



The N.S.W. Sport Aircraft Club Newsletter



DECEMBER 2011 - JANUARY 2012

YWBN CTAF 122.55MHz
Area Frequency 124.55MHz
Latitude 34 11.2S
Longitude 150 48.3E

ABN 57784 250667 ACN Y2094624
Address PO Box 450
CAMPBELLTOWN NSW 2560
Phone (Caretaker) 0425 380 964



Above: Some of the aircraft on display at our annual Open Day. More pictures are on **Pages 4 and 5**.
Below left: Five warbirds flying in formation at Temora last month, including a Meteor, Sabre, Kittyhawk, Mustang and FA18. **Below right:** The HARS Super Constellation at Temora just before its flying display.



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

Visit our website:- www.wedderburnairstrip.com.au

INSIDE THIS ISSUE		Committee Contacts	
Upcoming Events	2	David Rittie (President)	0425 380 965 david.rittie@optusnet.com.au
Words from the President	3	Margaret Nightingale (Secretary)	0425 380 966 fireweed@netspace.net.au
From the Secretary's Desk	4	Allan Aaron (Treasurer)	0425 380 967 aaaron@tvp.com.au
Open Day Pictures	4	Tim Causer	0418 433 665 timcau@tpg.com.au
More Open Day pictures	5	Bret Cavanagh	0407 344 795 bret@cavanagh.id.au
Bird Talk	6	Matthew Gray	0411 505 521 weemelah@optusnet.com.au
Feature Story: "YWBN to Perth in an Aeronca Chief" from Ian Harvie	8	Don Harvie	0407 231 333 donharvie@yahoo.com.au
Hangars and Aircraft for sale	12	Lloyd Shepherd	0407 232 747 lsh19082@bigpond.net.au
		Richard Thompson	0412 288 061 richard@flycorp.com.au
		Committee (group email)	committee@wedderburnairstrip.com.au
		Caretaker "Kanga" Rouen Andrews	0425 380 964 - - -

* * * **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

General Meeting	Sunday, 11th December, 2pm Contact: Margaret Nightingale	Clubhouse
------------------------	---	-----------

CHRISTMAS PARTY & ANNUAL AWARDS PRESENTATION
SUNDAY, 18th DECEMBER, 12 midday, Aviators Lounge, Albion Park.

Goulburn G.P. Flypast	Sunday, 15th January, 2012. Contact: David Rittie	Goulburn
Australia Day BBQ.	Thursday, 26th January, 6pm. BYO food. Contact: David Rittie	Clubhouse
Fly-in/Drive-in Brunch	Sunday, 5th February, 10am to 1pm. Contact: Margaret Adams 9567 6522	Wedderburn
Social Workday.	Sunday, 26 th February. Free lunch for members. Contact: Richard Thompson	Wedderburn
General Meeting & A.G.M	Sunday, 11 th March, 2pm. Contact: Margaret Nightingale	Clubhouse
Wings, Wheels and Wine.	Sunday 15th April. More details later	Mudgee Airport
Social Workday.	Saturday 28th April. Free lunch for members. Contact: Richard Thompson	Wedderburn
Wings Over Illawarra.	Sunday, 6 th May	Wollongong

We need members to organise some social events and some flying adventures. Please contact Bret Cavanagh if you are able to organise an event (or two).



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.

HARLAND'S Fruit, Nursery and Landscaping

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

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



From your Editor

Welcome to the December 2011/January 2012 issue of your Newsletter.

The items of interest since the last edition are the annual Open Day and the air show at Temora.

You will find references to the Open Day in different sections of this

Newsletter along with lots of pictures on **Pages 4 and 5**. (Special thanks to Don Harvie and Geoff May for these pictures.)

Peter Scott, Dave Thomas and Ian Harvie all flew to Perth in their aircraft for the SAAA Fly-in at Langley Park. Ian has written a full report of the trip and sent in some photos, all of which appear on **Page 8**. Thanks Ian.



We hope you enjoy your Newsletter, and hope that you have a great Christmas, and an even better 2012.



