thank you to many others who helped out in the background to make these events possible. Of course, it wouldn't be right if I didn't pass on a big thank you to Michael Sladek, who*



*was Santa at the Kid's Christmas Party, and also did the lolly drop, and I heard whilst still dressed as Santa! Good on you Michael, maybe you should consider a new career!*

*Until the next chat, Take care.*

**Jason Camilleri**

This cute local Koala was snapped by Bill Handley recently near the north gate. Photo sent by Alex Thomas.



## **Important Wedderburn – Napper Field fly neighbourly information**

The neighbouring built-up areas at Wedderburn and Appin are noise sensitive, please avoid overflying below 1000ft AGL

**YWBN CTAF 122.55 MHz - Area Frequency 124.55 MHz**  
**Position 34° 11.2' S 150° 48.3' E**

# From the Secretary's Desk

## Goings on at Wedderburn

### Sealing of the Main Road.

The sealing of the road is now complete along with four exits and part of the car park close to the clubhouse. The exits and the car park are a bonus. It is a valuable improvement to the club. Thanks to Glenn Buttsworth for supervising and doing this great work.

### Weather Cam

The cameras have now been delivered and have been installed on top of the club house. They are directed to the north and to the south, of course, but as I write there are still some technicalities to be ironed out before they are finally commissioned. They are accessed through the web site. Pablo Depetris has been driving this valuable project while he is not editing the newsletter.

### Refurbishment of the Gent's Toilet

Final drawings are being called up by Phil Ayrton so that this project can be moved along. The general idea is that the present broom cupboard/disused shower will be renovated into a single unisex toilet and the remainder of the toilet be renovated to a civilized standard. In other words, there will be an additional toilet for men and women and the present disused shower and broom cupboard will be gone. The single men's/women's shower across the corridor will remain. Planning is well underway, and tenders have been issued for quotes to carry out this work.

### Access ramp

Phil Ayrton has drawn up plans for a Graded Access Ramp to the front door of the club house. This will extend from the front (eastern) door of the clubhouse to the east, descending and turning through 90 degrees to the south, towards the car park where it will reach ground level. The maximum grade will be no more than 1:14. Quotes have been invited to do the work. Again, thanks to Phil Ayrton for drawing this up.

### Tenure review

The Tenure Review to which I referred last issue was carried out on 19 December 2017 by Mr. Christopher Wright and Mr. Paul Harper from the Dept of Industry Crown Lands & Water on behalf of the Department, accompanied by Peter Lightbown on behalf of the club. The findings have only just been received in time for this report. In summary, Clause 54 requires attention – Concrete pipes and tyres on the western boundary must be removed as well as brick piles on the eastern wildlife corridor. Clause 59 – certain trees and vegetation along the western boundary have not to be interfered with. Photographic evidence of these matters to be provided by 30 June 2018. Clause 58 – Fire Safety. Plan to be supplied and certain matters to be

attended in conjunction with RFS. Clauses 63 and 76 refer to control of African Love Grasses and evidence that we are not encroaching on public land or native vegetation to the west. The Committee already has some of the above matters under attention (vide supra) and will attend to the remainder soon. In the meantime, can I ask once again that nobody cuts down anything without consulting the committee. Thank you all.

### Mogas

There has been considerable discussion about the provision of mogas at SAC WBN. The committee has investigated the provision of Mogas in detail. Clive from Skyfuel addressed the committee. Whilst it is understood that many members use mogas it is not practical to offer it to members on several grounds, not the least of which are safety, quality assurance, insurance, and expense. Additionally, it is likely that certified low lead, alcohol free aviation fuel will be available from approved suppliers as soon as the end of the year

### Watering system/Firefighting equipment

It has been decided to purchase 15 fire extinguishers and install them along the eastern side of the runway at the end of each row of hangars and another at the base of the main windsock. These will be of a type that is approved for use on airfields. This will make them quickly and easily accessible. The present club utility will be retained unregistered but fitted and maintained for firefighting purposes and, additionally, a new utility will be purchased for use around the field and as an airfield security vehicle. A new vehicle was decided upon (as distinct from "pre-loved" for several reasons, including warranty, reliability, and resale value. Glenn will arrange purchase of new Utility and Fire Extinguishers. Funding has been approved. Thanks Glenn.

### Air-conditioning.

Allan Aaron has donated an air-conditioner to the caretaker. It has been almost insufferably hot out there recently and something had to be done to improve the inadequate situation that Dawn and Rou had to put up with. Thanks Allan.

### Nominations for Committee

Yes, it is that time of year again. There will be a General Meeting at **12 noon** on Sunday 25<sup>th</sup> March 2018 in the Clubhouse. Any member who wishes to add something to the agenda should notify me at least one week in advance. Agenda items may NOT be added at the meeting (in accordance with the Constitution, Clause 26 (c)). The GM will be followed immediately by the Annual General Meeting at the conclusion of which the new committee will be elected. Nominations for Committee must be in my hands by 12 noon on 18<sup>th</sup> March 2018. Nomination forms can be by post or email and



can be obtained on the website or in the clubhouse. In any case they must be dated or received before the closing time of **12 noon**. I or my delegate will be in the clubhouse at **12 noon** Sunday 18<sup>th</sup> March 2018 to accept last minute entries up until 12 noon. There will be nine vacancies. President, Secretary, Treasurer and six ordinary members. Candidates must be nominated and seconded by two members in good standing. Candidates must sign the form of nomination agreeing to their nomination and must also be Full or Associate members in good standing. Votes will be cast at the end of the AGM on Sunday 2018 and only Full and Associate members in good standing present at the meeting can vote. The vote will be a secret poll and is first past the post. Kindly note the start time of the GM will be **12 noon**, not 2.00pm.

