



# The N.S.W. Sport Aircraft Club Newsletter

JUNE - JULY 2010

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**Above:** Clin Ashton-Martin's Avro Cadet at the recent AAAA Meeting in Griffith. **Below:** Clin receives the 'Reserve Grand Champion' award for the Cadet. **Right:** Dave Thomas in the Aeronca and Tim Causer in the Minicab winging their way back home from the Moruya Open Day/Fly-in



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### A. A. A. A. Meeting - Griffith - 24th & 25th April

The Antique Aeroplane Association of Australia held its annual get-together, this year, at Griffith. The weather was really bad with heavy rain for our Saturday arrival, but improved greatly for the fly home on Sunday.

A few of our members (Dave Thomas and the Harvies to name a few) were smarter than the rest, and travelled to Griffith before the bad weather arrived.

As usual, there was a large turnout of aviators and interesting aircraft for this event, and the awards presentation and entertainment function on the Saturday evening was very well attended.

The highlight for us was our SAC member, Clin Ashton-Martin winning the prize of 'Reserve Grand Champion' for his wonderfully restored Avro Cadet. The aircraft is a real credit to Clin and his craftsmanship.

As far as we can determine the following SAC members were present at the event:

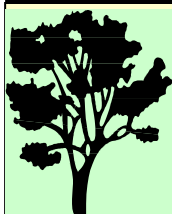
Clin Ashton-Martin, Leigh Cunnene, Maurie Evans, John Gallagher, Kim Gatherer, Robert Greig, Matthew Gray, Don Harvie, Ian Harvie, Frank Luke, Mal MacCauley, John Onrust, Barbara Pierce, David Rittie, Dave Thomas.

**David Rittie**

**Below:** Maurie Evans proudly shows us his Stinson



**Above:** Robert Greig's Cessna 140, and  
**Below:** Ian Harvie's Aeronca "Chief"



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

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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\**





Welcome to the June/July 2010 issue of your Newsletter.

One of the highlights of this issue is the feature article sent in by Chris

and John Gallagher about their trip from WA in their newly acquired CT4 aircraft. There is also an interesting story from Greg Ackman about some technical issues encountered during an Angel Flight.

There are lots of other interesting things in this issue, including coverage of the AAAA meeting at Griffith, lots of pictures from Mudgee

## From your Editor

and Moruya, and some info on the new procedures from Camden Tower.

Thanks to all those who contributed to the contents of this large issue of your Newsletter. We hope you enjoy it.

**David Rittie**

**You can contact your Newsletter Editor at [david.rittie@optusnet.com.au](mailto:david.rittie@optusnet.com.au)**

## Words from the President

Hi there.

### Lease Renewal

The renewal process for the lease of the airfield has reached a major milestone. Our club's solicitor (Marsden's) is drafting some clauses for inclusion into the lease, addressing all of the issues that were raised by you all over the last month or so. When this draft is completed the document will be submitted to the Department of Lands for their approval. We may not get all the changes that we are asking for (in fact we may not get any of them) but the worst case scenario is that we simply accept the terms of the lease in its current draft form.

Your Committee is delighted with the cooperation we have received from the DoL and the current status of this matter. No matter what happens now we are almost guaranteed 40 more years' occupation of our Napper Field.

### Fuel Bowser

We will soon be preparing the ground for a new fuel bowser. This new unit will have almost twice the capacity of the old at 8,000 litres. The current bowser holds 4,500 litres, and with thirsty aircraft like Twin Pioneers, Aero Commanders and Beavers taking advantage of some good flying weather, the current bowser is sometimes being emptied in less than two weeks.

The new facility will be solar powered (no diesel engine to start) and will live in the current steel wire security cage.

Initially, after the new unit is commissioned, we will continue to use the "honour system" for recording the fuel that you use, but John Duncan is hopeful that, at some time in the future, we can use some form of electronic recording system.

Thanks to Tim Causer for running with this project.

### Replacement Caretaker

You have probably become aware that the caretaker that we selected to replace Mike decided to not take up the position. We are currently going through the process again to select another caretaker. Mike set a high standard as a caretaker, and a replacement of his ilk is proving difficult to find.

### Committee Portfolios

Because there are some new members on the Committee there has been a minor re-distribution of duties. Tim Causer has become our front man for infrastructure projects and facilities, (stepping into the very large shoes vacated by Vic Laybutt) and Peter has taken over the Social Workday Coordinator's job that has been successfully managed by Matthew for about the last five years.

### Northern Toilet Blocks

The main northern sewer line is completed and many members have connected their own septic tank overflows into this line. The next step in this project is the building of the two toilet blocks - one in Row "P" and the other in Row "V". The slab for the block in Row "P" is being poured as we speak, and it is expected that both toilet blocks will become available to everyone in a short time. Our thanks go to Tim Causer, for masterminding this project, and also to Steve Cohen for his assistance.

### Hangar space for other members.

There is a growing need for hangar space to park all club members' aircraft. If you have space available, or are looking for hangar space please let Margaret Nightingale know by calling her on 0425 380 966.

Please fly safely.

**David Rittie**



## From the Secretary's Desk

Hi there everyone.

Time really flies when you're having fun! Another newsletter has rolled around and we have lots of things going on. Your Committee has been working on various projects, some obvious and some not.

### The Trailer Park

A few years ago the committee thought it would be a good idea to allocate some space on the airfield for members to park their trailers. This was so that people didn't park them between their hangars. Unfortunately the allocated "trailer park" has been used as the airfield dump with tyres and bricks and whatnot left there by members. The Committee has resolved to close this area and return it to natural bush. As a result of this resolution members are asked to remove all trailers and rubbish that belongs to them by 31<sup>st</sup> July. Trailers are to be parked inside hangars or removed from the airfield.