David Rittie

You can contact your Newsletter Editor at david.rittie@optusnet.com.au

Words from the President

Hi there.

Brenton Banfield

Once again our Club is mourning the death of one of its former members, Brenton Banfield, who was our Club Solicitor in the early days, and Mayor of Campbelltown for some years. Sadly, Brenton passed away last month. Margaret Adams recounts some of her memories of Brenton in her "Bird Talk" section on **Page 6**.

Steve Cavanagh

We received a nice card from Joyce Cavanagh thanking us all for our thoughts and messages of condolence after the death of her husband and member, Steve. A scanned copy of her card to us appears at the bottom of this page.

Open Day

On a brighter note, the Open Day went very well again this year due to the efforts of many of our members who made the day run smoothly, but mainly due to the planning and organisational work of Geoff May, who, incidentally, has offered to do it

all again next year. Thanks Geoff.

Toilet Blocks

The construction of the two toilet blocks in the northern precinct were finished in time for the Open Day. They are in Hangar Rows "P" and "V". Our thanks go to the dedicated members who completed this project.

New Constitution

At the last General Meeting members agreed on several changes to the Club's rules that will be offered to all members to vote upon at a Special General Meeting on a date to be fixed, and after some further fine tuning is done by the sub committee.

NON Members at Wedderburn

Please be reminded that it is not allowed for NON members to come and operate out of our airfield, especially using a member's aircraft. Not only does it smell of commercial aircraft hire, but it is simply unfair to all of our members who pay a joining fee and annual subscriptions for the privilege of using the airfield and its facilities.



Hangars and Hangar Space

If you are looking for hangar space, or have hangar space to rent, you can contact the Secretary, Margaret, on 0425 380 966, and she can usually help.

If you intend to buy or sell a hangar you **MUST** contact Margaret to ensure that the deal can legally proceed.

Safety

When landing, please beware of kangaroos and other wildlife on the runway, and please continue to adhere to the 'fly neighbourly' policy.

A special



Thank You

Albert Joseph (Steve) Cavanagh



9th July 1920 - 16th August 2011

Joyce, Robyn, William, Chris, Leonie, Phillip, Jeff, Niki, Kayla and Kade wish to Thank You for your kind thoughts, messages and flowers on the passing of Steve loving Husband, Father, Grand Father and Great Grand Father.

Please fly safely, enjoy a good Christmas and have a great New Year.

David Rittie



From the Secretary's Desk

Hi Everyone

Well another year has come and is almost gone. The years just go faster and faster.

New Constitution

The second of the general meetings about the new constitution took place on Sunday 27th November. There were about 12 members present and we made our way through the existing rules and have now agreed on the areas of the constitution that will be presented to members who attend the final meeting to ratify the changes or not.

Everyone is encouraged to attend this meeting and vote on the changes. It will not be a time for argument however everyone will have the opportunity to say 'yes' or 'no' to each item. There needs to be a 75% majority for each item to be changed. Some may change and others may not. If there are no changes then the club will proceed with our existing rules which are perfectly legal as they stand. The idea of making some changes is that it gives us the opportunity to update our constitution along the lines of current thinking from the Office of Fair Trading.



The draft constitution will now go back to the sub-committee for fine tuning and then the date for the ratification meeting will be announced. Keep your eyes on the news-flash and coming newsletters for details.

I must congratulate the participants in this process so far who have argued their points of view without spilling any blood or parting as bad friends. Well done everyone.

Open Day

Well done also to all those who participated in our annual Open Day which was a success again this year. The club will be donating approximately \$2500 to Careflight from the gate takings and the raffle. Thanks especially to Geoff May who was the organiser. Geoff attended the last Committee meeting on 23rd November to discuss plans for next year. I can tell you that the date for next year is Sunday 18th November and plans are in place for the organisation of an air display. The proceeds will again go to Careflight.



I hope everyone has a very Merry Christmas and a prosperous and safe New Year.

All the best

Margaret Nightingale

What happened on **OPEN DAY** 13th November - the story in pictures



Above, clockwise from top left: Richard Thompson's Twin Commander, two visiting Cozy Mk 4s, Bill Handley's Lake Buccaneer, and the Wedderburn Rural Fire service giving us a fire fighting demonstration.