### Finally

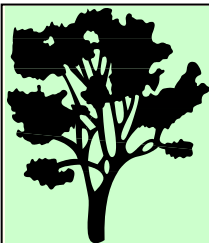
"May your troubles be less, may your blessings be more, and may nothing but happiness come through your door."

Anon

As there is an election before the next newsletter this may be my last epistle to you. If so, then may I offer you my best wishes and please,

Fly Safe!

Jock Anderson  
27th January 2018

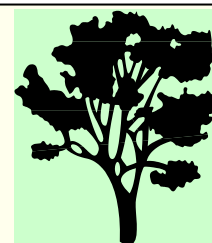


***Need some exotic plants? You can choose from a wide selection near the airfield, just around the corner at #7 Blackburn Road.***

**HARLAND'S Nursery and Landscaping**

**Phone 4634 1234 or 0402 086 032, or drop by and see Charles or Clayton.**

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





# Upcoming Flying Events

## Clifton Annual Fly-In

**Saturday 10 - Sunday 11 March**

Lone Eagle Flying School's most iconic annual fly-in in Southern Queensland since 1982. Incorporates International Women in Aviation Week.

See various types, shapes, sizes and models of recreational, ultralight, and homebuilt aircraft including sport, vintage, general aviation and any other flying machine. On field camping, bring your swag.

Trevor Bange 0429 378 370

<http://www.loneeagleflyingschool.org.au/>



## Temora Aviation Museum Easter Weekend Showcase

**Saturday 31 Mar - Sunday 01 April**

The Temora Aviation Museum's Easter Weekend 2018 Aircraft Showcase is a two day event scheduled for March 31st & April 1st 2018. The event will feature all serviceable aircraft from the Temora Aviation Museum's collection, which includes the Supermarine Spitfires Mk VIII & Mk XVI, CA-13 Boomerang, Gloster Meteor, Lockheed Hudson, Cessna 0-2A, Wirraway, Tiger Moth and Ryan STM S2.

Temora Historic Flight Club: 0413 281 106

<https://aviationmuseum.com.au/event/easter-weekend-2018-aircraft-showcase-2/>



## Holbrook Easter Fly-In

**Saturday 31 Mar - Sunday 01 April**

Holbrook Ultralight Club invites you to fly-in for this unique recreational aviation event. Fly-in to experience, learn and share with forums on Saturday afternoon and an interesting collection of historic aircraft on display. Stay overnight and join us for an enjoyable Fly-in dinner on Saturday evening and Sunday breakfast – all at the air-field. Fly-in trophies will be awarded at the dinner. Underwing camping and transport to and from Holbrook township for fuel and accommodation will be available.

John Harley: 0456 357 735

[www.holbrookultralightclub.asn.au](http://www.holbrookultralightclub.asn.au)



## Soar Ride & Shine, Bathurst Regional Airport

**Saturday 7 - Sunday 8 April**

The largest rockabilly festival in western NSW. There will be hundreds of cars bikes and airplanes on display for our show and shine, as well as an impressive flying program over the two days. Food vendors, markets and entertainment will make this an unmissable event.

<https://www.soarrideshine.com.au/>





# 2017 CHRISTMAS PARTY

The Christmas party on December 16<sup>th</sup> was a great success, with over 100 in attendance. Included in that number were 27 members and friends of the local Rural Fire Service, so it was great to see such participation from the Wedderburn community.

Donna Handley brought her great skill and enthusiasm to organising both the catering and the DJ, whose music encouraged many to dance the night away. Donna also decorated both the Clubhouse and the marquee, and organised a Christmas Hat competition that was won by Russell Johnson. Kevin Haydon did an excellent job as Master of Ceremonies, which included

presenting awards to members who'd given outstanding service to the Club over the year. They were June Nicholson, who amongst other things organised catering for the Fly In, Ray Feneley and Eddie Seve who were the principal organisers of the Fly In, Bill Leighton, who did a mountain of work around the Club including co-ordinating the renovations of Rou and Dawn's new premises, and Donna who received a bottle of champagne for her tireless work organising the Christmas party.

I'd also like to thank Clive Flax who worked like a Trojan lugging all the chairs from the Clubhouse and arrang-

ing them in the marquee, and the Perry family who all pitched in on Sunday morning to put all the chairs back. Our new caretaker Steve, as well as selling tickets, did a huge amount of work cleaning up after the party. Phill Lee, as well as co-organising the party with yours truly, did a lot of heavy lifting, moving furniture before and after the event. Last but not least, thanks to all those who came and made the evening such a great success.

**Cecilia Croaker and Peter Lightbown**

**Photos: Bill Leighton and Tony Vaccarella**









# 2017 NSW SAC Children's Christmas Party

The children's Christmas Party was a great success, albeit with a slight lack of children! We'll have to start a Wedderburn breeding program!

Michael Sladek moved seamlessly from his experience as a paramedic - winching people into helicopters – into his role as a very convincing Santa. In fact he was our first self-flying Santa.

Phill Lee did a fantastic job organising all sorts of party games – three legged races, face painting, egg and spoon races and musical chairs – which kept the children intrigued and highly entertained.