### Member's Guests

Members are reminded that they are responsible for any guests that they invite to the airfield. In the interests of airfield safety, children should not be unsupervised outside on taxiways or on the runway. Children and propellers don't mix.

### Burning Off

The Club is in the possession of a Bushfire Hazard Reduction Certificate issued by the Rural Fire Service. The certificate comes with a few regulations: If you wish to clean up around your hangar and wish to burn off some of the rubbish collected, please comply with the following:

1. Hand clearing is permitted to a maximum distance of 20metres from hangars.
2. Removal of trees greater than 3 metres in height or 300 mm in girth (as measured 1.3m above the ground) is NOT permitted.
3. Do NOT remove vegetation that is more than 10 years old.
4. At least 75% of groundcover should be maintained.
5. Pile burns are permitted. A pile should contain material that is less than 150mm in diameter, should not include building materials or general rubbish and the piles should be no bigger than 2mx2mx2m.
6. Please tend the fire with a hose, rake etc. Do NOT just leave it to burn out. Also wear appropriate clothing, gloves, boots etc.
7. The Certificate holder (that's me) must notify the Rural Fire Service 24 hours in advance of any burning off on the airfield.

If you need any further information please call me on 0425 380 966.

Due to the recent rains the bushland is still quite wet. If everyone uses the next few weeks to clean up we can have a couple of burning off days over the week-ends of the 19<sup>th</sup> and 20<sup>th</sup> June and then again at the June workday weekend, weather permitting. The Committee appreciates your co-operation in this matter.



### The Wedderburn Airfield Management Plan

Hangar owners will have already received this information by email or by snail mail.

As the airfield grows there are more and more regulations that we must comply with. The Local Emergency Management Committee, which includes members of the NSW Fire Brigade, the NSW Rural Fire Service and Wollondilly Shire Council, have visited the airfield and have identified some issues of concern from a fire hazard perspective. The NSW Fire Brigade would like to help us address those concerns in relation to protocols and procedures in dealing with:

- Aircraft crashes or alerts
- Dangerous goods
- Structure fires
- Bushfires

This will also include training days regarding the fighting of fires, use of our fire equipment, evacuation plans, hazard reduction and so on.

To that end they would like us to end up with an airfield management plan that includes emergency procedures and practices. This can only enhance the safety of members and their guests and everybody's assets on the field. The process will be lengthy and involve a lot of paperwork, however the practicalities of it will be useful for us all.

To start the ball rolling the NSW Fire Brigade Zone Commander would like to do a walk through of all hangars to identify any potential hazards. We understand that it will not be possible to do this all in one day due to hangar access difficulties. So, to give them an idea of what is inside hangars and what fighting a fire in your hangar may entail, hangar owners are asked to fill out the questionnaire in this newsletter and return it to me either by mail, email or in the letterbox in the clubhouse as soon as possible. The more information we can give them to work with the easier the process will be for all of us.

## From the Secretary's Desk (cont.)

I would ask for your full co-operation with this as at this time the Fire Service and the Council are willing to help us with this process. Should we appear unwilling to accept this help then I'm sure there are legislative instruments that they can all use to make us comply.

The Committee hopes that at the end of the process we will have developed a comprehensive and professional Airfield Management Plan that will take us safely into the future.

Please watch the Newsflashes for further updates.

## New Member Applications

Thanks to Wes Brown for taking on the New Member Co-ordinator's role this year.

Just a reminder to members that our rules require that nominators and seconders of new members need to have known the applicant for two years or more. Please keep this in mind when filling out membership applications.

That's it for now. Keep the blue side up and keep having fun and enjoying our fantastic club.

Cheers

**Margaret Nightingale**

## Work / Social Day Activities



Hi Everyone,

I've taken over the Workday Coordinator's job from Matthew. After five years he felt he needed to move on to greener pastures! It might take me a while but I hope that I can manage the job as

smoothly as Matthew did.

The last workday was a big success with around 60 people showing up and a lot of important tasks completed. In particular the northern end septic systems have been hooked up. In addition with no caretaker at the moment, a lot of maintenance – mowing, loos etc. had to be taken care of. Many thanks to all those who participated. I feel the day demonstrated a very positive atmosphere in the club.

I will be working closely with Tim Causer – he will be directing operations with regard to the building work required and I will be organising the people. So together we hope to get a lot of important work done. We need a small team to work mid-week preparing the slab for the two

northern end toilets. Thursday would be the best day. If anyone is available could you please give me a ring on 0415 740 511 and we will arrange a start time. You will be given a work day credit for the time and it will be very rewarding seeing the project take shape.

If you can think of a job that needs doing, give me a ring and I will put it on the list. Or better still, if you would like to take on a project with a couple of friends, out of workday time, that can form a workday credit.

I look forward to the year ahead where we can neaten up the airfield still further and make it look better than ever.

Kind Regards,

**Peter Lightbown**  
Social/Workday Coordinator

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**A'BESCO BLINDS** kindly supplied and installed the blinds on the Clubhouse balcony **FREE OF CHARGE**

\* \* **UPCOMING FLYING AND SOCIAL EVENTS** \* \*

If you want to stage an event, or invite the Club to join you on a flying jaunt please talk to me. You will earn additional Championship points.

