



The N.S.W. Sport Aircraft Club Newsletter

AUGUST - SEPTEMBER 2007

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Some of our SAC Wedderburn aircraft that flew to Luskintyre on Saturday 2nd June



Three of our members' aircraft who flew to Bundaberg for the "Wide Bay" fly-in. Pictured is the Feneley Yak 18T (left), Lindsay Sinclair's Yak 52 (centre) and Peter Tollemache's Nanchang at right. Story appears on Page 11.

Contact your Newsletter Editor at
david.rittie@optusnet.com.au

Visit our website:- www.wedderburnairstrip.com.au
and see this whole Newsletter in full colour

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Above left: Ian Harvie, "Lucky" Dave Thomas, Frank Luke and John Priddle soon after arrival at Luskintyre. At right: Nash Pilling welcomes Ami Gale with his RV4 to Luskintyre.



Above: the Tweed River on the NSW/QLD border, as photographed by Matthew Feneley on the way to Bundaberg.



Welcome to the **August/September 07** edition of your Newsletter.

In case you hadn't noticed this edition is about two weeks later than usual. This is because your lousy Newsletter Editor took time out to

From your Editor

Page 3

go to Oshkosh. (Can't get good help!)

There have been some events worthy of note since the last edition. They are the fly-ins to Luskintyre and Bundaberg, and also the EAA event at Oshkosh. You will find details and pictures of these events inside this issue.

Please be sure to attend the **General Meeting on September 9th**, where we will be voting on the sealing of the runway, and on some proxy vote rule changes. See **page 4** for details of this

rule change.

Don't forget the flying restrictions in August and September during the APEC summit.

Thanks to those that have contributed pictures (thanks Nash) and articles for this edition of your Newsletter. We hope you all find it enjoyable.

David Rittie

Contact your Newsletter Editor at david.rittie@optusnet.com.au

Words from the President

Hi there

APEC Summit

I hope by now that we are all aware that there are some tightly controlled flying restrictions imposed on us all between 30th August and 10th September due to the upcoming APEC Summit to be held in Sydney. Unless you have conformed to all the requirements you simply cannot fly out of Wedderburn, or any other Sydney basin airfield within 45 nautical miles of Mascot. Even Mittagong is included in this no-fly zone.

You can fly only if you have attended the mandatory conference, have approval to fly, and have submitted a flight plan 24 hours ahead of time. You must also have a transponder. If you fly in this restricted airspace without authority you will most likely be looking down the barrel of a very nasty weapon aimed at you from an Army Blackhawk helicopter, and the police will not be in good humour if you actually get to land in one piece. Allow me to suggest that you simply don't provoke any of these short tempered people.

Sealing of the runway

It has been assumed for some time that it will be a step forward to seal our runway for its full length. However, there is a number of our members who don't agree with this assumption.

The previous Committee sent out a survey sheet to all members with a number of questions, one of which asked your opinion about sealing the runway. The response, at that time, was a rather firm "yes".

At our June General Meeting a motion was passed (almost unanimously) that the members be given the opportunity to vote on the sealing of the runway after some cost estimates have been obtained. It seems that, at the

next General Meeting, enough costing information will be available to enable a healthy debate on whether the runway sealing should progress.

Ensure you attend this next General Meeting, to be held on 9th September, to have your say and to cast your vote on this very important financial issue.

Rule changes regarding proxies

Also at the next General Meeting some rule changes, regarding the handling of proxy votes, will be presented to the membership for voting. Details of these proposed changes are discussed in the Secretary's column on **Page 4** of this Newsletter.

Oshkosh

Many of our members attended the annual EAA Airventure at Oshkosh in the USA. I was fortunate enough to be able to attend this year, and it was good to be amongst friends so far away from home. Sadly, there was a fatal accident on the Saturday where two Mustangs collided on the runway, killing one of the pilots, which placed a dampening dark cloud over the whole event.

Bushfire Management Plan.

One of our new members, Wes Brown, has the necessary skills and background experience to prepare a bushfire management plan for our airfield. He has already indicated his willingness to prepare this plan. We will keep you posted on progress, and present the plan to the Club membership when it has been completed.



Blackburn Road Extension

You will be aware that we have been working closely with the Wedderburn Community Association, hopefully to achieve the Blackburn Road extension across the Georges River to the Appin Road. SAC's John Duncan and the WCA's John McDonald have continued their work together, and are still chipping away at the problem.

We will continue to work with the WCA on matters such as these for our mutual benefit.

