



The N.S.W. Sport Aircraft Club Newsletter

JUNE - JULY 2014

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Dear SAC member. We have a

NEW LEASE

of our airfield. Details of this appear in the President's Report on Page 3



Left: Colleen and Errol Pillemer in the Buccaneer return from their circumnavigation of Australia.

Right: Margaret Adams celebrates her 80th birthday.

Inset left: AAC visitor's Edge 540

Below left: Chris Willis pictured recently in his very tiny Cri Cri.

Below right: Wes Brown's newly acquired Beaver.



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

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We have a New Lease on our "Aviation Heaven"



Wedderburn NSW

UPCOMING FLYING AND SOCIAL EVENTS

NEW LEASE CELEBRATION PARTY

Saturday, 28th June, 6pm. Free food and grog.

Contact: David Rittie.

Watch the Newsflash for further details.

Clubhouse

Social Workday

Sunday, 29th June Sign in by 9am. Free lunch for members.

Contact: Doug Stickland.

Wedderburn

Star Gazing Evening

Saturday evening, 19th July.

Contact: Doug Stickland.

Wedderburn

Social Workday

Saturday, 30th August. Sign in by 9am. Free lunch for members.

Contact: Doug Stickland.

Wedderburn



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 June/July 2014 issue of the SAC Newsletter.

The big news is that we have a new lease for our airfield, and the President has written all about it below.

The Pillemers have completed their flight around Australia, and their excellent account of this adventure appears inside. Moreover, there are lots of other articles that come from the usual contributors, including the caretaker, some good advice for hangar owners sent in by Phil Ayrton and you will see a picture of the “real” Jock Anderson in his regular Secretary’s article.

Thanks to Anne Goulding, Colleen and Errol Pillemer, Ian and Don Harvie, Bill Leighton and Tim Causer for sending stories and photos. They are much appreciated and give this Newsletter a boost.

Due to space constraints, the usual “Fly Neighbourly” back page is missing from this issue. However, please continue to observe those guidelines with due consideration for our neighbours.

Before I sign off, I would like to say that I was delighted to be invited to play a part in the signing of the new lease. Thanks to Bret and Jock for allowing me to be part of this very auspicious and historic event.

Cheers.

David Rittie

Words from the President

G'day all,

Well, by now you will have heard the good news that after a long and at times trying path, NSW Sport Aircraft Club has succeeded in obtaining a new lease over the land which we use for our airfield! The signing, both by the club, and the necessary “execution” by NSW Crown Lands, happened at the Lands offices in Parramatta on Monday 2 June 2014. The document itself was signed on behalf of the club by myself and the Secretary Jock Anderson, but it was appropriate that David Rittie was also present to perform the important task of witnessing the document, particularly after leading the years of work which had been poured into this critical matter.

It is probably really important to record some of the history leading to the issue of the new lease, so that all of the club membership can understand its true value, and respect and preserve it for the benefit of us all into the future. Here it is in bare, pretty basic form, but please realise that each line here represents much more than simple words on the page. Although a bit dry, it demonstrates that the process of dealing with government demands the utmost care, skill and patience!

1977. Original Special Lease prepared and issued for 40 years, with expiry of 5 October 2018. A major achievement by the fathers of the club!

October 2006. Almost 30 years of hard work and development of the airfield by innumerable members, before SAC applied to Department of Lands to purchase the site in 2006. Lands advised it will not agree to the purchase, but “has not excluded the possibility of entering into a longer term lease”.

April 2008. Club lodges formal application for lease renewal for 40 years (following discussions with Lands), along with payment of relevant fees.

February 2009. Lands advises that the process is in train, and issues receipt for the fees. (You might note here that some things don't move very quickly...)

March 2010. Lands issues a draft lease for perusal by SAC. This includes:

40 year term

Commencing 1 August 2010 (negotiable)

2010. Discussions proceed between Lands and SAC re details of proposed conditions of lease. This process was very important in SAC negotiating inclusions and conditions which allowed important activities such as maintenance facilities, and more reasonable access to remove assets at conclusion of lease. The original lease contained many onerous conditions which were not palatable to SAC in a practical sense. The club sought legal opinion throughout this process to ensure that the best possible outcome could be obtained. The process culminated in SAC informing our legal advisers in December 2010 that we were happy with the negotiated conditions. (You might recall that some things move slowly)

February 2011. Lands advises that lease will not be signed until after the State Government election in March 2011. (Our sense of urgency isn't appreciated by Lands.)

June 2011. Land and Property Management Authority (LPMA) advises SAC of steps outstanding. No indication given that lease will not be issued.

August 2011. Valuer appraises the airfield site to enable lease fee to be determined.

