



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

**FEBRUARY - MARCH 2007**

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



**Some flew in and some drove down to Albion Park for the Christmas Party. Story Page 14**



**Spectators on the Clubhouse balcony were entertained by the many aircraft arriving and departing during the Fly-in/Drive-in Brunch on 4th February. Nearly 60 people attended.**

Contact your Newsletter Editor at  
[david.rittie@optusnet.com.au](mailto:david.rittie@optusnet.com.au)

Visit our website:- [www.wedderburnairstrip.com.au](http://www.wedderburnairstrip.com.au)  
 and see this whole Newsletter in full colour



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Peter Scott (President)	9605 1180	peter.scott@merial.com.
Bret Cavanagh (Secretary)	0407 344 795	bret@cavanagh.id.au
Tara Stevermuier (Treasurer)	0425 380 967	stevermuier@uow.edu.au
Margaret Adams	9567 6522	mda@isp.net.au
Ray Feneley	0416 226 912	Rayfev18t@aol.com
Matthew Gray	0411 505 521	weemelah@optusnet.com.au
David Rittie	0407 890 791	david.rittie@optusnet.com.au
Lindsay Sinclair	0425 380 966	redstars@unwired.com.au
Bernie Stevermuier	0414 375 795	bs02@uow.edu.au
Committee (group e-mail)	-	sac-committee@cavanagh.id.au
Caretaker	0425 380 964	N/A

### CONGRATULATIONS

to our long standing members:

**JACK and SHIRLEY ZAPLETAL**

on the occasion of their

**GOLDEN WEDDING ANNIVERSARY**

on Saturday 11th January, 2007.

Jack and Shirley are among the elite group of foundation members of our Club, and we wish to extend to them our hearty congratulations.

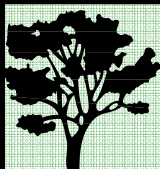
(Thanks for the tip-off Inez . . . Ed)



Rick Harper's beautiful Murphy Rebel (that was so badly damaged in an unfortunate accident at Wedderburn 18 months ago) will grace the skies again very soon. Rick received the Certificate of Airworthiness just a week ago.



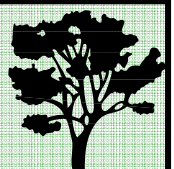
The Wedderburn ladies helped Dianne Shepherd celebrate her 21st? (60th) Birthday at the Parramatta Leagues Club recently.



*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 in #7 Blackburn Road at*

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Welcome to the **February/March '07** edition of your Newsletter.

Please be aware that there is a **Special General Meeting** to be held on Sunday 25th February in the afternoon after the Workday lunch in the Clubhouse. See the notice on the bottom of **Page 10** for details, and the relevant article on **Page 5**.

The **General Meeting** and the **Annual General Meeting** (and election of Office Bearers) will be held on Sunday 11th March in the Clubhouse starting at 2pm. You will find a **Nomina-**



**tion form** and a **Proxy form** included with this Newsletter. Please also note there is a **“Notice of Motion”** (that will be voted upon at the General Meeting) embedded in Peter Hodgens’ letter which appears on **Page 10**.

We are urging some Club members to step forward and arrange some flying events. Refer to the article on **Page 13** for details, which includes suggestions for possible fly-outs.

Because of the upcoming elections this Newsletter will probably be my last as Editor. My thanks must go to all those who have contributed their articles, pictures and their time to assist in the production and distribution of these publications over the last three years. The distribution team have freely given their time and have worked hard and unrecognised in the background. Allow me thank **Margaret**

**Adams, Ruth and Ray Feneley, Dot McSparren** and my wife **Karin** for their help during the distribution phase. I must also thank **Matthew Gray** and **Peter Scott** for their help with the coloured pages, and my thanks go to **Jay Laybutt** who promptly puts the full-coloured version up on the website.

I certainly hope that you have found the Newsletters to be informative and enjoyable, as it has been my great pleasure to have brought them to you. **It’s been a lot of fun.**

**David Rittie**

Until the end of February you can contact your Newsletter Editor at [david.rittie@optusnet.com.au](mailto:david.rittie@optusnet.com.au)

## Words from the President

I return to the matter of **completing a bitumen seal** for the entire length of runway 35/17.

Further proposals have been brought to Committee that this task should be completed as soon as possible. Contrary concerns have been expressed by some members that the northern half of the runway was not part of the original sealing project in part to provide a more friendly landing surface for tail wheel and other aircraft with limited cross wind tolerance. Your views are requested on the reasonableness of proceeding now to seal the runway, considering the genuine concerns of those with limited propeller clearance that they are suffering regular blade damage, versus the consideration of pilots operating aircraft that are more easily handled on gravel or turf surfaces.

Please email your comments to a Committee member. If you don’t have email, a written note would be next best with the last preference being a conversation (because con-

versations are too easily forgotten).

Part of the motivation for proceeding promptly with sealing the northern runway is that it has recently been renovated as part of the project to level the drainage ditch.\* Having a newly resurfaced runway provides a good opportunity to undertake the bitumen sealing without excessive ground preparation costs. Those members who were involved in sealing the southern end of the runway will recall that considerable research was undertaken to establish the best surface preparation and priming prior to laying the bitumen. The seal was a “double spray seal” procedure wherein after priming the surface with a binder chemical, larger aggregate size gravel was embedded in bitumen and a further layer with smaller aggregate in it was laid over the top of that. The technique is designed to assure the resultant surface has good load distribution and long term durability.