Mittagong

Please be aware that Mittagong air-

strip will be closed from 1st September for around two weeks, due to runway work (sealing). This work is dependant on the weather, so please check with the Berrima District Flying Club regarding runway serviceability after that date before attempting to fly there.

Unrecognised Volunteers

There are some people who carry out work around the airfield, for the benefit of us all, without being asked. These people go mainly unrecognised but I want to sincerely thank these good souls for their efforts.

One of our better-known members has been busily working to install our new P.A. system. Thanks mate! Additionally, I want to thank a particular past Club President who, with the help of a current Committee member, has done a great many tasks for us. Most recently they have put their time and effort into repairing our road, all the way to the colliery gate. The road is much improved due to their efforts. Thanks guys.

Please fly safely

David Rittie

From the Secretary's Desk

Hi Everyone

I would urge you to attend the next General Meeting to be held in the Clubhouse on Sunday 9th September and have your say about the following rule change and other aspects of club business. Rule Changes need a two thirds majority to be accepted so make sure your vote counts. Don't forget that the proxy form attached to this motion is **NOT** the proxy to be used at this meeting. This is the proposed **NEW** form if the motion is adopted.

Notice of Motion for the General Meeting on Sunday, 9th September, 2007 at 2.00pm at the Clubhouse, Wedderburn.

Rule Change The following is a proposed **Rule Change** that our returning officer and the committee feel will both clarify the subject of proxies and make the returning officer's job less hectic particularly on the day of the annual general meeting. While proxies are a necessary part of the fair and equitable representation of the members of the club it is felt that presenting a great number of proxies to the returning officer just before a meeting can both cause confusion and hold up the meeting for a considerable length of time.

Therefore it is proposed that proxies be sent to the secretary 7 days before the meeting at which the proxies are to be used. This will allow time for the secretary to forward them to the returning officer and the returning officer has time to authenticate the proxy and determine its validity in terms of whether the member is financial. Where there are specific directions included on the

proxy, this increases the time it takes to determine how the holder of the proxy should vote. So, if the meeting is on a Sunday then the proxy should be received by the secretary no later than the Sunday before. Proxies received after the Sunday will not be valid.

At the last annual general meeting there was some confusion as to the validity of emailed or faxed proxies. (c)***only original proxies will be accepted*** is intended just to clarify whether or not faxed and emailed proxies are acceptable. They will not be accepted.

The rule changes are intended as clarification and the simplification of administration. As we have only volunteers in our club it makes sense to make their jobs easier if possible.

Rule 32 puts the use of proxies in context and the changes to Rule 33 are marked in bold italics. There is a revised proxy form also attached.

Cheers

Margaret Nightingale

Sample Proxy Form appears next page . . . Ed





NSW SPORT AIRCRAFT CLUB INC.
PO BOX 450 CAMPBELLTOWN NSW 2560

FORM OF APPOINTMENT OF PROXY

N.S.W. SPORT AIRCRAFT CLUB

This proxy is valid for (tick one box only)

☐ General Meeting ☐ Annual General Meeting ☐ Both Meetings

I.....

of

Being a member of the N.S.W. Sport Aircraft Club inc. hereby appoint

.....

of

or failing him/her

of

as my proxy to vote for me on my behalf at the (Annual/Special) General Meeting to be held on the _____ day of _____ 20_____ and at any adjournment thereof.

My proxy is hereby authorised to vote * in favour of/against the following resolutions:

.....
.....
.....
.....

Note: in the event of the member desiring to vote for/against any resolution he/she shall instruct his/her proxy accordingly. Unless so instructed the proxy may vote as he/she thinks fit.

Signed.....

thisday of.....20.....

• Strike out which ever is not applicable

The instrument appointing proxy shall be deposited **with the secretary 7 days** before the time for holding the meeting or in the case of a poll before the time appointed for the taking of the poll, and in default the instrument of proxy shall be treated as invalid.

Only originals will be accepted.

**PLEASE REMEMBER TO ADVISE THE COMMITTEE BEFORE ENTERING ANY
SALE OR PURCHASE AGREEMENT FOR HANGARS AT WEDDERBURN.**

Changes to Hangar Site Licensing and Development

The following changes to the procedure for hangar site development on the airfield for all members who are intending to acquire hangar sites now and in the future were adopted by the committee at the last Committee meeting on Thursday, 17th July. This does not apply to anyone who has had a hangar site for the past 2 years

but will apply to any sites changing hands in the future that don't have hangars already built. The "option" process, as outlined in the form below, was proposed by Nash Pilling, was seconded by Tara Stevermuer and was carried unanimously.