January 2012. Department of Primary Industries (DPI) advises it is still awaiting valuation advice.

February 2012. DPI advises that valuation has been received and that lease should be finalised shortly.



July 2012. DPI advises that lease is low priority, but that all “preliminary action and statutory requirements have been completed”. Rental value was under review, but “when approved, the final lease document will be prepared and sent to you”.

19 September 2012. Advice from DPI of initial market rent, and 50% rebate for our status “for a single interest and sporting club”. Lease documents in preparation and will be sent “in the near future”.

25 September 2012. DPI forwards new lease for signature by SAC.

40 years term, commencing 1 January 2013

Rental and rebate established

Surrender of original special lease

5 October 2012. Immediately after committee agreement, SAC signs all lease documents.

30 November 2012. Legal advisers inform SAC that DPI has received all documents and will accord the matter priority, given commencement date of 1 January 2013.

April 2013. Our Local State MP advises that DPI states that lease is close to completion and only requires registration.

16 May 2013. Wollondilly Council indicates intention to inspect the premises for compliance on 28 May 2013.

This event is of great importance. All members must recognise that even a *perception* of non-compliance with ALL lease conditions and government regulations (even by a single member) is cause for great concern.

October 2013. Crown Lands seek information on how SAC secures compliance with lease conditions. This request highlights the fact that our club is ALWAYS under the scrutiny of regulators. Club immediately responds to Crown Lands.

November 2013. Local member advises that lease will now NOT be progressed, given the length of time remaining on the original lease.

This change of heart obviously appears connected to the compliance questions which were posed.

February 2014. Advice from Crown Lands that the 40 year term is too long, and a shorter lease may be offered.

March 2014. Crown Lands informs our legal advisers that previous officers of Crown Lands (with whom SAC had dealt with in all good faith) had acted outside of their delegated authority. Our patience and cooperation with “the system” seem to have been wasted.

SAC, utilising relationships and connections of members, engage the services of both a

retired senior government officer, and a Queen’s Counsel to assess our standing and options for action.

The independent advice received from both these experts was considered, and carefully weighed against the risks and costs and benefits of:

- Pursuing legal recourse for the non-progress of the 40 year lease signed by SAC in good faith.
- Entering again into negotiation with Lands for a shorter period of lease.

SAC vigorously examined the options, and were able (with significant assistance of our expert advisers) to meet directly with senior Lands management to clarify matters. The consequence of this meeting was that SAC agreed to accept a lease of the longest term able to be approved by the Lands management (20 years), without the risks of delay (with 2018 approaching rapidly, and in the light of YEARS of delay to our allegedly simple application) and of having to re-apply and meet further difficult and onerous conditions associated with the Lands processes for longer term leases (where the approval of the minister is usually required). To have pursued any other option would have risked the entire investment in our airfield, and exposed SAC to potentially huge legal expenses. Your committee saw it as highly inappropriate to pursue such a path, and agreed without dissent to take the 20 year option.

The lease signed on 2 June 2014 is for 20 years, commencing on 1 June 2014. It is on EXACTLY the same terms as the 40 year document which SAC signed in October 2012 (apart from the term). The key new and different conditions and provisions in the new lease are:

- We are permitted a maintenance facility for the use of member’s aircraft. This is a concession to the condition in the old lease which prevented ANY commercial activity.
- An extended period for removal of assets on termination of the lease is provided. Previously it would have been practically impossible to remove our assets in the time permitted.
- Permission for a limited number of function licences under the Liquor Acts.

- Permission to provide access to and usage of SAC facilities by other air sporting bodies for a reasonable charge.

There are many things which our club has learnt and must remember following this long, difficult, but eventually successful experience:

- The club is constantly under scrutiny



from outside. Our individual and collective behaviour must always be of the highest standard. Even the suggestion of bad behaviour is damaging.

- Governments and government departments move to a different drum. They are (understandably) careful to ensure that ALL their actions are such that they cannot be accused of any inappropriate behaviour. And if that means a delay to their “customers” while they decide what to do, there is nothing we can do to change things. Consequently we must be patient AFTER we ensure that we

always behave appropriately.

- As a club, we must be persistent, firm, but always reasonable in our dealings with organisations other than our own. To be anything else will damage our reputation and our standing in the community.

Forgive me for all the fine detail that I have outlined above, but I thought it was necessary for it all to be recorded for your information, and for posterity.

Fly safe.

Bret Cavanagh

From the Secretary's Desk

First, let me apologise to the editor, Mr. David Ritte, Mr. George Clooney and to you all because I sent in the wrong picture last month. I have sent in the correct picture for this issue. There seems to be no harm done as there was a big jump in membership applications from women after the last issue.

Talking about membership, I thought that you might like to know a few things about your club. Figures are fluid and approximate only.