More OPEN DAY pictures



Above, clockwise from top left: Sy Allsep's Beaver, Bernie Stevermuer's impressive Seawind, Mark Pill-ing's aero-modellers group giving us an interesting display, and Kevin Haydon's high performing RV8.



Above, clockwise from top left: Siahn and Jay Laybutt in the family's Petrel, Abbey Gray & Lilli Harvie enjoying the day, the Macarthur Country Music Band, Lloyd Shepherd's Piper Pacer, Russell (from Wollongong) brought his beaut Jabiru J230. **Below:** Don Harvie's panoramic shot of the aircraft parking area.



Bird Talk

Hi Everyone,

Well here we are almost in the last month of the year and the silly season has begun. We all seem to take on more chores in readiness for our Christmas break and there is never enough time before the 25th is upon us.

Once again we have farewelled one of our members. Brenton Banfield passed away on 7th November and his funeral was held on Saturday 12th November.



Brenton was the Club's Solicitor from the beginning of our club and attended to many of the difficult problems we had in those early days. Brenton worked well with Gordon Cramp-ton (President from 1979 to 1993) then with John Sutcliffe (President from 1993 to 1996).

Looking back to our Newsletter of Feb-March 1995, our President, John Sutcliffe, wrote: *"INCORPORATION: The Certificate of Incorporation for the Club was finally issued on the 19th December 1994. As far as I am concerned this was the very best Christmas present the Club could ever have. Throughout this rather lengthy process our Solicitor, Brenton Banfield has generously given his very valuable time and expertise to bring this about. In recognition of this, once the Committee had attained some measure of legality, it was my pleasant duty to record the following resolution which was passed unanimously: - "Be it resolved that in recognition of his outstanding contribution to the incorporation of the Club Brenton Banfield be appointed an Honorary Member of the Club for a period of five years with immediate effect. Be it further resolved that Rule 17(a) be waived and the appointment shall carry equal voting*

rights as a full member" Thank you once again Brenton for your efforts on our behalf"



I thought our members would like to know this little bit of history about Brenton. Brenton's parents, Ken and Ann Banfield, were foundation members and Ann became Minute Secretary in 1987 and Secretary in 1995 of the SAC Committee until her illness at the end of 1996 forced her to relinquish this position. The Banfield family were indeed dedicated members of SAC and to Ann, Brenton's wife Ruth and their two sons and their families, Brenton's brothers and all family members we have wonderful memories of Brenton, he was always smiling and happy to be out at our club and gave of his time freely to chat with you and above all he was a wonderful man. We will always remember him.

Our year has been very busy for the Ladies and Gents of the Social Committee. Attendances at our Fly-In/Drive-In Brunches and Social Work Days have been excellent and it is pleasing to see so many of our newer members coming along to join in. Please keep up the good work and attend as many functions as possible in the New Year 2012.

I am sorry we never had time to fit into the year's calendar our BBQ luncheon with our Local Residents - this has just been postponed to hopefully hold early in the New Year.

THE SOCIAL WORK DAY held on Sunday 30th October was a very successful day. I know a lot of work was carried out by our members to make the airfield look spic and span in readiness for our Open Day and it is always rewarding to see that your efforts always pay off. You all did a great job.

Our team of workers of the Social Committee served a delicious luncheon of Cold Chicken,

Bird Talk (cont.)



selection of cold meats, variety of Salads followed by some very popular cakes, like Caramel slice, coconut slice and cream lamingtons. No wonder we had none left – they were very much appreciated. We served to 74 members and 4 friends from the WRFS, so a total of 78 sat down to enjoy the luncheon – that is the largest number for some time and it was great to have so many attend the last Work Day of 2011.

I was delighted to welcome Jacquie Pittman and Kim Jackson to our group and they certainly were kept very busy with the preparation of the luncheon together with “our always willing” team of ladies, Veronica, Glenda, Donna, Dawn, Merle and yours truly. “Thank You” ladies for all your hard work.