The surface for the northern runway is much different to that in the south.



Where the latter was largely rocky, the northern runway contains large amounts of clay which will require different priming, possibly after addition of further road base gravel to assure the bitumen seal is not unstable because of the tendency of the clay to become plastic when it is wet. Your Committee is undertaking consultations with various asphalt companies to determine the best technical specification and, of course, the minimal cost consistent with that specification.

The DA approved for the renovation of the northern runway provided for a number of drainage pipes to be laid across the runway to carry the water from the former ditch to a sediment pond at the north western extremity of the airfield. (The sediment pond is yet to be constructed.) The protrusion of these pipes into the falling terrain to the west of the runway required that the area immediately west of the runway be filled and levelled so that the exposed pipes were

no longer a hazard to aircraft. The area concerned is a potential alternative landing surface, albeit still part of the runway, for use by pilots who deem a safe landing in prevailing conditions requires a non-sealed surface.

**All these matters will be discussed further at the General Meeting in March.** In the meantime, please give your consideration to the questions I have outlined.

\* (As an aside, be aware that the Committee has approved expenditure to extend the levelling of this ditch from its present extremity near the aircraft park to the taxiway entrance near the fuel bowser. It is planned later to level both the ditch and embankment further south, but that will involve excavating the existing sealed taxiway.)

**Peter Scott**

### YOU DON'T OWN YOUR HANGAR SITE! - from Peter Scott

A number of recent supposed "sales" of members' hangar sites make it clear that another reminder about the legal status of hangar sites is necessary.

The NSW Sport Aircraft Club uses the land at Wedderburn under a special lease from the Crown. So the Club does not own the land. The mechanism by which hangar sites are allocated to individual members is by means of a "License" agreement. That is, the Club licenses individual members to use a particular site for a hangar. Among the terms of the License Agreement is the requirement to pay an annual rent. (The rent payable is based upon the area of the site, not the area of the hangar built on it, and is linked to CPI increases.)

If you want to "sell" your hangar to another member, it is essential that you advise the Committee that you wish to relinquish your hangar license. **The potential purchaser of your hangar needs to ask the Club Committee to issue a new license.** If the proposed new licensee is a *bona fide* member of the Club of more than 6 months standing, then usually there will be no impediment to issuing a new license. An exception would be if the proposed new licensee were in arrears with financial obligations to the Club.

Also, no member can have more than 2 hangar site licenses. Some members have ended up with 3 because they planned to move from their existing site to another one, but were slow to advise the Committee that they

were relinquishing the existing license. While there was no intention to mislead, the Committee must insist it be advised of all changes (preferably intended changes) so the Rules can be administered equally and fairly.

#### HANGAR SITES CANNOT BE TRANSFERRED TO NON CLUB MEMBERS

It follows that any hangar that a member may own at Wedderburn should not be sold to non Club members. Even if the proposed purchaser intends to become a member of the Club, there is no entitlement to a Hangar License until the 6 months probationary period has passed.

As a matter of general financial prudence, members should not agree to buy hangars from other members until they have confirmed with the Committee that a Hangar License Agreement will be issued to the purchaser.

There are a number of hangars that have been bought and sold between members recently for which the Committee was given no notification, either before the event or after. There is a risk in this situation that the seller will still be the legal licensee of the site and be held liable for anything that the purchaser does with the site or the hangar on it.

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

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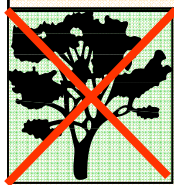
- We offer professional pilot training, aircraft hire, joy flights, charter flights, and more.
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[www.airborne-aviation.com.au/](http://www.airborne-aviation.com.au/)





### \* \* UNAUTHORISED TREE CUTTING \* \*



You will see on the bottom of **Page 10** of the Newsletter that a **Special General Meeting** has been called for Sunday 25 February to allow certain members of the Club to appeal against censure and fines imposed by the Committee for cutting down trees without local government permit and in contravention of Committee directives.

There were two incidents involved on different days and involving different people. Complaints were made to the Committee about these actions and the Committee asked the people who were observed to be cutting down trees (or removing trees already cut down) to provide written advice as to why they should not be disciplined for actions that were both illegal under local government ordinances as well as contrary to Committee directives.

Some responded with arguments that

their actions were justified. Others did not reply at all. The Committee concluded that the explanations offered did not justify the actions, and advised everybody who had been observed as involved in cutting the trees that they would be censured and fined the amount of one year's subscription to the Club. (This is the maximum fine that the Committee can levy under the power given to the Committee by Rule 11.)

All members involved were advised that if they wished to appeal against the Committee decision, they could do so by requesting a Special Meeting so that the circumstances could be considered by the members who would decide by secret ballot whether the Committee action should be upheld or overturned.