**Bret Cavanagh**

**UPCOMING EVENTS. Put 'em in your diary**

<b>General Meeting</b>	Sunday, 20th June, 2pm in the Clubhouse. Contact: Margaret Nightingale	Wedderburn
<b>Social Workday</b>	Sunday, 27th June. Sign in at 0900. Free lunch Contact: Peter Lightbown	Wedderburn
<b>Christmas in July</b>	Saturday, 24th July, 5pm. More details appear below. Contact: Wendi Leigh - <a href="mailto:wendileigh@southernphone.com.au">wendileigh@southernphone.com.au</a>	Wedderburn
<b>Fly-in/Drive-in Brunch</b>	Sunday 8th August, 10am to 1pm Contact: Margaret Adams on 9567 6522	Wedderburn
<b>Masked Jazz Night</b>	Saturday, 23rd October (Date to be confirmed) Contact: Wendi Leigh - <a href="mailto:wendileigh@southernphone.com.au">wendileigh@southernphone.com.au</a>	Wedderburn

\* \* \* \* \*  
**INTERNATIONAL CHRISTMAS IN JULY FEAST**

When? . . . July 24th

Where? . . . SAC's Wedderburn Clubhouse

What time? . . . 5:30pm start

What's happening then? Well! We'll start with a hot toddy to get you in the mood.....then.....there'll be a **fully catered** spit roast of beef and pork, roasted vegies and jacket potatoes, crispy bread rolls with butter, fruit platter and yummy **Chrissy pud and custard**...and that's just for starters...then there will be two fantastic **professional musicians** who will lighten and brighten the evening with lively tunes and songs....and then...**Santa** will arrive with presents for one and all...and then...and then...we will join in rowdy 'plum in cheek' carol singing and joke telling. til we're all exhausted!!!

**Prizes** will be given for the **Most Lavish Christmas Outfit** and the **Most Humorous Christmas Outfit**.

**Limited places available** for this night of nights so **book early** – first paid, first in.

Only \$30 pp. BYOG or purchase beer/soft drinks from the club fridge.

**Email** Wendi Leigh/Dave Berry on [wendileigh@southernphone.com.au](mailto:wendileigh@southernphone.com.au) to secure your spot before 10<sup>th</sup> July. No bookings taken after this date.

**Payment** to attend this event is to be made into the bank (Community First Credit Union) - BSB 802 038, Account # 100196234, and include your name using 16 characters or less, (e.g. Smith, John).

### Hangar S3 is For Sale

Hangar S3, three and a half years old. White and blue coloured. 15 meters wide and 15.5 meters deep, with driveway and roller door access to road. Has also a council approved mezzanine floor, full width by 3.6 meters deep.

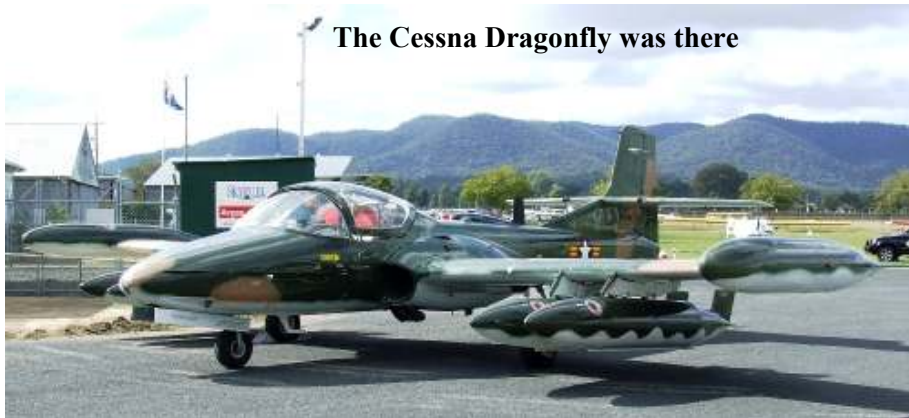
**Price is \$100,000**

Call the owner, Mel Musemeci, on 0417 065 574,  
or Robert Greig on 0418 271 188 to view.



## Wings Wheels Wine & Wool - 1st May - Mudgee

The Cessna Dragonfly was there



The RAAF Roulettes did their thing



The weather was definitely an issue for the annual "Wings, Wheels, Wine and Wool" fly-in event at Mudgee. Many SAC members tried to attend but were unable to get through.

Those who made it through the weather were rewarded with a great display of interesting cars, vintage models and some older F5000 racing machinery. There were many aircraft also present, including the RAAF Roulettes, who did their aerobatic formation display to their usual high standard, and the Cessna Dragonfly caused a stir with its interesting arrival and departure.

It was good to see Sue and Dave Ecclestone, who flew in from their farm at Cumnock in the Glassair.

As far as we are aware the following SAC members were present at W W W & W: Sue and Dave Ecclestone, Lance Grant, Margaret and Stan Nightingale, David Rittie, Richard Thompson, Peter Wordsworth.

Others attempted to attend but were turned back by the weather. They included: Tim Causer, Nash Pilling, Doug Stickland and Dave Thomas.

**David Rittie**



**Above left:** Sue and Dave Ecclestone attended. **Above Right:** Richard Thompson, Stan and Margaret Nightingale arrived in Richard's Aero Commander. **Below:** some of the "wheels" on show - a Ford GT40 and the '59 Cadillac



## Bird Talk

Hi Everyone,

Yes, winter is about to descend upon us and with a bit of luck we may have some fine days for our Aviators to enjoy some flying. Keep an eye on the Newsflash every week as there will be some functions happening over the next few months that we do want you all to attend.