The Raffle of the day was successful too – our net amount was \$229.00 the largest amount ever. The lucky winner of the 1st Prize of a voucher from Dan Murphy’s valued at \$50.00 was Bill Handley and the 2nd Prize of a \$25.00 voucher from Dan Murphy’s was Eric Dobbie - well done to the winners and I “Thank You” all for supporting the Social Committee.

OPEN DAY SUNDAY 13 NOVEMBER, 2011
Yes, another Open Day has gone. I must congratulate Geoff May for an excellent job he carried out as Open Day Co-ordinator. I thought the numbers were down on last year but perhaps there was still too much happening in Campbelltown as it was the last day of the Fisher’s Ghost celebrations. Never mind it was still a great day and those who attended certainly had lots to see. It is always a great opportunity for our members to have their Aircraft on show and hopefully fly them for all aviator enthusiasts to see.

I was very lucky to have a group of our members helping to set up and then dismantle the marquees and tables for our stalls and to all those involved my “thanks”.

My friends Rena, Rob, Peter & Colin all arrived early to help and Rodney George assisted to make sure it took no time at all until we were

set up ready to go. I was fortunate to have Wendi, Laura, Jenny and Dawn on kitchen duties with me and my goodness how busy we were. Wendi started to cook the pikelets to accompany the Hot Scones and soon we were serving the always popular Devonshire Teas. Rena and Rob were downstairs taking the orders and serving lots of Tea & Coffee. Peter and Colin were summoned to help us in the kitchen from time to time and they ended up cooking more pikelets when we realised we were running out - the Ladies enjoyed having these two capable men helping them.

Around midday we decided to make up the 5 loaves of bread plus fillings I had bought, into Salad Sandwiches and weren’t they popular - only 2 were left and I was the lucky one to enjoy them, at 8 p.m. on Open Day night. For all the efforts of the fresh food sales we managed to take \$910.00, this was an excellent result (costings are still to come out of this amount).

I know there was a wonderful display of cooking from our wonderful Chefs on the food stall, donations of Fairy Cakes, Marble Cake, Cherry Almond Cake, Banana, Blueberry, Walnut & Coconut Cake, Caramel slices, Muesli slice, Jam Drop/Corn Flake Biscuits, Marmalade Jam, Tomato Relish and Organic Orange Blossom Honey. “Thanks” to all of the Chefs who cooked and donated these beautiful items for sale. You will be happy to know that your stall took \$360.00 - that was a very good effort.

I was so pleased to have our newer Ladies on board this year and emailing me to offer their help and also to donate cooking - it was wonderful.

“Thank” you to Laura, Jenny, Valerie and Dawn also to Maryanne, her daughters Monica and Vivienne for cooking the delicious goodies for the stall and a special “Thanks” to Rick Krasso for the tasty Organic honey.

To my wonderful friends, Rena, Rob, Peter & Colin “Thank” you for coming along each year

Bird Talk (cont.)

to help me and my team of Ladies to make sure our Open Day is successful.

A special "Thank" you to Inez and Maryanne for being the sales ladies on the stalls and having time to sell the Raffle tickets as well.

It was good to see so many of our foundation members attend Open Day, George Hennessy came down from Murwillumbah, Col Corley from Bomaderry, Morton Curran from Gladstone NSW, Ted Furby from the Mountains, Ken Brierly, Brian Maher, local residents Allan

Scattergood and Len Watkins were seen enjoying themselves and Joyce Cavanagh was driven out by her grandson Phillip, it was wonderful to see Joyce again after only a few months since the passing of Steve.

To our members, friends and visitors, who come along to attend our Fly-In/Drive - In Brunches, our Social Work Days and also contribute to our Work Day Raffles, "Thank You" all.

To my team of Ladies and Gents "Thanks" for a great year, you are all terrific and always there to help me, which I appreciate.

FLY-IN/DRIVE-IN BRUNCH SUNDAY 5TH FEBRUARY, 2012

TIME: 10.00 A.M TO 2.00 P.M. COST: \$8.00 per person

Please make a note of this date in your Diary now as this will be the first Fly-In/Drive-In for the new year of 2012 and we will be inviting our friends from other Aero Clubs to come along and join us.