The circumstances varied between the two incidents and there were also differing circumstances for individual members involved regarding prior advice that no tree removal

was sanctioned. Despite these differences, the Committee concluded that there was insufficient basis to selectively apportion responsibility to just some of the people involved. Accordingly notices of censure were sent to all those observed to be involved, either directly in cutting trees or in clearing up the fallen timber and foliage.

**Members are requested to attend the Special Meeting on Sunday 25 February (also a Work-day) at 2.00pm at which meeting the business will be restricted solely to consideration of these matters as set out in Rule 12.**

Whatever the outcome of the member ballots on these matters, it is important that the dispute in question be thoroughly aired amongst members to clarify the responsibilities of the Committee in administering Club Rules in accordance with local laws, and the responsibilities of members to observe both local laws and the directives of their Club.

**Peter Scott**

## From the Secretary's Desk

G'day fellow aviators.

Another newsletter rolls around, and I am forced to think about what bits of the Secretary's tasks might be interesting or important to you!

The new keys issuing has been going on for what seems like forever, with the nominated days for collection having been and gone, and the locks now on the gates. Most members now have their new keys (I have issued about 160 of them), although that means there are still a number to go. Bernie now has keys available to issue if you are nearer the airfield than I, so contact either of us to organise yours.

Since the disappointment of not being able to buy the land there has been an amount of activity to clean

up and improve various things around the airfield. Some people have allegedly overstepped the line on things they have done. We have to remember that the land is not ours, and we must use it fully in accordance with all the provisions of our lease and the law. Doing anything that could be even vaguely interpreted as not complying leaves the club open to difficulty and risks EVERYBODY'S opportunity to continue to be able to use the site. It also ends up giving the committee more work to do on unproductive matters, rather than helpful stuff (which is what I joined to do!).

Given that the AGM rapidly approaches, I'd ask you all to consider what you can best do to benefit the club in the next year. If you are able to contribute to the direction and



management of the club, consider putting your name up for election, but more importantly, if you can find time to organise and run specific flying events or projects around the airfield, volunteer your ideas and ability and do something. Remember that the committee are volunteers too, and that everyone's assistance is encouraged and appreciated.

Keep the blue side up (except on Victor 1...)

**Bret Cavanagh**

Hi everyone,

## HAPPY NEW YEAR

Hope you had a great festive season and got to spend lots of time up in the air! I did manage a flight over Victor 1 on boxing day with the aim of watching the fleet depart for Hobart – what a beautiful day that was for flying. Aviators are the luckiest people in the world! Did you make any new years' resolutions? As a rule I'm not one for new years' resolutions but I made one this year and I'm hoping by telling you all what it is it will make me stick to it (so feel free to see how I'm going).

My new years' resolution for 2007 —  
GET MY PILOT'S LICENSE (finally!!!)



## BUDGET UPDATE

The club's current financial year is drawing to a close, ending 31 January 2007. Generally speaking the club is in a good financial position. Despite working hard to save the club money where-ever possible during the year, last minute repairs, maintenance and replacements (eg. hot water system for the caretakers residence and inverter for the clubs electricity supply) on top of a couple of big expenditures late in 2006 (bathroom renovation and tractor) will see us end the year just over budget. I will be meeting with the clubs auditor in February to have the club's books reviewed and hope to have the auditors report completed in time for the upcoming Annual General Meeting in March.

## ANNUAL SUBS

By now you should have received your annual subs for the clubs 2007/08 financial year (which runs from 1 February 2007 to 31 January 2008). If you have not, please let me know ASAP as late fees apply to all annual subs invoices not paid on time. If you have received your invoice and believe it to be in error, please do not wait until the due date to question it, please contact me ASAP so that I can rectify it before it becomes overdue. I am best reached by email ([stevermuer@uow.edu.au](mailto:stevermuer@uow.edu.au)).

**THANK YOU** to those members who have already paid their annual subs. And can I request, in a bid to save me the effort of generating late fee invoices and thereby having some time to put my new year's resolution into practice, that those members that have not yet paid do so before the due date of 31 January 2007.

*(Only financial members may vote at the AGM Ed)*

## WORKDAY FEES (2007/08)

Let me start by apologising to those members that I invoiced for non-attendance at work days that in fact were either not required to attend, or did in fact attend. Further to this, **THANK YOU** to those members that chose to pay the late fee and treat it as a donation to the club – this was not necessary but is very much appreciated.



In light of the decision made by you, the members, at a general meeting last year to increase work day non-attendance fees, some of you may be thinking you got off lightly in your recent annual subs. The agreement with respect to increasing work day charges was that they would become applicable in 2007 (and therefore invoiced in the 2008/09 annual subs). Those paying work day fees in their 2007/08 annual subs were for non attendance at 2006 work days. I have to say, I was very disappointed by the number of members I accurately invoiced for non-attendance – where were you?

## WORK DAY CREDITS (2008/09)

In your 2008/09 annual subs there will be NO work day fees, instead there will be work day credits. Annual subs will be increased by \$250 a year. Attendance at work days will result in your annual subs being reduced: attend 3+ days (or not applicable) will reduce by \$250, attend 2 days will reduce by \$125, attend 1 day will reduce by \$50. As long as you attend the minimum three work days, the amount owed will be the same as usual, while for those not attending any work days you will cop the full \$250 increase.