June Nicholson was our terrific catering manager, heating food and making fairy bread. Russell Johnson had plenty of takers for a tour of the airfield on the back of his antique truck.

In spite of the small number of children, there was a great spirit of goodwill and camaraderie in the Clubhouse. We all enjoyed every minute of it!

**Cecilia Croaker and Peter Lightbown**

**Photos: Phillip Lee**



Santa in full flight



Some of the children are hiding! or... Inside every man is a little boy...







# GRAFTON FLY IN



*Lake Landing*

**A**s far as flying goes I'm a sunshine and blue skies kinda girl.

When I heard what weather was forecast for our Seaplane Christmas Party Fly In at Grafton I became very nervous.

Errol was so keen to attend that he was prepared to give me the final option to decide whether we fly or drive. With this in mind we planned a day on either side so as to give us more favourable flying opportunities.

However the Weather Gods had a plan of their own!

News headlines – Doom and Gloom! Worst weather front in 40 years moving into Victoria.

I was beyond panic but as usual Errol kept a cool head saying, "That's Victoria, it's far away from where we will be flying."

That is true but my logic says, what's in Victoria usually moves up into NSW.

On the Friday, our planned departure date, an SMS ping on Errol's phone wakes us. I open the curtains, one look and I know I will not fly in this weather.

Out comes the Ipad and Oz runways with Errol studying the weather, pings fly back and forth.

Errol tells me that the Wedderburn fellow aviators have decided not to fly as they have commitments on the Monday and the weather predictions show clearing only later in that week.

Late morning and we decide driving is our best option. Of course, as we leave the outskirts of Sydney blue skies and sunshine miraculously appeared. I hear a curse or two coming from Errol re the Weather Bureau but decide to ignore.

A great night stop with friends in Port Macquarie makes up for all the disappointment of not flying. Driving out of PM the next day beautiful blue skies with scattered clouds and sunshine followed us with more muttering from Errol.

The weather man had certainly got this part of the trip wrong.



*Phil Kirk Welcome Speech*



My first visit to Grafton and it did not disappoint. We were booked into a motel right on the river banks. I could see why the seaplane guys had chosen this spot, a perfect runway and lots of place to play.

We arrived mid-afternoon at the Grafton Club where it felt more like walking into a crowd of best friends than meeting people for the first time. We were happy to see that some of our seaplane buddies, Harvey and "Delay" had flown in earlier and due to weather predictions others had driven in. What a great gathering, sipping drinks on the deck overlooking the airstrip as more and more people arrived.

That evening a smorgasbord of food was produced by the active team members of Kevin Wilson, Peter, Kerrie and Patsy Clement from the Grafton Club. Phil Kirk, the President, made a short speech and welcomed us all. The food was so deli-



*Super Petrel Taking Off*

cious and I overheard someone say he'd been up for thirds! It was easy to understand why and I was kindly given some of the recipes which I've

attached for those who missed out. (see below)

Next morning we met up at the club for a Big Breakfast. Once again the members welcomed us and plied us with food. Once the food had settled a few of the seaplane guys decided to repay our hosts hospitality by taking a few of them for a splash down on the river. The rest of us drove back to the hotel to take photos and watch.

Travelling home the predicted weather arrived which caused "Delay" to divert to Luskintyre and me thankful that we were not flying.

A wonderful weekend which went all too fast, meeting old and making new friends, I cannot wait for next year's Christmas Party at Grafton.

**Colleen Pillemer**



*Water Ballet*

#### **BLACK BEAN SALAD**

Pkt Black Beans – Cooked  
Blanch then cool quickly – Asparagus,  
Green Beans, Broccoli  
Shallots, Red Capsicum, Can of Corn, Celery

#### **Dressing**

1/3 cup olive oil  
2 Tabs White Wine Vinegar  
1 Clove garlic, minced  
1 small Chilli (option)  
1 teas sea salt

#### **BEC'S NECTARINE, CUCUMBER & ALMOND SALAD**

Prep Time 30 mins  
Cooling Time 5 mins

#### **Serves 6**

¼ cup vinegar (white wine)  
¼ cup lemon juice  
¼ cup caster sugar  
1 small thinly sliced red capsicum  
Small chill (optional)  
8 nectarines halved, stone removed, cut into thin wedges  
2 Lebanese cucumbers, halved lengthways & thinly sliced  
1/2/ cup almond kernels, coarsely chopped  
1/3 cup shredded fresh mint  
2 tbl spoons olive oil

#### **METHOD**

Place vinegar & sugar in a small saucepan over low heat, cook stirring 5 mins until sugar is dissolved. Add capsicum/chill and stir. Set aside and cool completely. Combine nectarine, cucumber, almond and shredded mint in bowl, add lemon juice. Gradually add oil to vinegar mix and whisk until combined. Top with mint leaves and season with cracked pepper (optional)



# Weather Cameras

## Frequently Asked Questions



**Q:** *What data is contained in the pictures?*

**A:** Lots. Apart from a view of our windsocks and an image of the ground and sky conditions, there's a time stamp, first light / last light times, and even a Camden aerodrome METAR on the camera that looks towards Camden.

**Q:** *How reliable is this information?*

**A:** The entire system is quite complex and has many possible points of failure. Always validate every piece of information you get from this system by checking the date and time stamp on the image.

**Q:** *Is this available 24 / 7?*

**A:** Mostly, unless something breaks. The system in the Clubhouse resets every night after midnight for about one hour. Images are not available at these times.