The Social Committee will be serving the always popular menu of Orange Juice, Cereals of your choice, Sausages, Eggs & Bacon with Toast and if you wish a helping of Baked Beans. More details on our Website closer to the date.

SOCIAL WORK DAY SUNDAY 26TH FEBRUARY, 2012 – FREE LUNCH FOR MEMBERS.
Yes, the first official Work Day for the New Year. Once again you should all make a note of this date as February won't take long to come around. Remember we had 78 sit down to enjoy the Luncheon at Work Day in October so maybe we will have a good roll up in February. The Social Committee will have a delicious lunch for you all on the day but I will have to let you know the menu via the Website early in January.



I wish you all a very **Merry Christmas and a Healthy and Happy 2012**

Cheers

Margaret Adams

Ian Harvie tells us about his trip from **Wedderburn to Perth in an Aeronca Chief** as part of the SAC Travelling Trio

Late in 2010 I heard that Chapter 24 of the SAAA in Perth were trying to organise another fly in to Langley Park in Perth. Langley Park, now used mainly for sporting fields was the site of the first airfield in WA and the base for Sir Norman Brearley's West Australian Airways back in 1921. It was rumoured that this might be the last ever, and I was determined to get there. I contacted Dave Thomas as we had flown together to many fly-ins and he would be the ideal companion to accompany me and my Aeronca Chief, in his Aeronca Champ.

Ian Harvie with his Aeronca Chief, Peter Scott with his Thorpe T18 and Dave Thomas with his Aeronca Champ.



We applied for acceptance early as there were to be only 100 aircraft allowed. By September we heard we had been accepted and started making plans. I left it to Dave to work out fuel stops as he had only about one third my range. We worked hard and got both our aircraft ready, and Dave left on Tuesday 4th October for Wagga Wagga to have his magneto timing checked, and I left next day to join him. The job was finished when I arrived so we both left for Hay that afternoon. We refuelled and booked in to the motel just to the North of the end of the runway.

Next day there was low cloud and fog so we stayed another day. We had intentionally started early in case of bad weather so weren't too worried. On Thursday morning the cloud had lifted a bit and on checking with Col Holdsworth in Wentworth found it clear there. He suggested though that we stop at Mildura as the Wentworth airfield was too soft with all the rain. At Mildura we found neither Dave's nor my Mobil card worked in the pump but fortunately the airfield manager said we could pay cash and also got a discount for cash. **First lesson: take plenty of cash!**

We then flew on to Renmark to refuel as Dave couldn't make Port Pirie in one hop. There was no one there and the number on the fuel pump gave no reply. Dave wandered around until he found a number at the Gliding Clubhouse. The guy told us where to look for the key, this fitted the pump and the associated shed. You then filled up, filled out a receipt in the shed and left cash in a box before locking everything up. I don't think you'd ever find this much trust in the cities. We then flew on to Port Pirie, but arriving overhead Port Pirie I check how Dave's fuel was and decided to hop over the Spencer Gulf to Whyalla. We stayed at a nearby motel. **Next lesson: make sure your ASIC card is up to date.** (Yes ours were.) Next morning the field was deserted but on phoning a number a guy gave us the gate code to get back in to "airside".

The next leg at first took us over the typical rough country we were later to fly over for miles in the Nullarbor, giving way to cultivated fields as we got near Wudinna. Dave had fixed up with a local doctor who had drums of fuel in his hangar but as it was now Saturday we found that his surgery was not manned. However, a local farmer turned up as he had seen us fly in. He very kindly ran into town twice to fill a jerry can the local service station lent Dave, again, showing the hospitality of the bush. From Wudinna we flew to Ceduna,



then on to Nullarbor Motel on the Eyre Highway. Here they have avgas served from a shed behind the motel. Still early but rather tired after the constant light turbulence so booked in to the motel. There was a guy there giving 'Whale viewing' rides for tourists in a C-182 but had no customers for a week as it was the end of the season, so he packed up and left. We tied down the aircraft right behind our room.