We congratulate our esteemed member, Steve Cavanagh, who will be celebrating his 90<sup>th</sup> Birthday on the 9th of July. Steve, a member of our father Club, S.A.A.A., joined the NSW Sport Aircraft Club when the lease for our airfield at Wedderburn was signed in 1978 and has membership number 18.

Over the years, especially in the 80's, Steve was always on deck to lend a hand wherever he was asked to go, working on many of the major projects we endeavoured to have in place to make our airfield functional – they were tough days with many hours of hard labour but we all pulled together and got there.

Steve, with Joyce (a valuable member of the Ladies Auxiliary) were always a big part of our fund raising nights (remember we had NO MONEY) always attending and happy to get dressed up for our special nights and they were the winners as best dressed couple for the “End of the Century” night, dressing as the “Flower People” – they deserved the win and looked absolutely terrific. Like all of our wonderful events we had over the years we, with Steve and Joyce, all had a great lot of fun.

Life Membership of SAC was bestowed on both Steve and Joyce on 13-3-2005 and it was a most fitting award to be presented to these wonderful members.

Aircraft building was very important to Steve and he built, with great pride, 3 Pietenpol and a KR 2 and they were seen flying at Kennett's Field and Wedderburn, and over the years were always on show at our Open Days.

To relax Steve and Joyce still enjoy dancing, now one night per week instead of the 3 or 4 nights they kept up until a few months back. We think you are both fantastic and we wish we had your energy.

Steve, “Thank You” for being such a dedicated member of SAC and we all wish you a very happy 90<sup>th</sup> Birthday. Enjoy your special day with your family and friends and we hope to see you at Wedderburn soon.

### **WORK DAY SATURDAY 8<sup>TH</sup> MAY 2010**

We were thrilled to have a total of 81 people sit down to enjoy the luncheon and it certainly looks like a Saturday Work Day is becoming very popular. In the count of 81 we had members with their partners plus 9 new prospective members who were invited to come along and join with us for lunch before they were interviewed in the afternoon.

For the first Work Day, with Peter as our new co-ordinator, it would have been very pleasing to him to have so many members arrive to help with the many jobs that were listed to be done and work wise it was a very productive day.

## Bird Talk (cont.)

To Dave T. I say “thanks” for organising the setting up of the tables and chairs in readiness for the luncheon. The team of Ladies worked hard to make very tasty Gourmet sandwiches and by all accounts everyone enjoyed them – we never get complaints from our wonderful members. To finish the luncheon spread there were trays of assorted cakes followed by fresh fruit. To my team of Ladies, Dot, Maryanne, Jacquie, Veronica, Merle, Lorraine and our two junior assistants Lilli and Abbey, “thank” you all for helping me prepare the delicious lunch for all present.

Once again we held a Raffle on the day and the lucky winner of the 1<sup>st</sup> Prize was our new Committee Member, Tim Causer. The prize that Tim won was a \$40.00 Gift Voucher from the Aviators Lounge at Albion Park (this voucher was donated to SAC at Christmas time for us to raffle) – what a terrific prize. 2<sup>nd</sup> Prize of a \$25.00 Coles/Myer Gift card was won by Peter Rejto.

Congratulations to both winners and “thanks” to all who gave so generously when Veronica came along to sell the tickets.

### **FLY-IN/DRIVE-IN BRUNCH – SUNDAY 6<sup>TH</sup> JUNE, 2010**

Yes, by the time you receive this Newsletter we will have held our Fly-In/Drive-In Brunch on Sunday. We decided as we had postponed the May Fly-In (due to the Mudjee “Wings, Wheels and Wine” event) that we should not wait until August for the next one, so sorry for those members who do not receive the Newsflash and are only just reading about the day in the Newsletter - we will give you plenty of notice for the next one.

### **WORK DAY SUNDAY 27<sup>TH</sup> JUNE, 2010 - FREE LUNCH**

Yes, these Work Days come around very quickly and it is time to write this date down in your diary. The Ladies will be on deck to prepare the luncheon for all the workers and because it is winter time the main item on the menu will be our famous Vegetable Soup followed by Roast Lamb or Roast Beef and Gravy on Bread Rolls and of course assorted cakes.

Please remember to come along and join in to work on many jobs that will be listed by Peter and then come into the clubhouse for a delicious lunch. I forgot, yes, there will be a Raffle on the day so bring your money with you.

### **FLY-IN/DRIVE-IN BRUNCH SUNDAY 8<sup>TH</sup> AUGUST, 2010**

**10.00 A.M. TO 1.00 P.M.      Cost per person \$8.00**

Please remember to keep this date free and please note it will be the second Sunday in August we will be holding our Brunch not the first Sunday as normal. I am sure we will have our Chefs Dave T. and Rodney ready to cook for us the delicious BBQ Sausages, Bacon and Eggs. The Ladies will have all the other goodies ready for you, the usual Orange Juice, Cereals, Toast, Tea and Coffee. Sounds good to me, we just need to have you all come along to have Brunch with us. Hopefully by this date we will have some arrangements put in place to hold a flying competition or have a special guest speaker address us. We will let everyone know soon as to what we may have happening on this date.

**CLUB MERCHANDISE FOR SALE** – Yes, you can purchase your Club Polo Shirt, Club Cap and Club Cloth Badge from me, so just see me at the Airfield or send an Email to [mda@isp.net.au](mailto:mda@isp.net.au) or phone me on 9567 6522 to place an order. To our new members, you receive a free Club Cap and a Name Badge after a few months of becoming a member.