**Q:** *The round thing over the new cameras looks like an inverted Wok. What is it?*

**A:** An inverted old Wok actually, acting as a weather shield.

**Q:** *How does the system work?*

**A:** The cameras take one picture each, every 5 minutes, and upload them to our page on the Sky-Cam Network. Extra information gets added there. Then the page gets loaded onto our website at:

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

**Q:** *What's the extra information?*

**A:** For reference, there's a copy of our ERSA entry, a Mean Sea Level Pressure Synoptic chart, and an image of the BOM Terrey Hills Weather Radar, plus a couple of useful links. Also, some data is embedded into the pictures.





**Q:** Which direction do the cameras show?

**A:** Both cameras are mounted near the northern end of the Clubhouse roof. Cam 1 looks towards Camden/Narellan, roughly NW. Cam 2 looks towards Appin, approximately SW.

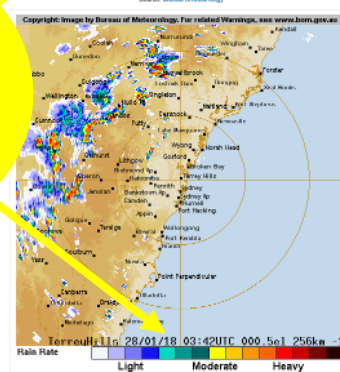
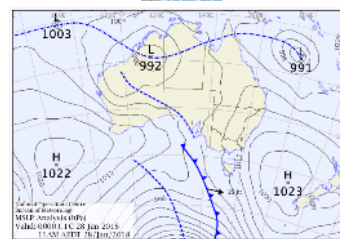
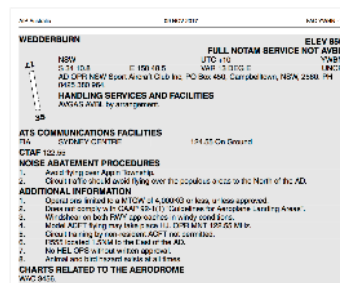


North West View



South West View

Always check validity on date/time stamp



**Q:** Can I see the images on OzRunways or AvPlan?

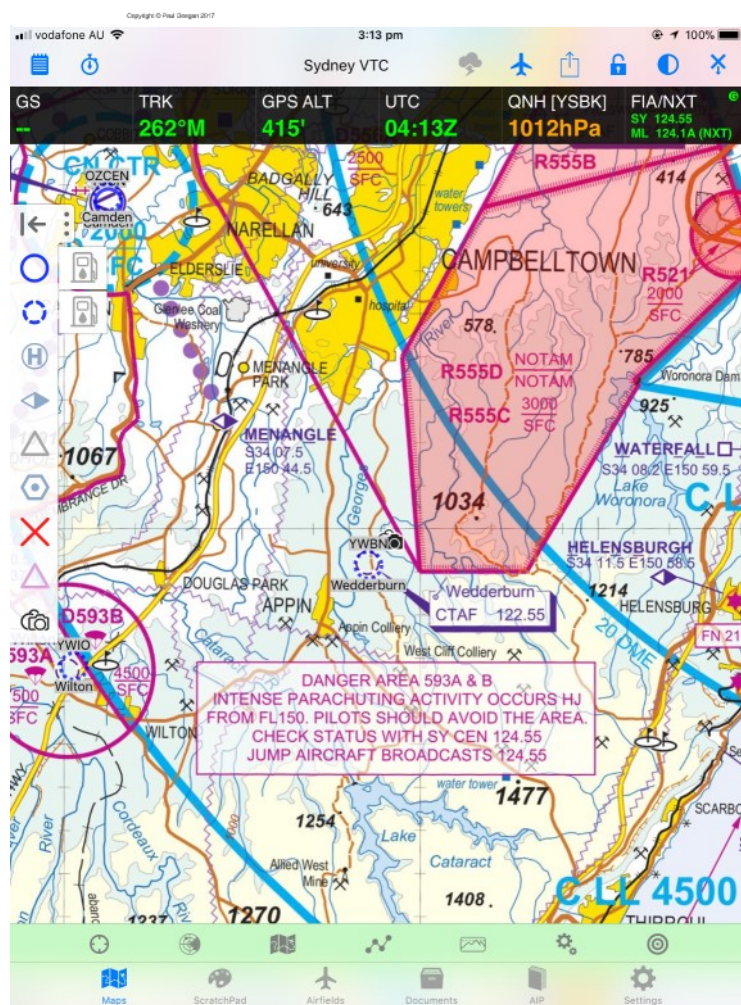
**A:** The 5 most recent pictures from each camera are played as an animation on OzRunways. AvPlan does not support Weather Cams at this stage. In any case, the images can be viewed online on any device with internet access by going to the Club's Website, or directly from the Sky-Cam Network at: [www.wedderburn.skycam.net.au](http://www.wedderburn.skycam.net.au)

**Q:** How do I see the images in OzRunways then?

**A:** On your map screen, pull out the map sidebar on the left, and tap on the camera icon at the bottom of the bar. This will enable the camera symbols on the map at the locations where cameras are available. Then simply tap on the one next to Wedderburn.