Sunday we flew on to Forrest on the Intercontinental Railway. We had a good tail wind and ground speeds of about 112 knots. We refuelled and here we met up with a couple we were to cross paths with many times. They had flown from Townsville in a Glastar. Forrest was the overnight stop for Sir Norman Brearley's West Australian Airways when he flew passengers and mail in DH66 Hercules aircraft from Perth to Adelaide in 1929.

There are two massive sealed runways and a huge hangar for the DH-66s that still looks as good as new. I think the runways may have been sealed during the war as they were, of course, originally just gravel. Forrest consists of just six houses and a building that houses a museum. There is a resident manager and his wife.

From Forrest we set off for Caiguna. After about 120 NM the cloud based lowered and there were scattered rain showers. Dave was worried about the rain and his wooden prop and I led the way between showers but still hit light rain. I marked all possible landing spots on my GPS and at one stage right on track found a good station strip and hangar but didn't have to return.

When I got to Caiguna it looked like the airstrip to the East of the motel as per my GPS was disused and overgrown. Dave flew past me and found the new strip to the West and we landed. You then taxi one kilometre to the back of the motel where we fuelled up with avgas and tied down. Although still early we decided, in view of the weather, not to continue.

A small beer costs \$8.00, avgas is \$2.85 a litre and in checking out my Chief I found a screw loose in a wing gap seal. I bought a box of matches to bush the hole in the stringer. The matches were \$1.00 a box! You can get no mobile reception and Dave spent \$16 on the Motel computer trying to get weather because his wireless broad band didn't work. **Next lesson: always take a good book in case you get held up with weather.** Also change to Telstra because my Optus phone didn't work on the Nullarbor.

Next day the cloud had lifted and we went on to Balladonia Station. The cross runway I had seen on Google earth was unusable. You land and taxi in amongst the trees to the back of the motel. A guy said "why doesn't Dave take off, land on the road and pull in to the pumps" Finally he found some jerry cans and Dave fuelled up with those.

From Balladonia Station we flew on to Kalgoorlie. Here we met up with Peter Scott from Wedderburn, in his Thorp T-18. He had been unable to get out of Ceduna earlier and had phoned me at Caiguna, but although leaving much later than we had from Wedderburn he had made up much time and had flown direct from Ceduna to Forrest and then to Kalgoorlie with a very high ground speed.

Kalgoorlie of course is another security controlled field and after going into the terminal to have some lunch had to go through security with the full works. Our ASIC cards meant nothing.

Next stop for fuel was Merredin. This is a training field and they seem to specialise in training Asians whose English on the radio is unintelligible. From there it was a direct run to Serpentine, but again there was some dodging around rain and a beautiful rainbow on the way.

Landing at Serpentine was very special for me as in many business trips to Perth I had often spent weekends there. An old friend, Fred Long had arranged accommodation for us in the "dongas" (Fred had just imported a Taylorcraft J2 from England of 1937 vintage)

We had of course arrived early and there were only four of us until later in the week. First task was to clean off all the dirt and bugs from our aircraft. I found a small oil leak from my oil filter which just needed to be tightened. I had done an oil change and new filter just before I left. Flight time from Wedderburn was 26 hours 50 minutes and total distance 2065 NM giving an average ground speed of 77 knots. Dave worked on the rain damage on his prop tips and ordered some leading edge tape by express post. When it arrived later in the week he stuck it on his prop.

Next was the scrutineering of documentation and a take off and landing on the grass cross strip to ensure we could do it in the distance available at Langley Park (900 metres with displaced thresholds) No problems.

During the week I did some local flying and in the evenings we had some memorable dinners with our hosts who were quite fantastic with the organization and preparation for the early arrivals. We had lots of time to tour people's hangers and see different projects. The SABC at Serpentine limits membership to those with home-built, vintage/antique, or other special aircraft types. One member is building a full scale Blohm and Voss

BV 141 more or less by reverse engineering. Bert Filippi has a Sopwith Pup with original Le Rhone rotary engine, the second Pietenpol built by Bernard with the original Ford A engine, a Foch Wolf FW44J, Bucher Youngman and a Nord. What a wondrous sight to see these and many others on the same field.