**Cheers,**

**Margaret Adams**

## Funny Flickers - Things that can happen on an Angel Flight

As an Angel Flight Pilot I take great pride in my professionalism when conducting operations for the benefit of sick kids. On the 4<sup>th</sup> day of Autumn it started out as Angel Flight #22 for me and the morning departure from Bankstown at 10am bound for Tamworth (1.5 hrs) in central NSW was normal. My two PAX, a sweet 5 year old girl and her mother were going home after five days at the Prince of Wales Hospital and yet another operation following their 7<sup>th</sup> visit and 13<sup>th</sup> Angel Flight! What a happy team, they were going home without a care. The forecast was scattered showers with an easterly stream improving to the North but quite a bit of cloud scattered to broken on the ranges.

Things seemed OK as we settled into the climb to 4,500 via Richmond (YSRI) then Scone (YSCO).

My decision to track North this way rather than up the light aircraft lane was a smart move as an easterly was blowing moist air against the mountains with the usual low cloud and coastal rain making that particular track via the northern light aircraft lane non-VMC.

Over YSRI looking ahead the cloud was thickening to broken CU at 5,000ft with what looked like clear sky above that directly on track. What a stroke of luck, so following a quick call to Brisbane Centre to confirm the forecast for Tamworth was correct with scattered cloud at 4,500 ft and clear sky above, I elected to continue the climb to 7,500 ft VFR on top. As the easterly was quite strong a Sigmet for moderate turbulence below 5,000 ft was current, this now put us in smooth air about 1,500 ft above cloud with a 10 knot crosswind from the right.

Very soon we settled down in the cruise with the cloud below creating that magical cotton wool look and a warm sun to the east making for a most pleasant environment. VFR on top has its own inherent risks so the

next 5 minutes was spent explaining to the PAX what our options would be regarding the various scenarios such as engine failure or having to divert or reverse our track back to Bankstown. A quick check for correct autopilot operation and functioning of the blind flying instruments confirmed that in the worst case scenario the aircraft was ship shape to operate normally. Within 20 minutes the cloud started to thin out and by 50 miles north of YSRI it had become scattered ahead on track but still broken to the east with cloud as far as the eye can see to seaward. The coastal route via Cessnock (YCNK) this day would not have been an option.

Within an hour we were approaching the Tamworth CTA steps when things started to happen. I have fitted to my Grumman Tiger a JPI Fuel Computer which provides very useful info regarding fuel consumption. Without warning the normal display had disappeared completely and had been replaced by a flickering screen almost gone, but just visible without any intelligent data showing. Immediately I assumed that the microprocessor had failed and that the display head was now useless. Suspecting also that the cause maybe an electrical problem I started to troubleshoot the other equipment but all items seemed to be operating normally.

At 50 miles South of Tamworth I checked the ATIS and then gave the tower a call requesting a clearance. I got no response and after 4 calls was wondering what could be wrong as I was getting normal side-tone on transmit. I changed to COM2 with the same result. Back on COM1 I

noticed on transmit that the transmit bar that indicates when the PTT is operated flickered on then immediately it went off. Now I had two pieces of equipment fail within 10 minutes and I suspected that maybe I had a common earth problem. As I was now approaching the 6,500 ft CTA step and I commenced a turn away to keep clear and try to work through the problem. I was seriously considering a diversion to Quirindi when the tower called me and asked did I have radio problems and to acknowledge with two clicks. I complied and they then passed me their direct tower phone number and requested that I call them on my mobile phone if I had one. This didn't work as even though I was over a large town (Wallabadah) I had no mobile phone service on my Next G phone. (Thanks Telstra!) I then went to comms failure plan B, the portable hand held. My fully charged Yaesu Airband Transceiver saved the day with reasonable communications now being possible with Tamworth tower and I received my clearance for a direct track to the airfield.

It was about then that the JP Fuel Computer display returned to normal! It certainly looked like a faulty common earth problem now. COM1 now also worked again on transmit and all seemed normal until I noticed that the AMP Meter was now showing a charge rate of 30 Amps! What was going on? Then the JP Fuel Computer died again and so did the AMP Meter charge which now was reading a very slight discharge, but the ALT Fail Light was not illuminated? I was getting quite confused by this time. I

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Web Site: [www.axiomaviationins.com](http://www.axiomaviationins.com)



started to troubleshoot again and I turned off the Alternator Master switch and was rewarded with on ALT Fail Light. Turning it back on the slight discharge was still there. I couldn't understand how that could be without the ALT Fail Light not illuminating. All the circuit breakers were set OK and as it all seemed quite strange so I decided that the best action was to get down and sort it out on the ground.

Then the JP Fuel computer started working again and the charge rate on the AMP Meter went back up to 30 Amps charge plus everything worked normally again! We landed safely without further drama.

I explained the problem to a LAME who basically said that it was a weird problem that could be hard to diagnose. Then Bill the senior LAME arrived and with the wisdom of 40 years experience he suggested that we pull the alternator and have a look see as maybe the brushes were the issue and may need to be replaced or adjusted. What did we find, the Field Terminal connection was broken and evidence of arcing was present with the effect that the alternator was turning on and off and was charging then not charging intermittently. Because the alternator was off line for some time the voltage on the main power bus had dropped below 12 volts so that the JP Fuel Computer started freaking out. The low voltage also caused the COMM transmit relay to

drop out when the PTT was pressed due to the increased current required when transmitting.

In 4000 hrs of single engine flying I have seen many things go faulty but this one really had me stumped. So now I know what happens when the field wire breaks, it effects the voltage sensitive equipment first when the battery voltage drops.

There is always something to be learned every time you fly, some flights more than others.