**Q:** Who do I ask if I've got more questions?

**A:** That Pablo bloke.





## AVIATION WEATHER PRODUCTS

# Graphical Area Forecast (GAF)

Bureau of Meteorology › Aviation Meteorological Services

Effective from 9 November 2017



The Graphical Area Forecast (GAF) is designed primarily to meet the needs of pilots flying in the airspace between the surface and 10000 feet (AMSL)

## Graphical Area Forecasts

The Graphical Area Forecast (GAF) is designed primarily to meet the needs of pilots flying in the airspace between the surface and 10000 feet above mean sea level (AMSL). GAF provides information on weather, cloud, visibility, icing, turbulence and freezing level in a graphical layout with supporting text. GAFs are provided for 10 areas covering Australian airspace, broadly State-based, as shown in the map below.



For a quick explanation of GAFs, check out YouTube:

[https://www.youtube.com/watch?v=8O6M1C2vJ\\_I](https://www.youtube.com/watch?v=8O6M1C2vJ_I)

ED.

Issue and validity times of GAFs are standardized nationally with standard validity times of 2300Z-0500Z, 0500Z-1100Z, 1100Z-1700Z, and 1700Z-2300Z.

Each GAF product is valid for 6 hours, with two consecutive products issued at each issuance time, therefore providing a forecast for a 12 hour period.

## Updates to GAF and GAF Corrections

GAFs are not **amended**. If specified phenomena not forecast in the GAF occur, or are expected, an AIRMET will be issued (NB: a SIGMET will always be issued for its specified phenomena). A corrected GAF can be issued between standard issue times for the following reasons:

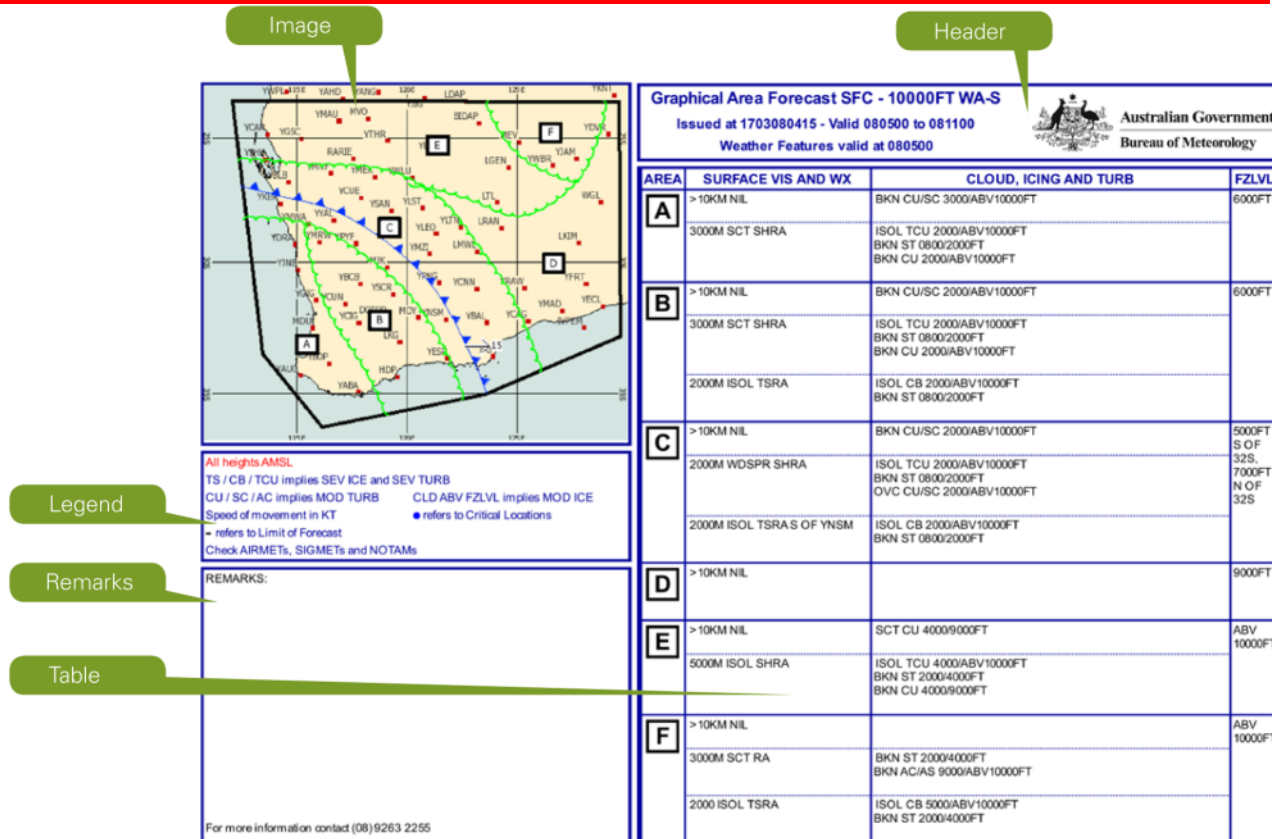
1. Typographical errors;
2. Transmission errors; or
3. Improvements in conditions



Australian Government  
Bureau of Meteorology



**Under SURFACE VIS AND WX, the first line is nearly always >10KM NIL. This refers to the mean conditions for that area, and below it are further, more limiting conditions for specific locations within that area.**



Symbol	Weather feature
	Cold fronts
	Significant low pressure systems
	Significant surface trough
	Direction-of-motion arrows
	Tropical cyclones (severe and non-severe)

Approved abbreviations and terms used in Critical Location Forecasts:

Abbreviation	Description
CAVOK	Ceiling and Visibility OK
CLD ON GND	Cloud on ground
ELEV	Elevation
INTER	Intermittent conditions
TEMPO	Temporary conditions
VAL	Valley/s

## GAF layout and contents

### Header

The header field contains the title of the product, GAF area name, issue time, validity times (written DDHHMM TO DDHHMM, where DD is the day of the month and HHMM is the time in hours and minutes UTC), validity time of any weather features and the Bureau of Meteorology logo. The word "CORRECTED" will be included if the GAF has been corrected.