Margaret Nightingale



NSW SPORT AIRCRAFT CLUB INC.
PO BOX 450 CAMPBELLTOWN NSW 2560

OPTION

The NSW Sport Aircraft Club Inc. (hereafter called the Club) hereby grants an option to -----
----- (hereafter called the Member) for hangar site designated ----- for a period of six months
from the date of this option on the following conditions.

An option fee equal to six months hangar site rental will be charged.

The member shall, within the option period, submit plans for the erection of a hangar to the Club, the Wollondilly Council and the NSW Department of Lands for approval, and shall substantially commence work on the erection of said hangar (or shall have signed a contract with a builder for the erection of the hangar).

Should the above conditions not be met the option fee will be forfeited and the hangar site will revert to the Club.

If the conditions are met, at the end of the option period a Hangar License will be given to the Member and a fee equal to the balance of the annual Hangar License fee will be charged.

NOTE: An infrastructure fee of \$ _____ will be payable at this time.

Member's signature _____

NSW Sport Aircraft Club Inc. _____

Dated. _____

Borrowing Club Equipment?

- Please get permission from the Caretaker, or a Committee member before borrowing any of the Club's equipment.
- Please return any borrowed equipment as soon as possible.

Thank you

AIRBORNE AVIATION

is Australia's first Cessna Pilot Centre

- We offer professional pilot training, aircraft hire, joy flights, charter flights, and more.
- We hope you will find all the information you require on our website:

www.airborne-aviation.com.au/



Hi everyone,

Hope you have all been taking advantage of the good weather to go flying - I certainly have. Looking at recent fuel purchases I am definitely not the only one. The club is currently using 1,000 litres a week!! There are just not enough flying hours in a day, at least the days are starting to get longer.

FUEL PURCHASES

This is a gentle reminder that **ONLY SAC MEMBERS** can purchase fuel from the club bowser. Should a non-member wish to purchase fuel they must do so via a club member.

If you wish to purchase fuel on behalf of a non-member it is important that your name and signature be recorded on the fuel sheet, **NOT** the non-members details. It is up to you as club member to get payment for the fuel from the non-member, either at the time of purchase or when invoices are emailed to you, as the club can only invoice members for fuel purchases.

BUDGET UPDATE

The club's new financial year is continuing well, with no unforeseen expenses, leaving us in a good financial position. A copy of the budget to be presented at the next committee meeting (1 September) will be available on the club's website in early September.

EMAILED INVOICES

The move to emailed invoices has been a great success. Not only have I received very positive feedback from members, but I have also noticed the invoices are being paid faster. A real win:win situation. Sending invoices by email saves a great deal of processing time as well as saving the club on postage.

If you have purchased fuel this year and have not yet received an invoice **PLEASE CHECK YOUR EMAIL!** Emailed invoices are sent via the email account: fly.bcy@bigpond.net.au - so you may also wish to check your junk-mail filters to ensure you can receive emails from this address. This email address is used for sending invoices



only. Please do not send emails to this address. To reach me by email use my usual email address: stevermuer@uow.edu.au

If you have changed your email address recently, or if you have an alternate email address you'd prefer the club use, please let me know.

If you are not sure if you owe any money to the club please drop me an email or call me at home after work (usually between 6-8pm is a good time) and I will be able to check for you. My home number is 4285-2007.

Blue Skies

Tara Stevermuer

Beware of kangaroos

Our caretaker has advised that, despite the good rains and the lush growth in the surrounding forest, kangaroos are still coming onto the airfield to drink from our dams.

Not only do we need to keep an eye out when using the runway, but also when using our road, especially after dark.

Please don't damage our kangaroos with your aircraft.

Hangar E6 is for Sale



Hangar E6 is for sale

40ft by 40ft (12 m X 12m with a further 6 meters available at the back for extension.

\$50,000

For further information call
Robert Peak on:

6973 1377, or
0427 333 478

Hi Everyone,

Just back on the air late today, after a two weeks wait for this new computer (only 3 months old) to be fitted with a new “mother board” then over the past 3 days a bug appeared in “Outlook” so I was “Not happy Jan” with all that was happening. Never mind, I have this baby back and now I can catch up on the 40 odd emails that have been waiting for me.



The Ladies and their many helpers have been busy with catering for three functions over the past seven weeks and we know every one who attended on these three occasions enjoyed themselves.