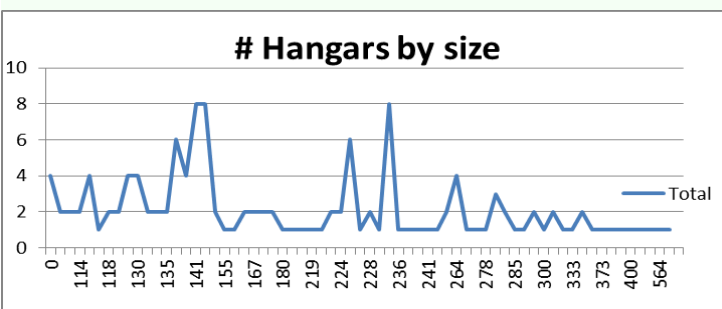
Membership by Type	#Members
Regular	166
Life	8
Gold Card	3
Pensioner	14
Associate	41
Probationary	2
Honorary Full	1
Social	46
Honorary Social	5
Suspended	5
Total	291

We have 291 members in various categories as shown on the table above. Membership has been increasing rapidly. For example, in 2008 there were 220 members with 20 new members elected in 2012, about another 15 in 2013 and already seven applications so far this year. This increase in membership reflects the valuable asset that we have. To save you from asking me what suspended membership is, I should explain that membership might be suspended at a members request because he or she is temporarily away or by the committee because the member is in arrears.

Our runway is the best north-south runway in private hands in NSW apart from Sydney Aircraft Corporation. Our taxiway is better than some runways on which I have landed (think Adel's Grove!).

The club's lease covers 30.87 hectares of Crown Land and of this, 27,962 square metres is under the

cover of hangars or other structures. We have about 90 buildings called hangars on the field but 136 are shown on the club database because many have been divided and subdivided. About 106 members own or part own a hangar, 29 members own more than one hangar and about four members share a hangar. Hangar leases are charged according to the square area (or footprint) that they occupy. Hangars are of various sizes as shown below. The X-axis is the approximate area in square metres and the Y-axis is the number of hangars in that group. There are about 30 hangars in the group from 130 sq.m to 150 sq.m and another cluster of about 21 in the 224 sq.m to 236 sq.m range. Smaller numbers of hangars are in the small, intermediate and large sizes. The four hangars shown as zero size are actually the proposed club hangars or bush toilets. The smallest hangar is 101sq.m and the largest is 563 sq.m.



There are unlikely to be further hangar sites available as the club has run out of space. For this reason consideration has been given to limiting membership or creating a waiting list. There are no accurate figures on how many aircraft make the field their home but as some hangars house numerous aircraft there must be over 200 especially when one considers that there are many flying, others being built and some being restored.

Fly safe!

Jock Anderson

What happened on 3rd May (April's Workday)

Saturday 3rd May was meant to be an exciting day for many of us and for many reasons. Many SAAA members were bringing family and friends to have joy flights in Gary Weeks' Lancair Legacy and Eddie Seve's RV8, we were going to be entertained with some aerobatics organised by the Sydney chapter of the Australian Aerobatic Club, and it was our Social Workday (the first Saturday workday scheduled for the year).

The day dawned with bad weather with some rain and wind, exactly as predicted. At about 0930 our new Club President, Bret Cavanagh, declared the workday cancelled, and recommended that we all retire to our hangars to do whatever we liked, and invited us all to return at 1130 for the free lunch.

The aerobatic guys decided to stay at Banks-town and work on their aircraft instead of tempting fate by flying in.

The SAAA guys had better luck. Gary Weeks was able to take some SAAA family members up flying both in the morning and later in the afternoon as the weather became more favourable.

The only SAC member to ignore the weather and get some work done was Bill Leighton, who donned some wet weather gear and proceeded to whipper snipper some areas that needed attention down near the northern gate and in the area between Hangar Row A and the Clubhouse. Thanks Bill. You did a good job, but you needn't have bothered.

At 1130 over 80 SAC members and some of the SAAA guys sat down to a communal lunch which was lovingly prepared by Karen and Steve Lalor, and with help from Anne Goulding, Diane Brookes, June Nicholson, Jan Faulkner, Vanessa and Annabel Needs.



Above: Diane Brookes, Anne Goulding, June Nicholson, Steve and Karen Lalor, Annabel and Vanessa Needs, Jan Faulkner, all contributed to the lunch at "Lalor Place"!

Below: Gary Weeks doing some joy flights in the Lancair.

Bottom: Bill Leighton doing some "whipper snipping" in the rain. Thanks Bill.



It was a good day with lots of social activity, which is what it is really all about.