**Why am I telling you this now, 12 months out?** In part to remind those that have not always attended that it will cost more to continue their non-attendance from now on. It is also to remind you that if you believe you will have difficulty attending three scheduled work days that you should be contacting Matthew Gray now, our work day coordinator, so he can organise another way for you to get work day credits assisting the club. It is important you advise us beforehand if you expect to have difficulties attending three work days so that we are aware of your situation – don't come to us in January 2008 when you have already been invoiced for non attendance.

However, most importantly to me, it is to remind you that work days are part of the social scene at Wed-



derburn. They are a great way to meet other members and find out about what they are flying/building. Work/social days are now held on a mix of Saturdays and Sundays, the work part lasts for half a day and is followed by a social lunch and afternoon talks. Work tasks are varied and cater for those not so physically able – so come and join in the fun!

### INVOICES BY EMAIL

Having recently upgraded the club's software, I am thrilled to now be in a position to send in-



voices by email. I am keen to send as many invoices by email as possible as it will save me a great deal of processing time (leaving more time for new years' resolution implementation) as well as save the club on postage and printing. Those members for whom I have an email address will from now on receive invoices and statements via email. If you have an email address that I can use to send your invoices and statements to you, please drop me an email and let me know what it is."

Blues skies,

Tara Stevermuier

## Workdays Workdays Workdays Workdaze Workdaze Workdaze Workdaze

Hello everyone. Welcome to 2007 - and another exciting year of workday activities !!!

This year we will be looking at doing the workdays a little differently than in 2006, as mentioned in the previous Newsletter. Those changes will be that two out of the five workdays will fall on a Saturday. This is not just to assist with those members who have regular Sunday commitments, but also to give more opportunities to everyone to attend by not confining workdays to Sundays only, as such. Your new 2007 calendar has the actual dates listed on it, but to keep it simple by way of explanation, the February, June, and October workdays will fall on a Sunday with the months of April & August being listed as Saturdays.

This year will also have the emphasis on ***"workdays"*** being made more into ***"Social Occasions"*** for all members to take advantage of. As usual, workdays will start at 9.00am but will, however, finish at 1.00pm in time for lunch – (*this lunch may be provided by the Women's Auxiliary on some occasions as it is now, and on others, by the club in the form of a BBQ*). The afternoon can then be available to everyone to take part in activities such as Guest Speakers, general social time around the clubhouse and of course "flying time", for example.... lets say a quick run to Wollongong for after-



noon tea, or a group fly down Victor 1 or the like. We may also have some impromptu flying activities on the field should members be interested in this sort of thing. Some of these activities could also see points accrued for the end of year championship and prize giveaway.

So we can keep the attendance records correctly (remembering - there is a workday commitment to club membership as such), in the same manner as the second half of last year, we would like to see those **attending the workday activities "sign-in" under their job allocation for workday credits and of course tick there attendance for lunch on the same sheet.** Those just attending for "Lunch Only" are requested to sign the "Lunch Only Sheet" which is separate from the job allocations sheets. It is important to remember that if you attend for the purposes of a "Workday Activity Credit" and only sign the lunch sheet, we will not have a record of the activity you took part in and therefore will not be able to credit you for your day's work.

It may sound a bit silly, but we have had members just turn up for "lunch" and expecting a workday credit for doing so. Remember, we are trying to keep it fair for everyone.

Lastly, over (I guess) a considerable period of time there has been an accumulation of scrap metal gathering around hangars and nearby areas. Could we please ask that if you have any metal lying around the outside of your hangar (or nearby) that you want to keep, it should be stored inside your hangar at all times. The first workday of the year (Feb) will see a detail of members assigned to collecting all the scrap metal lying around the field for dispatch to the scrap yard. Again, if you have anything lying around your hangar that you want to keep, please ensure it is relocated within your hangar so it is not collected and taken away at the end of February. (*Heavier/larger pieces that cannot be moved on the workday will be collected at a later date . . .Ed*)

I look forward to see you all throughout 2007 for the Workday – ("Social Occasions")

Cheers

Matthew Gray

Hi Everyone

A happy 2007 to all. I trust everyone had an enjoyable festive season and Australia Day and a good rest in readiness to join in our many get-togethers we have arranged for this year. You will receive your 2007 Calendar very soon and this will show all the events you may like to participate in. Remember to come along to meet your fellow members and socialise.



### **FLY-IN/DRIVE-IN BRUNCH SUNDAY 4<sup>TH</sup> FEBRUARY 2007 -10.00 A.M.**

I do hope you receive your Newsletter in time to remind you all about our first function for the New Year. Our Fly-In/Drive-In Brunch is always a popular day for our members to enjoy a hearty breakfast and then relax to listen to our invited guest speaker, so please come along on the 4<sup>th</sup>

Cost for a fantastic breakfast of Orange Juice, Cereal, Toast, Sausage, Bacon, Eggs, Tea or Coffee is only \$6.00 and this is prepared by your hard-working Ladies Auxiliary.

### **WORK DAY SUNDAY 25<sup>TH</sup> FEBRUARY 2007**

Yes, the first Work Day of 2007 is only a few weeks away so please make sure you come along and give your support to this day.