A big “Thank You” to Jacquie and Doug for organising the social get together day at Luskintyre on Saturday 2nd June. Dot and yours truly drove up on the Friday and joined our SAC group on Saturday morning to enjoy a tour around the Luskintyre Airfield by our host Jamie Campbell. We decided to stay over and enjoy the rest of the weekend sightseeing around Maitland and Morpeth. It was like going back home for Dot who attended school in Maitland and Lochinvar. It was a great weekend and weather wise, if you all remember, was the last fine weekend before the floods.

The WORK DAY held on 24th June saw 50 of our members attend the luncheon spread that we prepared. Our ever popular Vegetable Soup was a big hit with many enjoying a second serve, this was followed by assorted sandwiches with delicious cakes to follow. I was pleased to see some of our newer members joining in on the day’s activities and getting to know their fellow members. Thanks to all for supporting the Ladies, and working so hard on the many projects you were assigned. Must mention how lucky we were to have Judy Krebs, Sue Flatman, Sue McCormick and a lady friend of a new member, helping the dedicated team of Ladies prepare the luncheon – “you all did very well!!” and I appreciate your continued support and efforts.

The SOCIAL EVENING held on Saturday 21st July held in our Clubhouse was a MOVIE NIGHT and our member David Flatman became “Mr. Movies” for the night. David chose the very funny Australian Movie “KENNY” and the 48 (and one junior) members and friends from the Wedderburn local community attending certainly had a great laugh. David arranged to hire the PA system which was necessary for the showing of this movie and we certainly heard everything loud and clear, just like being in the movie theatre,. It was terrific.

Glenda George from the WRFS did a great job inviting 30 of our friends from Wedderburn to come and join us for this function and together with 18 of our members (including two of our new members who attended with their wives) we all enjoyed a wonderful meal prepared by only a handful of the Ladies, but with very important help from our BBQ Chefs, Dave Thomas and Rodney George and their group of helpers. My “Thanks” to Glenda, Jacquie, Maryanne, Sue Flatman and Naomi Laybutt and the boys for a job well done – I know we had no complaints about the food or the movie so that means everyone was happy.

To David “Thank You” again for arranging our Movie Night and I hope we can enjoy another night like we had on the 21st in the not too distant future, and I know you will certainly choose another great movie for all to see.

Our FLY-IN/DRIVE-IN BRUNCH held on Sunday 5th August saw only 17 members come along to enjoy the delicious food we serve for Brunch. Weather wise it was not a good day so the

BBQ became redundant and we cooked everything inside and it all worked out very well, ONLY, where were our members!! Maybe next Brunch we will have more attend and I know our day did clash with the Bundaberg Airshow. It was great to see Grace and Lillie Harvie again. They helped us quite a lot, and we do appreciate our two junior apprentices being there to assist. We are training them to take over our jobs in the near future. "Thank you" girls, and we love having you around us.

SOCIAL NIGHT SATURDAY 18th AUGUST – Sorry, but I had to cancel this night. The Social night set down for **SATURDAY 29TH SEPTEMBER** will go ahead all being well and we will have more details on the Website. Hopefully our friends from Wedderburn will come along and join in for a fun night.

WORK DAY SATURDAY 1ST SEPTEMBER 2007

Yes! another WORK DAY is not far away and the important thing to remember about this Work Day is that we are holding it ONE WEEK LATER and it will be on a SATURDAY not a Sunday. The team of Ladies and Gents will be preparing a delicious lunch for all of our workers at the very low price of only \$5.00 each, and I can assure you all we will have a wonderful spread for you, so don't forget to place your name on the Lunch List, on your arrival in the Clubhouse, before you go to start on any work project that you have decided you can tackle. We need to have an idea of how many will be joining us for lunch for catering reasons so that is why we need your name written on the appropriate list. I thank you in advance for doing this for us. See you all on SATURDAY 1st SEPTEMBER.

Cheers

Margaret Adams

Upcoming Flying and Social Events (August – October)

As the club is still without an event organiser in 2007, we are still calling on individual club members to champion events you are attending, and invite the rest of the club to join you, OR, to create your own event to invite the club to join in. If there is an event you are going to that is not listed, or you'd like to create an event please let the committee know...