It was subsequently decided that the AAC would be invited to try again soon, and May 24th was the date agreed by all for the aero boys to come and try again.

David Rittie



Margaret Adams Celebrates Her 80th Year



We all know Margaret Adams. She has been a member of our club since its very beginning, and was our prime (only?) caterer since the very beginning of our club in 1978 up until 2012.

Over the years she catered for all the workday lunches, the Fly-in/Drive-in Brunches, Devonshire teas at Open Days and many and varied fund raising events to raise money for the new club.

Margaret served on our committee for ten years, still does the mail-out of our Newsletters, is a Life Mem-

ber and most importantly, she was the life partner of our longest serving Club President of 13 and a half years, the late and great Gordon Crampton.

Just a week or so ago Margaret turned 80 years of age. There were a couple of dozen SAC members at her birthday party, and she was presented with a gold clock from our club in recognition of services provided for 34 years.

Happy Birthday Margaret, and thanks for all you have done.

David Rittie



Aerobatics Demonstration at Wedderburn

On 24th May we had a visit from the Sydney Chapter of the Australian Aerobatic Club (AAC).

The day started with a talk given by their President, Daniel Comarmond, where he demonstrated (with the aid of Gary Weeks' model Cessna) all the aerobatic moves that we could expect to see later in the day. Many SAC folk attended the talk, and any member interested in joining in the flying, later in the day, was invited to do so.

The second part of the day included some aerobatic demonstrations by the AAC pilots, which was thoroughly enjoyed by all who watched.

David Rittie



Daniel demonstrating an aerobatic manoeuvre

The AAC's Robin demonstrated some aerobatics for us



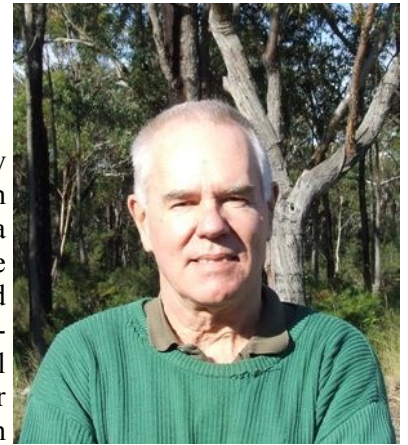
No! The camera is not upside down

AAC aircraft arrive at Wedderburn



Some Valuable Advice for Hangar Owners

from Phil Ayrton



Hangar Modifications Approval Process

Last time I wrote about the process needed to be adhered to for building internal hangar modifications. It sounded quite complex so this time I thought a condensed version might be a more useful starting point, so the overall steps can be better understood. I can provide more information on each of these in later issues if there is interest in having them fleshed out. As with any building works, whether at your home, office and also for us at Wedderburn, approval is required **before** any work can start, and this process is especially important for us as a club, because anyone not complying places everyone else in jeopardy by their actions. So here is the short version of what you need:

1. **Prepare drawings of what you intend to do.** This needs to be to scale, and can be prepared over your approved hangar drawings, in compliance with Council requirements for things like head height and stair widths and handrail heights etc. If you want a Construction Certificate from Council you need to include enough detail for this,
2. **Get the club to stamp your plans.** Submit your plans to the committee and request the club stamp and President's initials,
3. **Submit to Lands Dept for owners signature.** Send 2 copies of your stamped plans with your DA/CC form, which can be downloaded from the Council website, and the current fee to the Lands Dept., who is the owner for DA purposes, but

they will only sign the DA form as owner for a proposal with the club stamp and presidents initials, they will then send your signed DA form with an accom-

panying letter, and one of the sets with their stamp added, back to you, and

4. **Submit to Wollondilly Shire Council.** Send five copies of the stamped drawings set, (now the set has a club stamp and Lands Dept stamp) with the signed and completed DA/CC form and the fees to Wollondilly Shire Council in Picton.

The retrospective approval process some have been using is intended for situations where a purchaser may have inadvertently bought something without approval. It is not a Development Application, it is just a Building Certificate, which is an assurance that Council will not order you to demolish.

I hope this helps with understanding the process, next time I'll start to work in more detail through each of those stages. In the meantime, any queries you might have, give me a try on 0417 210731.

Phil Ayrton



Ian Harvie and Don Harvie both sent in their stories of the

Auster Fly-in at Luskintyre

Ian wrote:

The Auster fly in at Luskintyre was well attended from Wedderburn, but due to the vagaries of weather we probably out-numbered the others.

Don and I left on Friday, Dave and Alex Thomas arrived Saturday in the Sling, together with Chris and John in the CT4 and Maurie in his Stinson, Ian Richardson flew in in his Auster from Camden. John Pearson flew all the way from Tyabb in his Auster, as did Neil and Debbie Williams from Benalla. There was only one other Auster which is based at Luskintyre.