**Greg Ackman**  
Member # 312

**Greg's passenger - Kayla**



## From West to East in a CT4 ... All because of a piano

"You don't want to buy a CT4 do you?" asked Tony out of the blue as an aside whilst arranging pickup of the piano we had just sold to him. The answer was "Yes,,,,,,but actually no". We already had an aeroplane, a Robin 2160 Sport VH-XXY which we had owned for nearly ten years and was the aircraft that Chris had flown to second place in her class at the Australian Aerobatic Championships plus numerous wins and places at State and club competitions. We now used it for touring, and despite its lacking a bit in range and luggage carrying ability we loved it. Anyway, any thought of buying a CT4, which was quite appealing, rested on selling our Robin, something of which we were both very much in two minds. We had already had a number of approaches to sell the Robin, they are quite in demand as an aerobatic adventure flight aircraft. Chuck McIlwee from Air Australia International at Jandakot in Western Australia had previ-

ously purchased one of our other Robins VH-JXY, had been particularly persistent in trying to change our minds and sell him 'XXY as well, and as if scripted, and right on cue two weeks after Tony had offered his Dad's CT4, Chuck called to say "I believe you may have changed your mind about selling the Robin, I need it as soon as I can get it, how much do you want for it?". How the hell did he know? This required some serious thinking and after a weekend of debate a decision to sell was somewhat reluctantly made and a week later the Robin

was in the west after a one and a half day transit and flying for a living again. The strange coincidence was that the CT4 was also in WA, at Busseton on the southwest coast and after negotiating a deal with Rod Swallow the owner and Tony's dad, we arranged to fly over at Easter to buy it, subject to a final inspection. Being a teacher Chris was not able to get away before then.

4a.m. Easter Saturday 3<sup>rd</sup> April saw us leaving home for a 6am Virgin flight, and arrived in Perth at 8 am local time. Chuck collected us from the airport and whisked us out to his





**Super Pit at Kalgoorlie - one of the largest open cut mines in the world.**

headquarters at Jandakot for each of us to have a last flight of 'XXY' . . low level along the Swan River over the Red Bull course then climbing to fifteen hundred to go around the city before diving back down over the river and back out via Fremantle, just great. This was followed by a quick lunch before being transported in Chuck's Piper Seneca down the coast to Busselton and our first look at the CT4.

What had we let ourselves in for? After the low sports car like Robin the CT4 felt like a truck and an army truck at that. The comfortable sporty interior of the Robin gave way to the utilitarian complexity of a starkly military cockpit with no pretence of comfort at all.

The following morning was grey and gusty but not bad enough to stop flying so Rod took John for a couple of circuits to get used to the CT4. The plane was very different to the Robin to fly. It felt heavy, had a huge luggage carrying capacity, 4 hours endurance plus reserve, a constant speed prop and it dropped like a stone if you pulled the power and flared too soon.

Sunday afternoon saw us leave Busselton and heading north east. Flying at about 5000ft, just under the broken cloud layer we had a magnificent view of agricultural land blending into scrubby desert with

large salt lakes. The amazing thing was the accuracy of the maps where things like the shape of the salt lakes on the map were the same as the lakes on the ground which made navigation reasonable easy. Even so we got off track a little when the tail winds were greater than we had factored in, and we completely missed Wave Rock because we were past it when we started looking for it. Back on track (it's amazing what a quick look at the GPS can do for you) we flew over Coolgardie and could see Kalgoorlie - Boulder in the distance. The waste rock hill is visible for about 30 miles as is the smoke from the nickel mine processing plant south of the town. The earth here was rust coloured and covered with small mulga type trees. Lots of salt lakes but no ground water to be seen.

We stayed with friends Peter and Barbara Williams at Kalgoorlie for two nights and Peter, who is a mining operations manager, took us on a fascinating tour of the gold mining operations at Coolgardie and to the Museum and Super Pit at Kalgoorlie. This huge open cut mine is six kilometres long by two kilometres wide and is one of the largest open cut mines in the world. When we flew out on Tuesday morning we flew right over the southern end of the mine, with the huge tailings dam

to the north glistening in the morning sunlight. Everything is huge in the mining operations especially the trucks that can carry a load of 100 tonnes and have tyres that cost \$26,000 each, and many of them are driven by women.

Departure was delayed while we waited for a BAe 146 which pushed in and then proceeded to taxi the two kilometres to the other end of the runway despite the nil wind conditions. We waited for him to depart before taking off in the opposite direction. Navigation was easy this morning as we followed the east-west railway line to Forrest, the last 60 nautical miles gun barrel straight. There are two tracks crossing the desert, one is the railway and parallel to it is the dirt road. In fact from the air you can see the road more easily than the railway. We flew over two trains on the line, one of which must have been at least two kilometres long. At one point we saw what we thought was smoke and were concerned that there was a fire. It was strange as the 'smoke' seemed to be going the wrong way, because at that time the GPS (we were using it now) was indicating we had a tail wind of about 35 knots. Close up it eventuated that the 'smoke' was a cloud of dust behind a B double truck going like the clappers eastward on the dirt road. Forrest was reached by lunchtime and we landed on the most fabulous long smooth runway in the middle of nowhere. John pulled off the best landing of the trip, but with nobody to see it. We were refuelled by the operator who arrived with his head covered in a hat with netting. We soon found out why, when we were assailed by thousands of bush flies as we alighted from the plane. The hospitality of people in the outback was very warm and we had lunch made for us and a cup of tea before getting back into the plane to fly south east towards the coast. The landscape out here is barren. Miles and miles of sand with scattered low bushes and an occasional salt lake. We reached to coast of The Great Australian Bight at Eucla and turned east and flew low along the stunningly beautiful Bunda Cliffs which

rise 300 feet from the azure blue waters of the Bight. Searched for whales but none were seen, must be the wrong time of the year. We landed on the long but rough dirt strip at Nullarbor Hotel and taxied up to the accommodation and refuelling bowser. This really is Null (NO) arbor (TREES). The only vegetation here was ankle high shrubs.