25th August	Fly-away, one day, Tumut . . .	[Contact: John Lightbown 0415 740 511]
30th August to 10th September	NO FLYING WITHOUT CLEARANCE/AUTHORITY due to APEC	
1st September	Social/Work day . . .	[Contact: Matthew Gray, Workday Co-ordinator]
	+ new member interviews [am] + Committee meeting [pm]	
9th September	General Meeting . . .	Be there
29th September	Social Evening . . .	[Contact: Margaret Adams, Social Co-ordinator]
30th September	Sydney Basin Bash . . .	[Contact: David Rittie, President]
??th October	Flying event needed . . .	[C'mon, whose gonna organise something??]
28th October	Social/Workday. . .	[Contact: Matthew Gray, Workday Coordinator]

Important dates to put in your dairy now:

Sunday 4 November OR Sunday 24th February 2008 – **Club open day** - our most important day of the year.

What can you do to help? Please contact the Committee ASAP.

2nd December BDAC Fly-in and BBQ, Mittagong [Contact: Margaret Adams, Social Co-ordinator]

Saturday 15 December – **Fly-in Club Christmas Party** — After the success of last year, this year we will be fly-ing-in to the Aviators Lounge at Wollongong. Make sure you keep this Saturday free!

Tara Stevermuer

Hello again everyone,

GOOD GREIF, we are nearly through winter, will this year e v e r - s l o w - d o w n????????????

Welcome to yet another edition of the Newsletter and more importantly, the second half of 2007 which has only two official work/social days remaining for this years commitment accumulation period. Having said that, of course any time outside of an official day can be claimed as a work day credit for your end-of-year commitment – all you need to do is contact me to organize an activity.

The most important thing to remember for the next work/social day is that it has been **moved** from Sat 25 August to **Saturday 01 September**. The reason for this change is to allow everyone to enjoy the last free weekend of flying before the close down of the Sydney Basin for the APEC conference which airspace restrictions start from 30 August to 10 September inclusive.

We have keep the workday a Saturday due to popular demand, and also to save any confusion with both a date and day change – after all, Saturdays were included to assist those



who have regular Sunday commitments with an opportunity to at least attend some “Official” days, along with the theory that some of you may stay over and fly on the Sunday as well. Having said that, this time around with APEC we are grounded regardless of the day we have as our official fourth work/social day.

For interest's sake, the attendance rates for those accruing work/social day credits are as follows:

Days Accrued - Member numbers	
0	118
1	42
2	23
3	22
4	4
5 or more	0

OK, to bring this into perspective and for general clarification 62 of those “0” attendee's fall outside of the clubs requirement to attend work/social days, so the real “0” attendance is for 56 committed members, not 118 as shown.

I have however (and again, only for interest sake) included them in this because out of those within the club who are “not required to attend these days”, there have been 9 members attend at least 1 day, another 9 have attended 2 days, and a further 5 have attended all 3 days so far this year – so thank you to those members for taking part and wanting to help out with the necessary maintenance around the airfield. This quite clearly indicates that even though those members are not required by club rule, they still feel that they want to take part and be active members of the club and enjoy the social aspect of these designated work/social days.

Till next work/social day and Newsletter, fly safe and clear skies

Matthew Gray

PLEASE LOCK THE GATES - EVERY TIME

On the evening of the last workday some 4WD vehicles entered the airfield through an unlocked gate. Our caretaker had to shepherd the vehicles out of the area using all his diplomatic skills to retain the peace.

The very next day (Monday) one of our members left the gate unlocked “for only a few minutes”, however six 4WDs come onto the airfield, and once again they had to be coaxed into leaving.

The only way to stop these uninvited guests is to keep the gates locked at all times. Please be sensible and comply with this obvious requirement, and

KEEP THE GATES LOCKED

David Rittie

Hangar C2 is for Sale



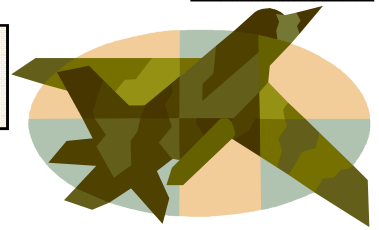
Hangar C2 is for sale.

Hangar size is 12.4 meters wide by 9.25 meters deep.

\$40,000

For further information call
Robert Peak on:
6973 1377, or 0427 333 478

THE WIDE BAY AUSTRALIA INTERNATIONAL AIRSHOW, BUNDABERG QLD: ON FRI. 3rd - SAT. 4th - SUN. 5th AUGUST 2007



The Bundaberg Airshow has happened and what a great success it was. What a shame most of you missed out on it. Club members attending were Matthew Gray, Greg Ackman along with Ray & Matthew Feneley, Dave Thomas, Peter Tollemache, Lindsay & Maree Sinclair.