Richard Thompson in the Aero Commander arrived Sunday together with Bruce Cunningham and his wife in the

CTLS. They had over nighted at Cessnock and left same day to head home. Don't know if Bruce made it, he planned to stop at Maitland I think.

Don and I, Maurie, John and Chris and Ian Richardson stayed another night, Don and I having ventured South on the Sunday had turned back at the "Gap" just before the old strip at Cooranbong.

Trip back was uneventful with Ian Richardson texting back his progress as he had left earlier. Dave and Alex had gone up to Tamworth, then over nighted at Bathurst before also arriving back on Monday.

I'm sure we have a lot of converts, as Don spent most of the Saturday giving "buddie" rides to a lot of visitors.

Ian Harvie



Don wrote:

Anzac day's weather looked rather ordinary from the outset but gradually improved, and by 3pm we decided to set off and try for Luskintyre. From Wedderburn to Parramatta it looked rather ordinary with the cloud-base hovering ominously around 1900ft.

After Parramatta the cloud virtually disappeared with small puffy cumulus off over the sea and the mountains on either side but nothing in front. We had a gentle 15kt headwind that was only felt by the GPS groundspeed. A very smooth and pleasant 1 hour 35 minutes later we touched down before the threshold and to the left of runway 12 at Luskintyre having been warned the runway was waterlogged and to land short. Since we didn't stop before the windsock as requested I did wonder whether a seaplane rating would have been advisable as sheets of water splashed out from the wheels. Ian Richardson in Auster VH-ABA from Camden followed us in five minutes later and John Pearson in Auster VH-PCY from Tyabb landed just prior to sunset. Dirty landings were the order of the weekend.



Maurie Evans' Stinson

Saturday dawned mostly clear with only some isolated patches of fog in the river valley and hollows. By 7:15am it had cleared sufficiently to commence a 'dawn patrol' following the river up to Elderslie. The improved conditions saw Chris and John Gallagher arrive in their CT4, followed by Maurie Evans in the Stinson, and a little later Dave and Alex Thomas in their new Sling. A fun filled day was spent giving and receiving rides with over two hours of buddy rides going into the log book.



Ian Harvie's Aeronca Chief

Luskintyre



Sunday dawned looking rather dismal and English. The weather liars said it would get better around midday and at 11:30 we took off to prove them wrong, unable to get much past Cessnock the decision to turn back to Luskintyre was made.

Chris and John Gallagher's CT4



Not much later Richard Thomson arrived in his spectacular Aero Commander with Phil Laycock, followed shortly by Bruce and Laura Cunningham in the CTLS. They waited around for a while and then headed back to try the coastal route and making it back to Wedderburn in VMC following the coast and Victor 1. When it started to rain at 2:30PM and looked like settling in, the rest of us decided we liked Luskintyre so much that we'd stay another night. After a pleasant afternoon watching videos and playing pool by the log fire we were taken to dinner by the Luskintyre locals at the Lochinvar pub.

Monday dawned with an improved forecast but rather ominous looking clouds and rain to the north of the field. Deciding that south looked better we headed back past Cessnock to find some low cloud and misty rain in the low hills but clear and good visibility to the east of the hills over Lake Macquarie. The further south we got the more things improved.

Despite the weather we had a fantastic weekend at a small but well organised fly-in. Kudos to the Luskintyre locals and Kelly Strange from the Antiquers for organising a great weekend.

Don Harvie

Thanks to Ian and Don for the two stories, and thanks to Ian for the photos. **Ed**

Circumnavigating Australia

Colleen and Errol Pillemer's account of the "trip of a lifetime" in the Lake Buccaneer.

There was great excitement when the aviators from the "north" all arrived at Wedderburn. Drinks and a meal, then off to bed for an early start departing the 3rd April.



The weather was perfect and we landed on Lake Conjola where we stayed with friends. As the boat ramp was too narrow for Errol's plane, we left it in the shallows in front of the house. Next morning when Errol went to the plane water had seeped in making everything wet and the plane was filled with water partially sinking it onto the sloping sand bank. Our band of aviators were soon to the rescue but bad weather had set in and we had to postpone departure, this gave us the opportunity to dry our camping equipment and clothes before leaving a day late.



We flew south along the coast in very patchy weather. We now found that the Buccaneer leaked and I was stuffing tissues and towels into every little crack. This is not how I had envisioned the trip and being new to small aircraft flying I now realized why I was the only wife going along. I really needed that coffee when we landed to refuel at Merimbula airport.

The weather did not dampen the guys' spirits, they did touch and goes all the way down to Lakes Entrance and

were really enjoying themselves.