On Thursday the "virgins" who had not landed at Langley previously went to Perth in a minibus and walked the field. The piano keys for the displaced thresholds had

Ian (left) inspects the temporary runway at Langley Park



been painted on the grass and the whole field had been fenced off from the public with temporary fencing. A huge task by our local hosts.

By Friday most of the participants had arrived and we all changed our places to tie down in our designated order of departure, fastest first. I was number 90 and Dave 91. We were to get airborne next day at one minute intervals.

Early Saturday we had the last briefing then finally airborne for one of the biggest moments in my flying career. The route was to Rockingham, then straight up the coast past Fremantle to a golf course at Cottesloe and turn east to the Narrows Bridge. As the wind was from the East the procedure was an upwind overhead the field at 1500 feet, turn downwind and 1000 feet over the river, then a right base and finals past the Bell Tower. Dire warnings had been given that we must not "ring the bell" on finals and had to be no lower than the tower. In fact it is quite to the South of finals and there was nothing complicated or difficult on the circuit.

After landing I was met by Mavis Hoare. I had met Mavis in the early eighties while working in South Africa. Mavis was Natal provinces first woman commercial pilot, and had flown my Chief while training in 1948. She had moved to Western Australia and now lives in Denmark near Albany WA. This was the first time she had seen my plane since I had bought it as a basket case in South Africa.

The weather was great and on both Saturday and Sunday an air show took place featuring Matt Hall accompanied by many other participants. Although the majority of

Ian lands at Langley Park without "ringing the bell"



aircraft were homebuilts, there was a good representative sample of vintage and antique types with Kevin Bailey's Stinson, an immaculate Fox Moth, T6, Stearman, and of course the aforementioned aircraft from Bert Fillipi's stable. There was only one Auster and one Chipmunk

and a Scottish Aviation Bulldog.

Saturday night was the big dinner at the Hyatt Hotel adjacent to the airfield. Dave and I booked into the YMCA a short walk away as the Hyatt was far too expensive. There was an excellent talk by Matt Hall and the usual prizes were distributed with our friends in the Glstar getting longest distance and Dave and I getting the "Longest Time"

The airshow continued on Sunday and we finally left about 1600 to fly back to Serpentine as per our arrival number. This time take off was to the West, and a smart low level turn out was required to put us over the river with no chance of "ringing the bell" When we got back to Serpentine Dave found that the leading edge tape had lifted at the tips and pulled it all off again.

On Monday Dave and I left the incredible hospitality of SABC and flew to Denmark as Mavis had insisted on our staying for a couple of days with her. Weather was low cloud but high enough to clear the Stirling Ranges that run roughly North South inland from the coast. Mavis arrived at the airfield at Denmark shortly after we landed and again we were treated to incredible hospitality with lots of sight seeing with Mavis. On Tuesday we had morning tea with the local aviation group with whom Mavis keeps contact although she had not flown since her marriage and immigration to Australia over forty years ago. One of the guys there had more leading edge tape that was used on helicopter blades and was much wider. This was stuck onto Dave's prop.

On Wednesday after a short hop to Albany for fuel we set off for Ravensthorpe. This was a new field put in for proposed mining in the area and was quite isolated. Dave had arranged for someone to bring fuel to the field and although we were quite late arriving they were still there waiting. Next stop was Esperance where we both re fuelled. The field there is a long way from town and

the airfield manager gave us directions to a small strip right near the edge of town, so we flew to it and tied down. Shortly a chap arrived who was building an aircraft in one of the hangers and he kindly offered to drive us into town. We shortly found that accommodation was at a premium as the local Esperance show was on in a few days, so we finished up at the YHA which was quite comfortable.