### Image

The image is derived from the Airservices Planning Chart Australia (PCA) chart, with the boundary of the GAF area overlayed in black. The image shows weather areas that are labelled with an alpha character (such as A, B, etc.), with alphanumeric labels (such as A1 or B1) highlighting a sub area(s). The green scalloped lines separate the areas and sub areas. Some weather features will be displayed using symbols, with their movement depicted using an arrow and their speed of movement given in knots. The position of this feature is valid at the start time of the validity period.

### Legend

The legend specifies the following:

- All heights are AMSL
- TS/CB/TCU will always imply severe icing and severe turbulence;
- CU/SC/AC will always imply moderate turbulence;
- cloud above Freezing Level (CLD ABV FZLVL) will always imply moderate icing;
- requests the user to check AIRMETs, SIGMETs and NOTAMs;
- highlights that critical locations on the map are marked by a blue/bold circle;
- speed of movement of weather features, are in knots.
- the solid black line on the graphic denotes the limit of the forecast area.

### Remarks

The remarks field briefly includes additional information of operational relevance, including forecasts for critical locations and a summary of any GAF corrections. The phone number of the duty forecaster is also provided.



**A very useful feature of the old ARFOR was the critical location weather, and this is still available in the remarks area below the main table of the GAF, making it easy to determine your choice of route over (or around) high terrain.**

Approved abbreviations and terms used in GAF:

Code	Description
ABV	Above
BASE(S)	Cloud base(s)
BECMG	Becoming
BLW	Below
CLD	Cloud
COAST	Coast
COR	Correction
E	East
FT	Feet
FZ LZR	Freezing Layer
FZLVL	Freezing Level
FM	From
ICE	Icing
IMPR	Improvement in conditions
INLAND	Inland
KM	Kilometres
KT	Knot
LAND	Land
M	Metres
MOD	Moderate
MTW	Mountain Waves
NM	Nautical mile
NIL	Nil weather
N	North
NE	Northeast
NW	Northwest
SEA	Over sea/water
SEV	Severe
S	South
SE	Southeast
SW	Southwest
SQL	Squall
STNR	Stationary
SFC	Surface
THERMALS	Thermals
TL	Until
TOP(S)	Cloud Top(s)
TRANS ERR	Transmission error
TURB	Turbulence
TYPO	Typographical error
VIS	Visibility
W	West
WI	Within
Z	Zulu/UTC time

### Critical locations and associated forecasts

Critical locations are locations such as gaps in mountain ranges which are frequently used by general aviation aircraft.

Critical location forecasts are included in New South Wales East (NSW-E) GAFs (Bowral, Mt Victoria , and Murrumbidgee) and Victoria (VIC) GAF (Kilmore Gap). The critical location forecasts are in a format similar to Aerodrome Forecasts (TAFs). The elevation (ELEV) of each location is included.

Cloud amount and type are given with the cloud height in feet AMSL in 1000 feet increments. When the forecast cloud is at or below ground level, CLD ON GND (cloud on ground) is written. Surface visibility is reported when the cloud is not on the ground and is given in metres. When the visibility is expected to be greater than 10 kilometres, it is reported as 9999. CAVOK is used to indicate visibility greater than 10 KM, cloud ceiling above 5000 FT above ground level and nil significant weather.

### Table

Meteorological information is provided in a tabular format, and is separated into weather areas. For each area, the relevant alpha character is displayed in the first column, forecast surface visibility and weather is displayed in the second column, the third column displays the cloud, icing and turbulence information, and the fourth and final column details freezing level information. Solid blue lines separate areas, with dotted lines separating different visibility/weather and associated cloud, icing and/or turbulence.

#### Column 1: AREA

This column indicates the area, such as A, B, C etc. corresponding to the areas outlined in the image.

#### Column 2: SURFACE VIS AND WX

This column lists different surface visibilities with associated weather, with the highest visibility in an area listed first and any remaining visibilities given in descending order.

Horizontal visibility is given in metres to the nearest 100M up to and including 1000M, and in 1000M increments above that value. The forecast value is followed by the units used e.g. 8000M or 0500M. Visibility greater than 10KM is expressed as >10KM.

Any visibility reductions will be accompanied by an appropriate weather descriptor using approved abbreviations (given in the table below), with each unique visibility/ weather in an area occupying its own section (separated by dotted line). If there is no significant weather present the term NIL is used.

#### Column 3: CLOUD, ICING AND TURB

Information on any cloud, icing and/or turbulence associated with each surface visibility and weather listed is provided in this column.