The Monday before the airshow, bright and early, three aircraft departed Wedderburn - Ray & Matthew Feneley and Dave Thomas in Ray's Yak 18T, Lindsay and Maree in their Yak 52 and Peter Tollemache in his Nanchang CJ-6A. At approximately the same time, three other aircraft - a Yak 52, Yak 18T and a CJ-6A were departing from the Mittagong club - our rendezvous was to be Maitland Airfield for our first refuel and stretch of legs. The Wedderburn contingent followed the light aircraft lane across the Sydney suburbs and the Mittagong mob went Victor One. Both groups arrived at Maitland pretty much the same time where we all fuelled up, chatted and then prepared to depart for our next leg to Port Macquarie. Although the Yak 18T's and the Nanchangs have a longer fuel range they kept company with the Yak 52's and the 6 ship formation presented quite a sight along the way. The two 52's led the way followed by the two Nanchangs a bit behind and bringing up the rear were the two Yak 18T's happily trundeling along. Port Macquarie came and went, aircraft happy with full fuel bellies, then on up the coast to Ballina, repeating the liquid intake. By this stage everyone is settling into a refuelling routine, all helping each others aircraft to refuel so that we can get underway again as soon as possible - we have a long way still to go. The arrival anywhere of 6 aircraft causes quite a stir and it's not long before a crowd is gathering and wanting to know all about the 'expedition'.

From Ballina we continued up the coast with an airways clearance from Gold Coast Tower at 500 feet past Surfers Paradise and all the high rise, up along the beaches to Caloundra for a fill up and a chat to the local TV station who had got wind of our trek, then on to Harvey Bay where we filled up and then headed over to John Jackson's place about 15 minutes up the track.

The next couple of days we stayed at Jacko's place, the Russian Roolettes Formation Airshow Team that Lindsay leads did some concentrated formation flying practise, we all relaxed a lot and talked a lot. Great hospitality was shown to us all. While there, the Yak 52's and CJ's were involved in some PR work for the Bundy Airshow doing Radio and TV sessions and recording flying segments for the Airshow DVD - everyone had a great time doing it - the video guys, camera guys and radio guys certainly had a whole new world opened up to them. Wednesday afternoon and after a terrific feed of king prawns and fresh bread rolls at lunchtime, the aircraft fully laden with fully filled human beings headed over to Bundaberg. We were now numbering 8 aircraft (as we picked up our other two team members at Jacko's place, another Yak 52 and a Yak 52TW tail wheel) we all staggered into the skies and headed for Bundaberg. The Russian Roolettes in a six ship formation (4 Yak 52's and 2 Nanchang CJ-6A aircraft) did a double vic formation fly over of Bundaberg with the two Yak 18T's following as the rear guard.

All in all it took about 6 - 6.5 flying hours to get from Wedderburn to Bundaberg, had plenty of stops but had plenty of fun chatting and meeting people along the way. Saw some great scenery and had terrific weather and in the company of some

great flying companions. Can't complain at all.

Arrival at Bundy was a breeze - getting in early you miss all the crowded skies, get the best parking positions and then have plenty of time to relax and enjoy and sample the local produce - Bundy Rum that is.

Our group, now numbering about 20 in all, pitched in and helped over the next couple of days which we really appreciated. Our team helped the Airshow mob with any final PR arrangements, did some further radio interviews to promote the airshow, the DVD video guys were back to get extra footage for the airshow DVD, we attended a charity breakfast for the local representatives of the Airshow Challenge raising money and awareness for the Leukaemia Foundation, helped out with the local Chinese exchange delegation group and introduced them to some of their own Chinese Nanchang CJ-6A aircraft.

We also managed to have some time out to enjoy the sights and tastes of Bundaberg. The Italian Pasta and Pizza place is a must if you are ever in town, along with the Eastern Pearl Chinese Restaurant - excellent people and great food. No visit to Bundaberg is complete unless you visit the Bundaberg Rum Distillery and do a tour of the place and try a few samples or two.

In conjunction with helping the Airshow organisers, Lindsay and I also organised the first ever ALL RED STAR FLY IN which was an open invitation to any type of red star origin aircraft to join in and have a get together. We had some 28 aircraft attending, unfortunately weather pre-

vented approx. another 10 aircraft from getting there but for a first attempt it was a great turn out.