Overnight at Lakes Entrance they convinced me that flying to Tasmania was a good idea and because I was terrified of flying over the sea they would fly along a line of islands all the way to Tasmania. I was convinced, and it all went well going there following Flinders Island etc. to Georgetown, what they "forgot" to tell me that there was only one Island, King Island, on the way back and a lot of water in between.

At Barwon Heads another plane joined our group and now there were five planes, Two Seareys, a Freedom Colyear, a Petrel and our Lake Buccaneer.

We flew to Robe in mist and intermittent rain where another Searey joined the group. The guys were having fun and I don't even think they noticed the rain and mist. They did touch and goes at every opportunity and the Coorong was ideal. It was almost a night of camping for all of us on the shores of the Coorong as we struggled one by one to get into Goolwa waiting for a break in the mist.

We headed for Aldinga early the next morning and David did a couple of Make a Wish flights, then we headed for Kangaroo Island. As we left Kangaroo Island the weather started to improve, unfortunately one of the Seareys had to leave, and the rest of us headed off to Streaky Bay.

From then on it was across the Nullarbor hugging the coast and the scenery became very dramatic with beautiful cliffs and fierce powerful sea.



We had a lot of joy flights to do in Esperance and spent two days there. We were hosted by David Ford and his wife Jen who have their own airstrip on their property and they made us feel very welcome and special.

We continued along the coast having many adventures and meeting the most wonderful people at every stop. The trip just got better and better and the weather had now improved and we even had tailwinds. We even landed up sleeping on the floor of the Busselton Aero Club in our sleeping bags over Easter Weekend. Everyone was just so accommodating and helpful, especially when Errol's plane had a hydraulic leak and a LAME met us at Bunbury airport at 8 a.m. on Easter Sunday to fix it while the rest of the pilots flew off to Murray Fields to do a Make a Wish Flight.



We were now heading north up the west coast. We had a wonderful stopover in Shark Bay for two days with Rick Fenny (vet of Red Dog from the movie) and his wife Christine who had hosted us in their opulent Maitraya near Albany, now they accommodated us in one of their homes in Shark Bay. On we flew, meeting up with Rick once again in Dampier and having our photo taken in front the Red Dog statue with him.



We eventually arrived in Broome where the wives and partners flew in to join us. We stayed there for six days doing some sightseeing. The Petrel and his partner left us in Broome and the rest of us went to Cygnet Bay for a couple of days. The wives then left and we continued with the trip.

We flew past Cape Leveque and many islands. Some of the planes landed on Horizontal Falls and we all landed on Twin Falls.

The distances are great in this area and AVGAS is very hard to find but we managed to find some at Kalumburu where we slept in dongas at the Mission that night.

We had decided to leave the coast here for a while and do the area around Kununurra, Lake Argyle and the Bungle Bungles. Then it was on to a cattle station called Tipperary where Doug's niece worked and thereafter a few days rest in Darwin.

From Darwin we headed coastwise and then into Jabiru, back out to the coast and onto Gove Island. We all landed on the sea and drove our planes up the old Catalina ramp for the night. Next morning it was off again over Groote Eylandt and down to Borroloola for fuel. The group split for a few days. Two planes headed for Lawn Hill and Adele's Grove while the other two went on to Sweer's Island, but we met again in Karumba.



It was now time to head up the Cape York Peninsula. We had pretty strong winds all the way up and Errol and I left the guys and went to Horn and Thursday Island on our own as the other pilots had been there before. Then it was down the other side of the peninsula, again really strong head winds with the Seareys really struggling. We all reunited in Cooktown and then it was on to Port Douglas where the wives once again met us all. We spent three days in Port Douglas and then left the wives and flew down the coast over the Barrier Reef and all the wonderful islands stopping at Airley Beach, and then for three nights on Great Keppel Island. All too soon we left and flew to Maryborough where the end of the flight was for Doug. We all said our goodbyes here and found our own ways home, Andrew going to Lord Howe and David and Marty finishing in Caboolture.

All in all around thirty joy flights were done for Make a Wish Foundation, Rotary and for people who would never have had an opportunity to experience flying. The smaller planes did the joy flights as it worked out the most economical way for us as a group. Six of us circumnavigated Australia: David Geers with co-pilot Marty Corr in his Searey, Doug Bauer in his Searey,

Andrew Wilson in his Colyear Freedom and Errol and me in our Lake Buccaneer.

It was the most wonderful experience of our lives and we have made lifelong friends all around Australia. We have



experienced kindness from total strangers, been hosted by people we had never met before, given cars to use and someone even did my washing for me. The trip was rewarding in so many ways, experiencing such joy on the faces of the children and the happiness it gave to the parents. The scenery and diversity of the country is mind blowing and the care and warmth coming from total strangers who were so generous. This trip has been a highlight in our lives and something we will never forget and I would like to say thank you to all the people who donated to Make a Wish and others who assisted us in so many ways, thank you all.