After a good night's sleep and a breakfast of Corn Flakes at \$5.20 a bowl we headed east again with strong westerlies over the beaches and salt processing plants of South Australia. We landed at Ceduna and shared the airfield with two Army Blackhawk helicopters from Sydney who were on their way to WA. After refuelling with our carnet at the swipe bowser we wanted to get a taxi into town but we had no mobile coverage (next time we will take Telstra) and there was no public phone so we got back into the plane and headed for Port Augusta. The area west of Port Augusta was the most starkly beautiful of the trip. Choosing to go direct instead of following the road to the south through the inhabited areas, we were rewarded with the stark reality of parallel sand ridges of the Great Victoria Desert and the artistically stunning salt lakes in a myriad of shapes and colours ranging from white through all shades of yellow and oranges to the south, and the hugely extensive Lake Gairdner, a brilliant white, with light reflecting off the salt crystals to the north. There was almost no sign of human habitation in this area except an occasional dirt road. The lakes gave way to lumpy brown hills as we neared Port Augusta. After refuelling we became concerned about increasing cloud that was building behind us so we decided to continue on to Renmark which was just as well as a Sigmet was issued about fifteen minutes later calling wind gusts of 33 knots with rain at Port Augusta.

The weather to the east held pretty well and we were still getting good tail winds so we dodged light showers and made it to Renmark in one

and a half hours. What a difference a bit of water makes. The irrigated areas were green with crops and fruit trees along the side of the Murray River and there was plenty of standing water, so they must have had some heavy rain in recent days. As we were landing a local pilot was doing some circuits in a Jabiru ultralight. When he landed he helped us refuel, showed us where to tie down and then took us into town to the Renmark Hotel (another example of country hospitality). We stayed in Renmark for three days, partly to have a good break and partly because of weather. Renmark is a wonderful place for a holiday. We enjoyed a River Rambler cruise and walks around the town, but the highlight was a two hour dinghy tour through the backwaters viewing the river vegetation and wildlife up close and personal. The accommodation was good and the meals superb and we found out from the staff that the Queen used during her visit there in 1954, so Chris got to be a Royal for a bit and sat on the Queen's throne. On returning to the plane we found one tyre was low on air and another local came to our rescue before we departed through a swarm of locusts and headed east along the Murray River. We followed the river through its twists and meanders over weirs and locks, past the junction with the Murrum-

bidgee River down to Yarrawonga. What started as a fine day with 10/10th blue sky had deteriorated to grey sky with scattered showers. We were wondering if a diversion was required when we finally saw Yarrawonga airfield to the south of Lake Mulwala, scraped in and landed just before some quite heavy rain started to fall.

Next morning was bright and almost clear and we made an early start. After refuelling at the fuel truck (which was locked in a compound and we had to taxi to it rather than it coming to us) we headed north east still with a bit of a tail wind, under scattered cloud at about 2500 ft. An hour's flight brought us to Temora which was alive with aircraft for its regular flying day at the Aviation Museum. We had to land before 11am as the airfield was closed for general aviation during the displays, but made it in with half an hour to spare. Our CT4 was parked next to another CT4 owned by Matt and Karen Henderson and the aircraft looked pretty good together though ours was pretty grubby from the trip and theirs was pristine. Strong winds and low cloud precipitated our decision to delay our departure until the next morning, and stay the night. We attempted to get away early the next morning but unfortunately the nose wheel leg collapsed as we were taxiing to the runway. A quick check showed that the oleo leg



**“We flew low along the stunningly beautiful Bunda Cliffs of the Bight”**

needed some air to pump it up, but of course it required an unusual right angle fitting and it took some time before we found someone who had one and he had to drive home into town to get it. Another example of country hospitality as several Aero Club members went out of their way to assist us.

When all was AOK we taxied out, took off and headed for home. The sky was dotted with fluffy white clouds and we had a good run, landing back at Wedderburn 1.3 hours later to a typical Wedderburn wel-

come, fifteen knots of gusty crosswind.

The CT4 had flown a total of 15.5 hours and the engine had never missed a beat. We had used only 1 quart of oil for the whole trip and John had fallen in love with it after just a couple of hours of flying.

Fortunately we had tail winds for every leg of the flight and it has proven, despite initial misgivings, to be quite comfortable and easy to fly, and the utilitarian military cockpit is now a badge of honour. Its long range and excellent luggage carry-

ing capacity will make it a good touring aircraft. Its first trip away was a flight to the Antique Aeroplane Association Fly in at Griffith on Anzac weekend, followed by a round trip to the excellent Moruya Aero Club Open day.

We look forward to many more great trips in VH – WCT.