On the Friday, it was a Trade Day with some practice happening - there was a huge area set up with an excellent array of aviation related displays. There was the sponsor chalets and Gold Pass viewing area set up. Heaps of food outlets along with a large area to keep the kids entertained. The Jabiru aircraft parking lot was incredible. They had an excellent turn out of GA aircraft and a separate section was set up to park them.

The Airshow was on Saturday and Sunday - non-stop with aerobatic displays from Pip Borrmann, Paul Andronica and Chris Sperou. Dan Buchanan doing his hang gliding display and Dave Benson flying the flag. The RAAF Caribou did a handling display along with the MIG 15

showing off its style. Both the RAAF Roulettes and The Russian Roolettes were there to show off their colours. A Vintage fly past comprising a DeHavilland Dragon, 3 Tiger Moths and 4 Chipmunks was a wonderful sight. The DC3 did a handling display along with a Jabiru formation flypast. Commercial and Corporate Jets flew past and showed off. The Mustang and Wirraway were up and about. Qantas Link was critiqued when they arrived and departed on their schedule runs.

There was a re-enactment of a Vietnam Battle Sequence - ground patrol attacked by aircraft strafing and bombing them. There was heaps more, the Bandag Bullet race, Ribbon cutting, model aircraft display, helicopter agricultural display. And still heaps more. There was also the "Balboa" formation consisting of the Mustang, Avenger, Zero Trojan,

Wirraway, Harvard and Winjeel. The night display was also special with a F111 doing a 'dump and burn' to close the show.

In all, it was a marvellous airshow, non-stop action all the time and a credit to the organisers, sponsors, volunteers, pilots, exhibitors, to the hundreds of others who had input into it and the local community who provided such a friendly and warm welcome to everyone. It's so nice to see and have the support of the local community behind the airport and the airshow.

"Bugger" you're saying - wished you now had attended and sorry you missed it - well you will have to wait another two years before you get the chance to see it. It's on again in August 2009. Note it in your diary and on the calendar.

Happy flying

Lindsay and Maree Sinclair

LUSKINTYRE - 2nd JUNE

You will recall that Jacquie and Doug Montague organised the very successful fly-out to Goulburn in early March this year, which was attended by over 30 members and friends. The trip included a guided tour of the town in a coach with the mandatory stops for lunch and other refreshments.

Well, they found the experience so rewarding that they decided to organise another event. The result was a day trip to Luskintyre on 2nd June, with the option of an overnight stay for those who really like to make a

weekend of it. 20 people attended this fly-out, plus two friends from New Zealand.

Our host at Luskintyre was Jamie Campbell, who arranged a tour of the hangars, including Ray Windred's hangar, where the Tiger Moths are refurbished for their owners, some of which are for sale. All very interesting. Jamie was also the head Chef for the BBQ luncheon and everyone certainly enjoyed the day.

Most returned to Wedderburn dur-

ing the afternoon, except Dave Thomas and Ami gale, who bravely decided to stay the night and return home on Sunday.

We have an open invitation to attend Luskintyre again at some time in the future. Jacquie, Doug and Margaret Adams are working on another visit early next year.

Thanks to Jacqueline and Doug for organising the event, and thanks to them and to Margaret Adams for the story

Ed

TUMUT - 25th AUGUST

Young John and not-so-young Peter Lightbown have decided to fly their Jabiru to Tumut on Saturday 25th August, and to return the same day.

"We bought the Jabiru from Tumut, and we feel the need to visit our aircraft's ancestral home." was the ex-

planation of why they would go there." (Well, I guess any reason is good enough!)

"Hell, Why don't we invite the whole club?" Peter asked.

So this trip has now become an offi-

cial Club Fly-out. Anyone interested in accompanying John and Peter are cordially invited to do so.

For any information about the trip contact Peter Lightbown on 0415 740 511. Expected departure time from YWBN is 0900.

SEE YOU THERE

Pursuing Airworthiness: Issues of Design, Construction, Operation and Maintenance



In this workshop, Bob Lewellyn takes participants through a series of investigations of principles and practise of design, construction and operational issues. It aims to assist in the identification of issues that will affect an aircraft's airworthiness and improve understanding of the how's and why's. Particular reference is made to the LSA Design Standard, ASTM F2245-04. Ways and means of rectifying problems will also be included.

Participants: Level 2 Maintenance Authority Holders, Pilots, Owner/builders

Day: Thursday, October 18th (preceeding the SAAA Escape to Cowra weekend on 19-21)

Time: One day (6 hours) from 9am to 4pm

Venue: Temora Flying Training School on the Aerodrome at Temora

Cost: \$70

Resources: Notes of the presentation and discussion will be provided.