Colleen and Errol Pillemer

This is just a wonderful story, and with excellent photos - especially the last one. Thank you, Colleen and Errol, for sharing it with us. We look forward to the upcoming book about the trip.

Ed

Clubhouse Water Supply Improvements

The recent installation of the new concrete 107,000 litre water tank in the south east corner of the airfield made the old 40,000 litre plastic tank available for alternate use. The discarded tank has been re-positioned behind Sy Allsep's Hangar N5. It now collects half of the water that comes off Sy's roof, and has recently been connected to the Clubhouse.

This additional capacity will now add significantly to the clubhouse and the caretaker's water supply.

Our thanks go to the working team of members who tackled the task of firstly, moving and positioning the tank, and then to make the connections from Sy's roof to the water tank, and from the water tank to the clubhouse.

The team which carried out the work consisted of the usual workforce of Richard Thompson, Doug Stickland, Steve Cohen, Paul Milsted and Sy Allsep, all very capably let by Tim Causer. Thanks guys.

David Rittie



ROO'S NEWS

AT HOME AND AWAY, AWAY, AWAY

A few words from our caretakers, Rouen and Dawn Andrews

THE PILLEMERS ARE BACK!

Colleen and Errol are home from their Amphibian Adventure circumnavigating Australia - No divorce! A report on their travels appears somewhere in this Newsletter, and later, even a book is a definite possibility.

SOCIAL WORK DAY SATURDAY 3/5/14

Due to the inclement weather none of the projects scheduled for completion could be finalised. However, a few jobs were attended to, and I wish to thank Bill Leighton for his efforts in the rain, at the northern gate with his trusty whipper snipper. A great job Bill, very neat and tidy inside and outside the gate, and I am sure all members appreciate your efforts.

The work day was combined with a get together with members of the Australian Aerobic Club (Gary Weeks) and the Australian Aerobic Academy (Pete Townsend) whose members and partners joined in the lunch and it was good to see all members enjoying each others company which is what the social workday is all about.

We have new chefs for the social workdays. Karen and Steven Lalor have stepped forward to take up this important role within the club. Karen and Steve, I can assure you that all present were very complimentary of your Spag. Bol. meal with garlic bread and assorted cakes, even Greg Ackman did not have any complaints!!! and Vic. Rimkus is of the opinion that the catering is your forte. (What were those empty red wine bottles in the re-cycling Steve?)

Steve and Karen came at 4pm on the Friday and cooked up a storm till 9pm, so a great big thank you to you both.

MINI WORK DAY FRIDAY 30th May

The two rain water tanks at the rear of Sy Allseps hangar have had the pipes hooked up from the guttering to the tanks and now are just waiting for the rain to fill the tanks. A major project and a long days work for the 'A' team of Tim Causer, Richard Thompson, Doug Stickland, Paul Milsted, Steve Cohen and Sy Allsep - a terrific job guys!

TUESDAY 3RD JUNE - AVGAS BOWSER

Sky Fuel have today upgraded this facility with the installation of a new fuel meter which will enable easier filling and recording of avgas purchases. This meter needs to be zeroed correctly each time and should any member experience problems please contact the caretaker 0425 380 964. In the near future an air eliminator pipe will be fitted which will stop any air coming through the nozzle and this should mean that when the cut-off lever is activated no avgas should leak from nozzle.



THE HEALTH REPORT

An update on the health of our much loved member, Dave Thomas. Dave has had some setbacks recently, and has had some more treatment prescribed by his Medicos. I am sure he would welcome some calls from his mates in the club to cheer him up, and Dawn and Rou send Health Germs to you Dave.

Our good mate Doug Shaw (Glenn Buttsworth's side-kick) has been hospitalised with pneumonia. He is in Hawkesbury Hospital receiving treatment and we send our best wishes for a swift recovery. A health germ is on its way to you Doug.

THE SAC TRAVEL DIARY

BRUCE AND LAURA CUNNINGHAM With their daughter Pippa and her partner Fergus McDonald are heading to Italy for some weeks however first off Laura and Bruce are going to Poland, (Krakow - visiting Schindlers Factory and the Jewish Ghetto which has been restored and possibly a visit to Auschwitz). Then linking up with Pippa and Fergus in Rome for a tour of Italy thence to Ireland and home.

IAN HARVIE to the USA for two months from 14/6/14 intending to visit friends and also a special visit to Middleton, Ohio for the Bi-ennial get-together at the air field where the Aeroncas were test flown. Then to Oshkosh in July and home early August.