Qualifier				Weather Phenomena					
Intensity		Descriptor		Precipitation		Obscuration		Other	
-	Light	MI	Shallow	DZ	Drizzle	BR	Mist	PO	Dust/sand whirls(dust devils)
No qualifier	Moderate	DR	Low drifting	RA	Rain	FG	Fog	SQ	Squalls
+	Heavy	BL	Blowing	SN	Snow	FU	Smoke	FC	Funnel cloud (tornado or water sprout)
		SH	Shower(s)	SG	Snow grains	VA	Volcanic Ash	SS	Sandstorm
		TS	Thunder-storm	PL	Ice pellets	DU	Wide-spread Dust	DS	Duststorm
		FZ	Freezing (Super-cooled)	GR	Hail	SA	Sand		
				GS	Small hail or snow pellets	HZ	Haze		



**There will be a presentation by Eddie Seve at the next Work day to explain the use of Oz runways with the new GAF and Wind/ temperature format, so you are encouraged to attend, it promises to be a most enlightening experience!**

Cloud amount is given using the following abbreviations:

Code	Cloud Amount
FEW	Few (1 to 2 oktas)
SCT	Scattered (3 to 4 oktas)
BKN	Broken (5 to 7 oktas)
OVC	Overcast (8 oktas)

...except for cumulonimbus and towering cumulus, for which amount is described as:

Code	Cloud Amount
ISOL	Isolated
OCNL	Occasional
FRQ	Frequent
EMBD	Embedded

#### Definitions

##### Isolated

Individual features which affect, or are forecast to affect up to 50% of an area.

##### Occasional

Well-separated features which affect, or are forecast to affect, greater than 50% but not more than 75% of an area.

##### Frequent

Little or no separation between adjacent features affecting, or forecast to affect, greater than 75% of an area.

##### Embedded

Embedded within cloud layers and cannot be readily recognised.

Cloud type is given using the following abbreviations:

Code	Cloud Type
AC	Altostratus
AS	Altostratus
CB	Cumulonimbus
CU	Cumulus
NS	Nimbostratus
SC	Stratocumulus
ST	Stratus
TCU	Towering cumulus

The inclusion of cloud is restricted to:

- Any cumulonimbus (CB) or towering cumulus (TCU);
- Any cloud with a base below 10000FT AMSL;
- Any cloud associated with any forecast precipitation affecting the airspace below 10000FT AMSL.

Cloud amount and type are given using the abbreviations in the tables on the left.

If there is no cloud expected in an area, or associated with a specific weather, such as fog or smoke, the cell is left blank.

When CU and SC, or AC and AS, occur together at similar heights they may be combined. (i.e. CU/SC or AC/AS.)

Cloud base and tops are given in feet AMSL.

Information relating to the occurrence of moderate or severe icing and/or turbulence, including mountain waves, outside of the situations mentioned in the legend are also included in this column. Icing and turbulence may not be associated with a specific visibility and weather, thus will often be in a section of their own.

When a layer of turbulence or icing is forecast it will be written in the following formats:

- If the layer is not bounded by the surface or 10000FT descriptions such as 4000/9000FT are used, or if the top is bounded by 10000FT descriptions such as 5000/10000FT are used;
- If the base of the turbulent/icing layer is occurring below 10000FT and the vertical extent is expected to extend above 10000FT, descriptions such as ABV 8000FT are used;
- If the top of the turbulent/icing layer is expected to occur below 10000FT and the turbulence is expected to extend to ground level, descriptions such as BLW 8000FT or BLW 10000FT are used; and
- If the layer is occurring from the surface to above 10000FT, SFC/ABV 10000FT shall be used.

#### Column 4: FZLVL

Freezing level is the height in feet AMSL where the air temperature is zero degrees Celsius. Freezing level is displayed in feet up to 10000FT. If the freezing level is above 10000FT then the level will be indicated by ABV 10000FT.

Reference is made to any variations in height greater than 2000FT, and to the occurrence of more than one freezing level.

There is one freezing level description provided for each area.

#### Sub-Areas

A sub area is used to highlight conditions that are slightly different to that of the associated area, and the information that the text refers to only applies to the sub area. Sub-areas are identified with alphanumeric labels, such as A1 or B1. Sub areas are not included in the area column but they are referenced within the SURFACE VIS AND WX and CLOUD, ICING AND TURBULENCE columns.

NOTE: For wind and temperature information, refer to Grid pint Wind and Temperature (GPWT) Forecast.

**Safe flying,**

**Chris Willis on behalf of the safety committee**



**Australian Government**  
**Bureau of Meteorology**

Airservices Australia is the official distributor of aviation forecasts, warnings and observations issued by the Bureau of Meteorology. Airservices' flight briefing services are available at [www.airservicesaustralia.com](http://www.airservicesaustralia.com). Telephone contact details for elaborate briefings are contained in Airservices' Aeronautical Information Publication Australia (AIP), which is available online through their website.

Other brochures produced by the Bureau of Meteorology's aviation weather services program can be found at [www.bom.gov.au/aviation/knowledge-centre](http://www.bom.gov.au/aviation/knowledge-centre).



# VALE David Archer

One of our SAC family, David Archer, has died.

When a new airfield and flying club were simply a glint in the eyes of our founding fathers, the first priority was to find a suitable location for an airstrip. The future airfield needed to be reasonably close to Sydney, but far enough away from civilisation to avoid being overwhelmed by its expanding population.



**David Archer at age 85**

David Archer, or to give him his correct title: the Reverend David John Robinson Archer, was a “Man of the Cloth”, an avid bushwalker, an aviation enthusiast and was also a scout master in his younger years. In October 1975 David attended a ULAA meeting when he became aware that our founding fathers were looking for a suitable site for an airstrip.

Having a unique explorer’s knowledge of the area, David approached Arthur Napper and Ron Lalor with the recommendation that a suitable location for a small airfield existed in an area between Campbelltown and Appin. The location ultimately proved to be totally suitable, and so the very beginning of the story of our airfield began to unfold, and ultimately,

the New South Wales Sport Aircraft Club was born.