Your Ladies Auxiliary will prepare a delicious lunch for all the workers for the small amount of \$5.00.

On your arrival to work on this day we would appreciate you writing your name down on the Luncheon list so we have an idea of how many to cater for. See you all on the 25<sup>th</sup>.

### **SOCIAL EVENING IN THE CLUBHOUSE SATURDAY 31<sup>ST</sup> MARCH**

Please keep this date free to come and enjoy a social evening with your fellow members and many of our local Wedderburn friends. Details of this night will be on our website in the next few weeks.

### **CLUB MERCHANDISE FOR SALE**

**POLO SHIRT**

**WITH EMBROIDERED CLUB BADGE ON POCKET  
COST \$30.00**

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**WITH EMBROIDERED CLUB BADGE ON FRONT  
COST \$15.00**



**CLUB CLOTH BADGE (SEW ON)****COST \$ 5.00****EMBROIDERED PILOTS WINGS (SEW ON)****COST \$ 7.00**

To purchase or order any of the above items please phone me on 9567 6522 and I will be happy to assist you.

Cheers

**Margaret Adams**

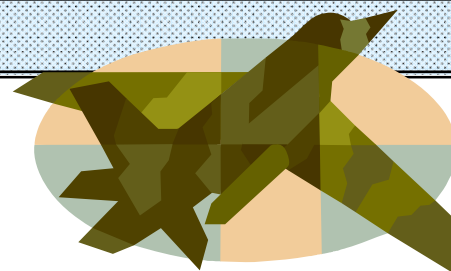
**Wings Away****2007 CLUB FLYING EVENTS**

Club fly-out events have changed somewhat this year. For the last three years Lindsay and Maree Sinclair have organised all of the official Club Championship flying events. This year they have stepped back a little and will arrange only one or two.

The call went out for volunteers to "champion" some fly-outs, and the first event this year is being organised by Doug and Jacquie Montague.

The Stevermuers will be doing something for the Avalon Air Show, Robert Greig is working on a fly-out to Old Bar, the Sinclairs have a great trip to Bundaberg in the planning stages, and the Montagues are planning a trip to Luskintyre before the end of the year. Volunteers are still needed to arrange further flying events for this year. **HOW ABOUT YOU?**

Tara Stevermuer is, again, preparing calendars outlining all the Club



events for the year (**Pages 12 & 13**). Keep your eyes peeled for these upcoming events on the website, in the Newsletter and on the Calendar.

Thanks to the Montagues for stepping up to the plate and arranging our first fly-out for the year.

**David Rittie**

**ONE-DAY EVENT - GOULBURN - 10th MARCH**

The first fly-out of the year is a one-day trip to Goulburn.

We will have a coach for the whole day, and we will tour the city and surrounds, visiting some historic buildings and churches, rose garden, arts and crafts and a brewery. We will have morning tea and a guided tour of the Hume's family home of Daroorindang, lunch at the RSL and afternoon tea at the brewery. The guided tour will also include a photo opportunity from the top of the

Rocky Hill Lookout.

Bring \$15 for the coach and tour guide, \$8 for morning tea and some money for lunch.

There will *not* be a briefing before departure, and everyone should arrange their flight to arrive at Goulburn by 0945.

**The coach will depart Goulburn Airport no later than 10:00 sharp.**

**Doug Montague**

*If you intend to join us on this trip you need to let Doug or Jacquie Montague know no later than Friday 2nd March. You should call them on 9153 6955, or 0428 915 369.*

**David Rittie**

**EQUIPMENT  
HIRE****CAMDEN HIRE**

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Mr Bret Cavanagh  
P O Box 450  
Campbelltown NSW 2560



8<sup>th</sup> January, 2007

SAC 7001

Dear Bret,

I wish to move the following Motion to be placed before the members at the next General Meeting, and please ensure that this motion and supporting statement are printed in the next newsletter for members consideration. That the club (as soon as possible) engage the services of a accredited Bush Fire Consultant to carry out the following.

- 1) Inspect the club property holdings to ensure we conform to all standards as required by the NSW Bush Fire Service and any other State and Commonwealth standards or requirements applicable to our club as property managers.
- 2) Supply a detailed written report as to whether we do conform or if not details of work necessary to bring us into a state of compliance.
- 3) To advise the club on any necessary applications to government bodies for approval to carry out the necessary work.
- 4) To post inspect the property and supply written statement, indicating our complete compliance to the standards required.

#### STATEMENT IN SUPPORT OF MOTION

Wedderburn is located in a high risk bush fire area.

The past frequency of major bush fire is four to seven years. Our club has experienced three major bushfires, the last inflicting considerable damage to members' property, and only by sheer luck avoided loss of members' hangars and aircraft etc.

The fuel level in surrounding bush is at an all time high due to vigorous regrowth after our last fire in 2001.

It is vital our club both from a moral and legal point of view ensures that we conform to all State and Commonwealth standards as regards to bush fire protection.

The ramifications of a major fire destroying members' valuable property and our club not conforming to the requirements do not bear consideration, other than to say it would probably wipe out our treasured club, from the resultant legal claims against us.

To those with insurance on their hangars, it would most certainly find their policies Null and Void, due to us as so termed Land Managers not complying to required standards.