Interested Pilots and Builders can contact the organizer or secure a place in this workshop by sending a cheque to:

Carol Richards, organizer
PO Box 433
Temora 2666

mob: 0407 574 467



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Those of you at the last work day may have seen a group of strangers sitting on the balcony with the club's executive committee members. If you did, make these strangers welcome as they are now probationary club members. What you saw was the new format prospective member interviews.

Why the change the way we interview prospective members? Your committee is very concerned about who we accept as members to the NSW Sport Aircraft Club. With membership at Wedderburn becoming more desirable by the day as everywhere else either closes or increases its prices, we want to be sure we really know who is applying.

This new format of prospective member interviews ensures that we get to spend a good amount of time with each applicant,

really finding out about them; instead of 5-10 minutes, we get 2+ hours. This extra time enables us to find out what these applicants expect to not only get from Wedderburn, but more importantly, contribute to Wedderburn. Sadly, some of our members "brief" applicants in the right thing to say to get through the application interview. This may be easy for applicants to maintain over a formal 10 minute period, but is much harder for them to keep up for 2 hours in a more social environment. *By the way, if you are talking to a prospective member of Wedderburn, it is your duty to point out that this is a self-help club, telling them what to say to get through interview is very unacceptable – remember, we know who you are too – you signed their application form.*

The new format is also

more formally structured, ensuring that all new members all told everything they need to know about Wedderburn: its history, what membership means, what the responsibilities of membership are, etc. By being held on a work day the new members get to see first-hand that this truly is a self help club – not a give me club. We also get the chance to introduce prospective members to club members with similar interests.

If you would like to have a look at and comment on the format of the prospective member interviews, or, if you have any comments you would like to make about membership in general, please contact your President, David Rittie. Thank you to those members that have already contacted us about their concerns over membership.

Are you an early member



of the club? Your committee would welcome your participation in the prospective member interviews. No-one can tell our prospective members about the history and spirit of Wedderburn better than someone who was there at or near the start. We would also value your input as to whether you feel the applicants interviewed would make suitable members. If you are interested in participating please contact your President, David Rittie.

Always Airborne

Bernie Stevermuer

The Feneley Yak 18T Takes to the Air

In recent editions of this Newsletter there has been progress reports of the restoration of the Feneley Yak 18T.

The project has finally been finished as the aircraft took to the air on Sunday 18th August last. Following are Ray Feneley's words and thoughts:

"After three and one half years of stripping cleaning restoring and replacing bits and pieces of the derelict Yak 18T that arrived at Wedderburn in February 2004 – the bird has flown!"

On Sunday 8th August 2007 at about 2.30 pm Lindsay Sinclair taxied VH IBT up and down the strip, some slow, some a bit quicker until he was satisfied that all was well. As we lined up on runway 17 I was not sure if it was just going to be a fast taxi, but Lindsay said "we're going" and gave the radial all she had. The result was that we were airborne in an instant and the gear was being retracted beneath us.

The test flight was flawless, the engine was oil tight – unusual for a radial.

The next weeks were simply attending to the outward appearance of what was now a very pleasing looking aircraft, thanks to Matthew's painting prowess."

The pictures on the adjoining page show the well turned out interior, and the high quality paintwork on the exterior. →

Congratulations to Ray, Matthew and Andrew Feneley, who achieved this result with help from member Wes Dunn, and with much assistance and advice from Lindsay Sinclair.

David Rittie

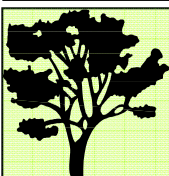
BE AWARE You are required to attend three Workdays. From now on one missed Workday will cost you \$50, two Workdays missed will cost you \$125, all Workdays missed will cost you \$250



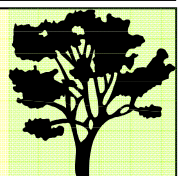
Above left: Dorothy McSparron and Margaret Adams drove to Luskintyre to join in the fun.
Above right: One of the many good examples of "Tigers" at Luskintyre



Above: The Feneley Yak 18T takes to the air. Story previous page.



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.





Top left: Bert Rutan's "Space Ship One" in the museum, right: Oshkosh Control Tower. Centre: there were some beautifully presented engines. Below left: There were many outstanding and beautifully prepared aircraft, and below right: there was lots of perfect formation flying, every day.



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