VIC LAYBUTT AND ALICE COLLETT to Europe, River cruising on the Rhine, Main and Danube Rivers and sampling German Beer (not as good as Tooheys Old, Vic)

LLOYD AND DIANE SHEPHERD

Already away enjoying the delights of France four-

From the Caretaker (cont.)

weeks, then Diane only touring Croatia for a further three weeks, while Lloyd flies home to see to his "babies" in the hangar!

IAN KEARSLEY AND WIFE

Off to the USA for a tour and then cruising up the eastern seaboard and through St Lawrence seaway.

CHRIS AND JOHN GALLAGHER

Two of the club stalwarts are also planning a trip away in

the near future. Firstly to the U.S.A., Flying to Las Vegas, then a tour of virtually all the National Parks (excepting Yosemite), then NORTH TO ALASKA, followed by a Bus Tour of the Canadian Rockies, and just maybe a Seaplane adventure?? It sounds like a Dream Vacation, Chris and John. Safe Travelling to you both and watch out for Yogi Bear!!!

Hope everybody has enjoyable trips and soon home safely.

Dawn and Rouen
Phone: 0425 380 964

* * Aircraft and Hangars For Sale * *

The Feneley YAK 18T is for sale

Ray Feneley's YAK 18T

Recently completely restored to new condition.
You will just love this aeroplane

\$100 000

WITH A FRESH ANNUAL.

Contact Ray on 4647 6446 or 0416 226 912



Clin's "Texas Taildragger"

Cessna 150G "Texas Taildragger"

ETR 1325. ADF, Transponder.

\$36,000 + GST

Temora NSW

0429 021 097, or

02 6976 4280

Further details on application



Rachel Lumb's Glasair

Glasair 2SH FT

1100 TT, 150 kts cruise, O320 E2D 150 HP

Hendrickson cruise prop & new spare metal Sensenich prop.

Full TSO'd IFR panel incls Garmin 300xl GPS/Com. and SL30 Nav/Com, pitot heat etc. New battery, spare alt & starter.

Always hangared & LAME maintained.

\$80,000

Phone 0405 354 452



Clin Ashton-Martin's Country Homestead with Airstrip

COUNTRY HOME & AIRSTRIP, NSW

1904 granite home extended 2003. 4 bedrooms, office, dining room, enormous fireplace, evaporative cooling & 11m indoor heated pool. Separate small house nearby to rent or for guest accommodation. Elevated position overlooking the airstrip & view.

2700 acres. 1500 acres arable with cropping land presently short term leased. Numerous sheds,

PRICE ON APPLICATION

45,000 litre house water storage, dams & springs.

Grass airstrip 1000m x 100m, fully fenced, cone markers, two windsocks & clear approaches. Two hangars 15 x 18m & 12 x 8.5m, both with power, concrete floors & aprons. Minutes by air from Temora with its Museum, Aero Club & fuel. 150nm from Sydney.

Phone: (02) 6976 4280 Mobile: 0429 021 097

Dave Ecclestone's Glasair



Glasair SH2 Retractable 160 HP constant speed Hartzell prop - approximately 500 hrs total time on airframe on second life Lycoming.

This aircraft presents very well all round.

Genuine 180 Kts cruise at 24/2400 consuming approx 30 ltrs per hour - VERY ECONOMICAL performance indeed. Comprehensive VFR panel - always hangared in her own super shed out in the boonies west of Orange.

Very reasonably priced at just

\$82,500

Phone David (02) 6367 7184.

This "Picture of the Month" is of Warragamba Dam. The lovely photo was taken by Bill Leighton. Thanks Bill. *Ed*



The weather disaster spoils Wings Over Illawarra



What a dreadful day it was on Sunday for "Wings over Illawarra". The 50kt winds, coupled with freezing temperatures made it very unpleasant, and most of the flying events were cancelled.

However, later on at about 2.45pm they flew the Sabre, the FA18s, the Macchi and the police helicopter. Unfortunately the Roulettes could not do their thing either.

A few Wedderburnians braved the weather and turned up. They were Bill and Donna Handley, Greg and Annie Goulding, Greg Ackman, Wes Brown as well as those who had aircraft on display, Sy Allsep, Gary Weeks and Leigh Cuneen.

Annie Goulding

Sy Allsep was there also

You will all probably be aware that "Wings Over Illawarra" this year was severely hampered by extraordinarily strong winds, which restricted the flying program to just a few sorties, and therefore we are unable to bring you all the usual exciting photos normally associated with this event.

Sy Allsep is seen here with his Beaver in the background in the HARS hangar, on static display at the event.

David Rittie



This month's new arrival is:

Wes Brown's newly acquire Beaver, pictured below, squeezed into his hangar