Fellow members we must address this urgent issue and ensure maximum protection to our members' valuable property and our club, and accept our responsibility as a Land Manager.

PETER HODGENS

Membership No. 9

This motion is moved by Peter Hodgins, and  
seconded by June Nicholson Ed

## **NOTICE**

### **SPECIAL MEETING of the NSW SPORT AIRCRAFT CLUB**

**2:00 pm Sunday 25 February 2007**

**Under the provisions of Rule 12 several members have appealed Committee resolutions under Rule 11 that they be censured and fined for cutting down trees without a permit.**

**Rule 12 specifies a meeting be convened for members to decide by secret ballot whether Committee Resolutions be confirmed or revoked.**

**No other business may be conducted.**



## Around the grounds – airfield and machinery update

G'day all,

The new tractor is being given a good work out by our caretaker Mike (thanks for the photo Sue). Anyone wishing to use it should see either Mike or myself.

It seems there is always something that is breaking down around the club, and it never rains – it pours! Due to recent breakdowns a new hot water system was installed in the caretakers residence as well as a new inverter ordered (should be in operation by the time you are reading this). The 10kVA generator was starting to blow smoke but a new injector luckily fixed that problem. Perhaps it might be time again to look at putting power on to the airfield. Between the deregulation of energy suppliers and potential of a new power station around the corner

perhaps power can be connected to the club for a more realistic price compared with previous quotes. If you'd like to help the club connect to power (perhaps you have some useful connections, or have some free time to place a few phone calls) please contact anyone on the committee – see cover for numbers.

I'd like you all to take a minute out and reflect on the general appearance of our club now compared to twelve months ago. There are numerous jobs that Mike and Sue, our caretakers, do - many that go beyond the call of their duty to the club that benefit you, a club member. These range from keeping an eye out that everything is working as it should (adding fuel here, oil there), notifying appropriate club members where anything is out of line (generator blowing smoke



when it shouldn't, hangar alarms sounding), fixing things that break or are on their way out (or supervising contractors to) and generally keeping the airfield in tip top shape. On behalf of the whole club I would like to thank both Mike and Sue for being such great caretakers of our club.

**Bernie Stevermuer**

## New Members

Last year saw a large number of applications for membership to join our wonderful club. If you see any unfamiliar faces about the airfield, please introduce yourself and make our new members feel welcome. Please join me in welcoming the following new members from 2006:

**FULL MEMBERS:** Jay Anderson, Tim Causer, Mikailo Eric, Ron Graham, John Lightbown, Gary Malane (you may have met Gary by his former name Uri), Steve Markowskei, Peter Needs, John O'Byrne, Peter Pheeney, Sam Spencer, Robyn Venn and Chris Willis.

**ASSOCIATE MEMBER:** John Venn

**SOCIAL MEMBERS:** Janet and Leonard Watkins

**HONORARY SOCIAL MEMBER:** John White

Already in 2007 we have had a number of applications for membership. In January the committee had the privilege of meeting three more future members:



**Peter Christian** – application for full membership, introduced by Robert Greig and Steve Cohen. Peter's brother's recent illness has re-invigorated his passion for flying. Peter is looking to buy a two-seat ultralight and then planning to

spend as much time airborne as possible with his brother.



**Rudi Stevermuer** – application for social membership, introduced by Bernie and Tara Stevermuer. Having a son that is crazy about flying, the interest in the subject does tend to rub off. Yes, Rudi is my Dad – was it the surname that gave it

away? You may have met Rudi about the club over the past few years, helping me build my hangar and coming to some of our social events. It's not just his name that gives away that he is my dad, do you think we look alike?



**Jay Laybutt** – application for social membership, who needs no introduction! As most of you know, Jay is past president Vic Laybutt's son and our Club's web master. We are thrilled to have him as a member of our club (not just a voluntary slave to our website).

The Committee looks forward to meeting Colin Rook (applying for full membership), introduced by Keith Lyons and Margaret Adams in February.

**Bernie Stevermuer**

**Wings over Illawarra** (24 February @ YWOL) – SAC contact is Tara Stevermuer (stevermuer@uow.edu.au).

NOTE: HARS contact (and SAC member) is Phil Ayrton (mobile 0417 210 731).

An Open Day and Fly-in presented by the Historical Aircraft Restoration Society and SAAA Chapter 4. Tours through HARS facilities available, dine at the Aviators Lounge, see the Connie and Dakota flying, Roulettes in attendance and many other rare and interesting aircraft flying in, as well as classic cars and bikes. Cost: \$10. Extra club points will be available for attending!!

**Yarrawonga Fly-In** (3/4 March @ ) – No SAC contact – feel free to champion this one.

NOTE: LAA contact is Lachlan Wishart (0417 586 012 or lachie@lachlanwishart.com) and YAC contact is Alan Bridges (03 5743 2834)

Hosted by the Lightweight Aircraft Association and the Yarrawonga Aero Club all aircraft pilots and enthusiasts are welcome; GA, RAA, microlight, Rotary wing. Includes a BBQ lunch, a dinner on Saturday, a visit to Precision Aerospace at Wangaratta, and a NAVEX. New Aircraft will be on display, and there will be some trade exhibits. The Singer and Riley Car Clubs have been invited, and there will be a display of interesting machinery and aircraft. For those attending accommodation is available in the town, transport will be available to and fro, and camping at the aerodrome is permitted.