**Chris and John Gallagher**

What a great story! Thanks for sharing it with us. . . . Ed



**Left:** Graham Wood celebrated his 60th Birthday with family and friends at Middlebrook recently.



**Above:** Simon Bates arrives back at Wedderburn from the Moruya Fly-in Open Day in the Long Eze



### **Keith Manwaring is selling his Skyranger**

Rotax 100hp ULS, 170hrsT/T, dual controls, full instruments, radio, intercom, headsets, fuel 60 litres, 11ltrs/hr @75kts, full covers, heli views, great seats, located at The Oaks, **Selling under cost.**

**You can contact Keith on 02 9872 2907**

## Moruya Aero Club Open Day - Sunday, 9th May



**Above left:** John Onrust's Jabiru J230.

**Above right:** Jay Laybutt shows us his amphibian "Petrel" on its first mid-distance outing.

**Right:** Phil Ayrton's RV4 and Robin Chenery's RV "Riveting Experience".

**Below left:** John Bennett's RV.

**Below right:** Dave Thomas's Aeronca and Jan Zytka's Storm standing in front of the Moruya Aero Club.



The Moruya Open Day Fly-in attracted more SAC members than many other recent flying events. Those who did the trip were rewarded with some great flying weather, a diversity of interesting visiting and local aircraft which were on show, some older and unique motor vehicles, some great local hospitality, good food and an aerobatic display.

The Moruya Aero Club did a great job on the day promoting aviation and making everyone feel welcome in the every pleasant local setting close to the beach.

As far as we are aware the following SAC members attended the Moruya Open Day: Phil Ayrton, Simon Bates, John Bennett, Peter Bowman, Tim Causer, Robin Chenery, Leigh Cunneen, Mary and Russell Dan, Chris and John Gallagher, Jay Laybutt, Vic Laybutt, Vic Milo, Margaret and Stan Nightingale, John Onrust, David Rittie, Veronica Theodore, Dave Thomas, Richard Thompson, Jan Zytka.

**David Rittie**



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# Information 'ZULU'

## The Newsletter of Camden Tower

**Tower Contact:** Through your Chief Pilot, CFI or Instructor

**Email:** [mike.okeeffe@airservicesaustralia.com](mailto:mike.okeeffe@airservicesaustralia.com)

Welcome to the newsletter from the Air Traffic Control Tower at Camden, New South Wales. This newsletter edition will cover a few topics affecting us in ATC and you as the airport operators and users.

The newsletter will cover the following:

1. Details of changed Tower hours of ATC staffing,
2. Preparedness for Class D operations,
3. Joining Upwind, and
4. New ATC staff.

### Camden Tower Hours of ATC Staffing

Effective 0800 local on June 3 2010, Camden Tower will be staffed by ATC personnel from 0800 until 1800 local, seven days per week. A NOTAM to this effect will be issued closer to the mark. As an aside, Bankstown Tower will be staffed from 0600 to 2130 local Monday to Friday and from 0600 until 2030 Saturday and Sunday. Again, a NOTAM will be published to reflect this.

### Class D Operations

For Camden, effective 0800 local on June 3 2010, GAAP operations will cease. Very few procedures legacies will be carried over from GAAP. Any chance you get to attend a CASA educational seminar or study AIP regarding operations in Class D airspace should be pursued with vigour.

There are significant changes to runway separation, wake turbulence responsibilities, VMC and Special VFR criteria, IFR separation issues, contiguous airspace issues with adjoining Sydney Class C airspace for Bankstown, ATC responsibilities, pilot responsibilities, taxi calls, defined manoeuvring and movement areas, radio telephony, airfield markings, entry to airside areas, IFR arrival and departure procedures, changes to arrival procedures for VFR aircraft, changes to loss of radio procedures for VFR aircraft, ERSA entries, AIP entries, and licencing of ATC personnel.

These changes are permanent. As stated before, no GAAP legacies will be carried over into Class D airspace volume management so a thorough preparedness for June 3 is a must.

Camden and Bankstown Towers will have an additional staff member on June 3 to handle issues that may arise for pilots and ATC personnel. Some clarification of changes can be handled by these staff but the primary source of education on the transition to Class D operations rests with CASA. Again, ATC urges any avenue of education you can attend as an important element in your safe transition from GAAP to Class D airspace operations.

**Important information is contained in this Newsletter from Camden Tower, sent in by Peter Wordsworth. Thanks Peter. Ed**

### Joining Upwind

When joining upwind, the Tower will give you tracking and altitude instructions. Let's look at an example. Runway 24. Cessna ABC has reported at MYF and has been instructed to join right base and report at 2NM. Some time later ABC reports at 2NM. The Tower instructs ABC to JOIN UPWIND RWY 24, maintain 1800 and report overhead. There are 3 elements here:

1. UPWIND
2. ALTITUDE
3. NEXT REPORT

Let's look at point 1. The Tower wants you to track via upwind. That is to overfly the right base leg and position the aircraft aligned with Runway 24 (the same positioning as if joining final but without descending).

Point 2 is to maintain 1800 feet. to exist in entirety and will be replaced by Class D operations.

Point 3 is to report overhead. The thing **NOT** to do is to turn from the 2NM early right base position and to then proceed to overhead the runway. This is not the route instruction as issued by the Tower. What the Tower is doing is positioning you for is a gap in the arriving (and departing) traffic to fit you into the circuit.

### New ATC Staff

We may have a new ATC staff member at Camden within four weeks. For those who travel to, from or around Bankstown, there is lots of training going on in the Tower up there with five new ATC staff members having recently arrived. Two are overseas recruits; one from Jordan and one from Fiji. While this extensive training is going on, you may experience another voice over-riding our trainees. Don't worry as this is the ATC Training Officer correcting or assisting the trainee through the processes of training. As usual, there is a question to keep your brain cells working. This newsletter's question is this:

'What is the minimum runway separation standard applicable between a PA28 followed by a C182 landing on runway 06 at Camden?'

**Remember. GAAP operations cease to exist in Australia at 201006020000 UTC.**

*The Camden Tower Team*