Thursday saw us flying to Balladonia to refuel from a borrowed jerry can and on to Caiguna for avgas, then to Forrest where although quite early worked out it was no go to Nullarbor Motel because of the head winds. Peter Scott had caught up with us in the T-18 and another couple in an RV9A and we all stayed in Forrest that night. During the afternoon we walked to the small museum near the airfield. Dave and I had one house to ourselves with better than motel accommodation and the manager and his wife made a delicious dinner, with afterwards a talk by a group that were doing meteorite research in the Nullarbor. They set up special cameras throughout the Nullarbor which track the flash of a burning meteorite so that when the co-ordinates are calculated will then enable them to travel to the sight of impact in a special six wheel drive vehicle.

Next day we flew to Nullarbor Motel striking however some low cloud and rain about 30 Nm out. Thank goodness for GPS! I hit the runway right on short finals and landed with Dave close behind. At some stage Dave had found the new tape on his prop had also started to peel at the tips so dispensed with it altogether. Another couple from Tyabb were there and we booked in for the night.

Next day there was low cloud and fog and I took off for a five minute look see but ceilings were about 400 feet with fog down to the ground. Booked into the motel again which was another mistake as we should have hung around and only booked in later as the cloud lifted in the afternoon and our friends from Townsville arrived in their Glstar, refuelled and left for Ceduna.

Dave, now wise to the difficulties of getting fuel at out-of-the-way places, bought a plastic jerry can to carry empty in the Champ, but have ready to take when you walk into town. The jerry can cost \$60.00.

Next morning we flew to Ceduna and then on to Wudinna where we carried the new jerry can into town. As it was now Sunday we found the garage closed but true to form a young guy in a ute stopped and asked if he could help. I walked back to the airfield while he took Dave to another service station and made two trips with the jerry can.

Next stop was Port Augusta where we stayed the night, and next day flew to Broken Hill as son Don had tasked me with finding the log books for his Auster which had lain there since the last annual about 18 months ago. To

cut a long story short I had to stay there another night while Dave flew on to Ivanhoe but I finally got them. On Tuesday I left, landing at Ivanhoe where Dave again joined up and we flew to Parkes. Next day flew to Bathurst but no further and landed with low cloud over the mountains. On Thursday set off again and again turned back due low cloud on the ranges. I had learnt my lesson re a good book and had bought a biography of John Flynn at the RFDS shop at Broken Hill, so had plenty of reading matter. Next day it was clear enough to make it over the Blue Mountains and we landed back at Wedderburn after

an incredible adventure 21 days after leaving.

Return flight had taken 24 hours 15 minutes for 2093 NM giving a GS of 86 knots.

Total fuel cost about \$2000 and my fuel usage was around 19 to 19.5 litres per hour.

Congratulations to the SAC Travelling Trio for completing such an amazing trip, and thanks to Ian for providing the story and pictures.

Ed.

Aircraft and Hangars For Sale

Kevin Haydon's impressive RV8, VH-KVI, is reluctantly for sale



110 hours, IFR category, Full glass panel, full featured A/P, every possible extra.
Oshkosh Silver Lindy award winner.
Call Kevin on 0408 694 713 for a full spec sheet and price.

The late Randall Krebs's Jodel FDR250 (wooden, two seat aircraft) project is for sale.

Wing spar, wing ribs, fin, rudder, elevators, flaps, ailerons, fuselage frames and various metal components completed to the stage where the aircraft can now be assembled. Built by engineer and all workmanship is absolutely outstanding. Large amount of Sitka spruce and GL1 aircraft birch plywood, brand new Cleveland wheels tyres and brakes, a lighting system - strobes and LED position lights (these last two items still boxed as they arrived from Aircraft Spruce and worth over A\$5,000 just on their own). Also a substantial work table, drawings and documentation; essentially the project includes everything for the aircraft to be finished with the exception of engine, instruments and cockpit plastics.

At an asking price of A\$12,500 ONO this project represents extraordinary value for money. For this cost you couldn't currently come close to purchasing all of the components that are included, let alone the years of high quality workmanship that have gone into it.

Contact David Butler on 0418 250 763



A Jodel DR250



HANGAR H2/J2 IS FOR SALE

18m x 16m. All steel construction.
Concrete floor. Dual entrance possible.
Water tank.
\$105,000.

Contact Anthony Baldry on 0427 267 237.