**Rose & Heritage festival – Goulburn fly-out** – Saturday 10 March

Morning tea plus guided tour (\$8) at the recently restored historic Hume's family home "Darrooridang"

Lunch at the RSL

Tour around area stopping at the Arts & Craft then drive to ROCKY HILL LOOKOUT (photo stop)

Afternoon tea & tour at THE BREWERY

Depart Wedderburn with sufficient time to meet at the coach at Goulburn Airport 9:45am.

Coach costs \$15 per person.

**CLUB CONTACT:** Doug and Jacquie Montague (Ph: 9153-6955)

Note: Numbers are limited to capacity of coach.

**International Air Show** (20-25 March @ YMAV) – SAC contact is Bernie Stevermuer (bs02@uow.edu.au).

Held at Avalon Airport in Victoria, trade-only days from 20 March to 2pm 23 March, then open to the public through to 25 March. No need to sell this one to you, however you do need to be aware of changed arrangements with respect to flying in (refer to <http://www.airshow.net.au/airshow2007/flying-in/index.html> for more details). Expect extra club points for this event.

**BBQ Brunch** (25 March @ YHOX) – SAC contact is Rick Harper (rjwh@optusnet.com.au)

Hosted by SAAA Chapter 1, fly-in for a spot of breakfast and chat over a coffee at the bi-monthly BBQ Brunch at Hoxton Park.

**NatFly** (Easter @ YNRM) – No SAC contact – feel free to champion this one.

Local Contact: Nicola Murray 02 6889 9999

The National Ultra light Fly-in is held annually over the Easter long weekend at Narromine and run in conjunction with Recreational Aviation Australia. The 3 day spectacular includes aviation demonstrations, ultra lights on display, over 50 trade stalls and activities for families and kids including a jumping castle and craft / food market stalls.

**Classic Fighters** (Easter @ New Zealand) – No SAC contact – feel free to champion this one.

Omaka Aerodrome, Blenheim ([www.classicfighters.co.nz](http://www.classicfighters.co.nz))

**Wings Wheels & Wine** (21 April @ YMDG) – SAC contact is Lance Grant (02 9948 3842)

Air show, veteran and vintage cars and motorcycles, 4x4 demos plus the all important wine and food from the Mudgee region.

**Barossa Airshow** (15 April @ Barossa Valley) – No SAC contact – feel free to champion this one.

Fly in for a day of aviation for the enthusiast and novice alike. A family fun day with rides, amusements, static and aerobatic displays, stalls, food and wine. All pilots are welcome to fly in for the day, or overnight. Anyone not familiar with the 600m strip at Rowland Flat is encouraged to contact Steve Ahrens for an airfield briefing. This year the Airshow is staged at the end of the Barossa Vintage Festival.



**POTENTIAL EVENT**

**Temora Aviation Museum Flying day** (weekend @ YTEM) – SAC contact is Tara Stevermuer (stevermuer@uow.edu.au).

Are you interested in going to the Temora Aviation Museum on a flying day? Ever wondered what else there is around Temora? If you'd be interested in flying to Temora for the weekend, or arriving by coach, please advise Tara indicating your preferred method of travel. If there is sufficient interest this will become an official club event later this year – an extra club point to those arriving by coach!

**Tara Stevermuer**

**The Club's Annual General Meeting will be held on 11th March at 2;00pm.  
Please note that only financial members are eligible to vote**

**INTERIM CLUB CALENDAR (February – April 2007)**

As the club is still without an event organiser in 2007, we are calling on individual club members to champion events you are going to and invite the rest of the club to join you, OR, to create your own event to invite the club along to.

**What does championing an event involve?** As the club member leading the event we want you to tell everyone about it by putting together some details of the event you are participating in or organising so that we can publish it in an upcoming newsletter and/or on the club website. Club members interested in participating will contact you, so ensure your preferred means of contact are listed. After your event is over, so club points can be given to participating members, we require you to provide us with a list of participants to your event. If you want to add more fun to your event rewarded by extra club points, eg. nav trial, inflight quiz, event trivia, etc..., you are most welcome (mention this in your event description).

**What is the benefit of championing an event?** A lot of fun! A great way to meet members both in the air and on the ground. Yes, it can be a bit of work, but it is very rewarding. **Need more incentive?** amongst all the usual awards and prizes given out at the end of year awards ceremony / Christmas party, as incentive to champion one or more events for the club, there will be a special prize for a randomly drawn event organiser. The more events you are involved in, the greater your chance to win!

**What makes an event?** In the three months listed beside there are a number of events listed. Some have been championed by club members already, others not. If you are planning to go to any of the listed events, or 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 so that when the final 2007 calendar is created we can be sure to have your event included. While most events will involve an element of flying, they do not have to. Another tour of Sydney airport would be great...

**2007 Club calendar – last minute call for photos!** Do you have a photo you'd like included in the 2007 club calendar? If you haven't already, please send your photos to Tara Stevermuer ASAP. Digital photos preferred, however Tara can scan your photos if needed.