I had the pleasure to visit David for the first time in 2006 in his retirement village when he was 85 years old. He was busy building a single seat, low wing, 2 stroke Rotax powered aeroplane in a special area assigned to him for the purpose, for which one of his colleagues had made a plaque which affectionately named this small workshop “Daredevil Dave’s Aircraft Manufacturing Works”.



In a later visit, when David was approaching 90, I found him building a Morgan Aero Works Super Diamond, from a kit, in the same workshop. It was the single seat (low wing) version powered by a 2.2 litre, 4 cylinder, 4 stroke Jabiru engine. David took his aircraft building seriously, in which his skills were apparent by his obvious attention to detail. As far as I am aware, he never completed or flew this aircraft.



**David, aged 89, building his Morgan Super Diamond**

During the last of my visits, David talked about his bushwalking days, and recalled the early days at Wedderburn, and how delighted he was that he was able to contribute in a small way to the founding of our club.

David had been very physically fit all of his life, and had always been a good natured and fun loving individual with an enquiring mind. He was a very popular member in his retirement village community and also in his local church.

And so another small, but significant chapter of our club’s very beginnings has closed. David Archer, born on 15<sup>th</sup> July 1920, passed away on 30<sup>th</sup> November last year (2017) at age 97, with his colourful life being celebrated at his funeral on 8<sup>th</sup> December.



**David Archer on his 97<sup>th</sup> birthday**

**David Rittie**



## Aircraft and Hangars for Sale

### Roy Docherty's Slingsby T66 TIPSY NIPPER Single Seater.



Reluctantly selling my Jabiru 2200 powered Topsy Nipper.

This fully aerobatic airframe has flown 729 Hrs since rebuild, Engine 53 hours since new. Hangared at Wedderburn.

This aircraft is for sale at the newly reduced price of **\$15,500**

Call **Roy** on  
**0404 756 407** or  
**02 4294 3900**

### Hangar space

required by a new member to suit  
Piper Navajo.

Contact **Peter Lightbown** 0415740511

### Jabiru J230-D 24-5490



Factory built 2008, Airframe & engine 94 hours, Maintained every 25 hrs, Nil accidents.

Analogue instruments, Icom IC-200 radio, Garmin GTX-320a transponder, Booster seats, Sensenich prop, Garmin 295 GPS.

Always hangared and runs great. **\$69,000**

Contact **Kevin:**  
**02 4283 2671**  
**0408 427 458**

### Greg Ackman has two Grumman Tigers for sale



**Reg #: VH-AVD.** Total Time Airframe:  
5,050 Hours

Serial #: AA5B1213 Lycoming O360  
A4K 180HP

Flat 4 Cylinder. **REQUIRES OVERHAUL**

**Reg #: VH-IFT.** Total Time Airframe:

5,150 Hour Serial #: AA5B0621. Reg Ex-  
piry: 04 / 2016. Lycoming O360 A4K  
180HP, Flat 4 Cylinder. 50 Hrs Since  
BULK STRIP and REBUILD with NEW  
CYLINDERS Approx. 900 Hrs TO RUN,  
SENSENICH PROPELLER

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

### YAK-18T - The best one in the country



Aerobatic, 4 seats, 2400 hrs TT. 2 hrs  
since ground up rebuild. All logs since  
new. New 400hp M-14PF. New MTV9-29  
3 blade prop. Long Range tanks 4.5 hrs  
total. Digital G meter, Digital Tacho, Col-  
our Garmin GPS. All new fabric, paint,  
interior, windows, batteries, brakes,  
wheels & tyres. VHF, AM/FM/CD, DVD  
player, infrared headsets in rear. Experi-  
mental category.

**Reduced to AU\$150,000. No GST.**

Genuine enquiries only - NO TYRE KICK-  
ERS. Contact via email:  
[aussiehouseboats@gmail.com](mailto:aussiehouseboats@gmail.com)

### Hangar Space Available

I now have two hangar spaces  
available for members' aircraft.

**Kevin Haydon**

Mobile **0408 694 713**

### NARCO VOR RECEIVER



Out of **Ian Harvie's** Stinson aircraft  
Price around \$150

Just letting you all know that 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 Cer-  
tificate of Airworthiness Ama-  
teur 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 infor-  
mation.

Thanks

**Armando Papallo**

**Hangar P2**

**0418 685186**



## Aircraft and Hangars for Sale



### Maravau Detailing

Specialists in Marine, Aviation and Automotive detailing, we have the experience and skills to bring out the best in your pride and joy, whether it floats, flies or has four wheels (or even two!). From a basic wash and wipe down to full hand polish, interior and exterior detail using only the best Australian made products call us today for a quote to get your pride and joy looking it's best!

Contact Andrew on 0408 737 039.

### Hangar G3 for sale

Size: 13m x 9m, Suit 1 x Cessna or similar size, South facing

Improvements: Full width level concrete apron, Epoxy floor coating, Carpeted pilot's rest room, Sky lights, Poly tank



Offers around \$75,000.00

**Kevin Haydon 0408 694 713**

### Rob Priddle's Maule

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

**Bob Priddle  
0419552194**



### High Flight

Oh! I have slipped the surly bonds of Earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds, — and done a hundred things  
You have not dreamed of  
— wheeled and soared and swung  
High in the sunlit silence.  
Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air... .

Up, up the long, delirious burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark, or ever eagle flew —  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of God.

*John Gillespie Magee, Jr.*