**Tara Stevermuer**

**AIRCRAFT FOR SALE****FOR SALE: Amateur built Stits SA 3B – Two seat Playboy (VH-AOL)**

Fitted with:	.	ADF, VOR, Communications radio TX.
Airframe:	.	TT 800 hours.
Fuselage:	.	Steel tube welded construction.
Wings:	.	Wood and fabric construction.
Engine:	.	RR O-200, 400 hours to run.

**PRICE:** . **\$25,000 negotiable**

FOR DETAILS, Contact Richard Charteris on 9605 7610 or 0412 436 294

The Annual Christmas gathering and Prize Giving Ceremony was held at the Aviators Lounge in the Wollongong Airport passenger terminal at Albion Park on 16th December.

The function was held in the early afternoon so that Club members could fly in for the event.

Our usual Master of Ceremonies and Flying Event coordinators, Lindsay and Maree Sinclair, were not able to attend. They were visiting Lindsay's ageing father, and he had commented that it may be the last chance he had to see his Dad.

The Aviators Lounge was jam-packed, and the staff turned on a great lunch for us. David Rittie be-

came the substitute MC, and used the words from Lindsay's run sheet to conduct the occasion.

Club competition winners were presented with their trophies by the lovely Pat Lalor. Vic Laybutt (4th), Doug Montague (3rd) and Dave Thomas (2nd) received their trophies and gave short and amusing speeches. David Rittie was awarded the Gordon Crampton trophy, (for the third time running), and thanked the Club's Ladies Auxiliary for their sponsorship.

Further prizes were awarded from names drawn out of a hat. The names in the hat were for everyone who had taken part in each club event, whether they were pilots, navigators or had just joined in for the fun of it. The prizes, which consisted of harbour

cruises, speed boat rides and seafood banquets were won by Bret Cavanagh, David Rittie and Dave Thomas.

Our President, Peter Scott, gave us an update on current club matters and wished us all a Merry Christmas

The general consensus was that the venue was a great place to hold the function, and a very enjoyable time was had by all.

CONGRATULATIONS TO ALL  
THE PRIZEWINNERS

**Robert Greig**

Thanks for arranging the venue Rob, and thanks for the story. **See all the pictures on the back page Ed**

### The Unplanned Australia Day BBQ

A few days prior to Australia Day the word went around that we should gather for a BBQ at the airfield and celebrate our national day. "Any excuse for a BBQ" was the reason given for the gathering.

There must have been over 20 members, friends and children turn up to burn their steaks and sausages in the traditional Aussie style. Most who

attended wore national colours in a display of patriotism, the girls wore flashing coloured light brooches and the Australian flag waved proudly on top of the Club's flagpole.

It was a very warm evening so some tables and chairs were placed in the shade on the grassed area in the southern courtyard beside the BBQ.

The National Anthem wasn't sung during the course of the evening, but all seemed to have a good time with lots of chatter and consumption of thirst-quenching beverage going on.

When it came time for the mosquitos to have their turn for a feast the gathering slowly dispersed. It is suspected that there were some headaches the following day. Ah well!

**Pictures next page . . Ed**

### Rod Russell's Festival flies successfully

Rod Russell was flying an Ultralight registered Lightwing aircraft when he joined our Club some years ago. He has since decided to upgrade to a Festival. His new aircraft is the first-of-type in Australia.

Rod has been building the Festival, a side-by-side, low wing, two seater for the last year or so, from a quick-build kit. He has fitted a 100 horsepower Rotax 912S and is currently using a three-bladed ground-adjustable pitch propeller. We suspect that an in-flight adjustable/variable pitch propeller will be fitted soon.

The aircraft is nicely painted mainly in yellow with some imaginatively shaped deep red and black stripes.

The Festival took to the air for the first time early in the morning of 27th of January with Rod and Lindsay Sinclair aboard. Fortunately for Rod, Lindsay had flown an identical aircraft overseas just recently and "knew the ropes".

The test flight was carried out in reasonably calm conditions, and the aircraft flew "just beautifully" with no defects and no adjustments required. The test flight concluded with a few circuits so that Rod could become familiar with his new aircraft's flight characteristics.

**Pictures next page**

**Congratulations on your success Rod . . . Ed**

**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 days missed will cost you \$250**





**Our new tractor arrives at the airfield**

**John Dall's Pitts Model 12 is just about ready to test fly**



**Ian Harvie retires**



Our long-standing member Ian Harvie has just retired from his engineering job after 30 years of service.

"I will now have time to do the things I want to do" he said recently.

**Congratulations on your retirement! (He looks quite content - doesn't he?) . Ed**



**Unplanned Australia Day BBQ**

"There must have been over 20 members, friends and children turn up to burn their steaks and sausages in the traditional Aussie style."

**See story on Page 14 . . Ed**

**Rod Russell's Festival test flight - Story Page 14**







Thanks to the organisers, Kim Gatherer and Robert Greig (pictured above) for organising the Christmas Party.



The winners of the 2006 Club Championship, left to right: Vic Laybutt (4th), Doug Montague (3rd), David Rittie (1st) and Dave Thomas (2nd).

