

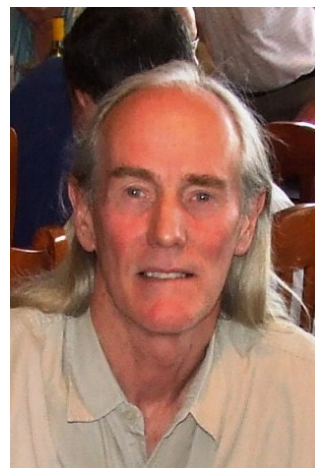


The N.S.W. Sport Aircraft Club Newsletter

FEBRUARY - MARCH 2015

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Above: Peter Scott's recently acquired Yak 52, which had been restored by the late Lindsay Sinclair. **Below:** Ian Harvie camped under the wing of his Aeronca Chief at the Great Eastern Fly-in at Evans Head. **At Right:** We say a final farewell to two of our members, Sy Allsep and Robert Greig. See **Pages 6 & 8.**

Below right: Our President, Bret Cavanagh, has become Rou's chief assistant!!



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

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UPCOMING FLYING AND SOCIAL EVENTS

Social Workday	Sunday, 22nd February. Sign in by 9am. Free lunch for members. Contact: Tim Causer.	Wedderburn
Frenetically Fickle Finger of Fate Fly-in at Farcombe Hall	Sunday, 8th March, 11am, 1nm WNW of Old Bar You must contact Rick on 0416 041 007 for landing permission. Invitation is on Page 5 .	Farcombe Hall Airstrip
Handover of QANTAS'S first Boeing 747-400, VH-OJA, to HARS (see message below)	Sunday 15th March.	Wollongong
General Meeting	Sunday, 22nd March, 2pm. Contact: Jock Anderson.	Clubhouse
Annual General Meeting	Sunday, 22nd March, immediately following the GM. Contact: Jock Anderson.	Clubhouse
AAAA National Fly-in	Friday to Sunday, 27th - 29th March.	Echuca
Back to Holbrook Fly-in	Saturday and Sunday, 4th & 5th April.	Holbrook
Social Workday	Saturday, 2nd May. Sign in by 9am. Free lunch for members. Contact: Tim Causer.	Wedderburn

Message from (HARS) Acting Chief Pilot, Mike Galvin

I'm pleased to let you know that we've just announced we are gifting VH-OJA *City of Canberra*, the very first B747-400 delivered to Qantas, to the Historical Aviation Restoration Society (HARS) museum.

This is a fantastic way to commemorate OJA which will be on display at the museum as part of their monthly open days from Friday 13 to Sunday 15 March (10am – 3pm each day).

The official handover will take place on the Sunday so if you are keen to see OJA, amongst others, including "Connie", the former QF Super Constellation you can join us – entry incurs a nominal fee that goes towards the up-keep of aircraft at the museum.

We are now preparing OJA to embark on this flight - the shortest delivery flight that we know of, from Sydney to Wollongong, with an expected flying time to the museum of under ten minutes.

Regards,
Mike

From your Editor



Welcome to the February/March 2015 issue of the SAC Newsletter.

This edition contains a mixed bag of happiness and utter sadness as we farewell Sy Allsep and Robert Greig - Sy to a particularly vicious form of cancer, and Robert to a flying accident. It seems to me that the normal pleasant rhythm of club life has been seriously damaged, and may not fully recover for some time.

We lost Peter Swiderski as a result of a flying accident in 1993, Gary Malane also in a flying disaster in September 2011, and now our busiest flyer ever, Robert Greig, has died unnecessarily whilst flying. Bob Hazell has sent in a story telling us

about Robert (his very good friend) and we have included a lovely article about Sy which was sent in by Peter Reardon.

Included in this edition there are stories about our Annual Christmas Party, the fly-in to Frogs Hollow and the Great Eastern Fly-in at Evans Head. Clive Brookes tells us about being taught to fly by a very young Lloyd Shepherd in New Guinea, there are pictures of the Australia Day BBQ, and Bruce Cunningham has contributed a safety article on behalf of our Safety Committee.

As is usual for the February edition you will find a "Committee Nomination" form included with this Newsletter which you can use if you want to be nominated for a position on our management committee at the upcoming Annual General Meeting in March. The form must reach us no later than 2pm on Sunday, 15th March. You can send the form in by

mail, or you can present it personally to the Secretary (or his delegate) in the Clubhouse between 1 and 2pm, on Sunday, 15th March.

You may notice that, for the first time ever, there is no Proxy Form included with your Newsletter. This is because voting by proxy has been discontinued in our club as a result of the change to the constitution, which was voted up at the last General Meeting.

Once again, thanks to all you good people who have sent in articles, photos and other information, which makes the Newsletter so much better, and a pleasure to produce.

It has been a horrible few weeks for us all. Hopefully, 2015 will begin to get better soon.

No more dramas please. Cheers.

David Rittie

Words from the President

Well, there have been a few things going on around the field of late.

I'd like to publicly thank Jock for his efforts in working the drafts and managing the process of the recent motions dealt with to update our constitution. Excellent work, particularly since he managed to get his ticker fixed in between all the work!

The very recent sad passing of both Sy and Robert has affected us all. Both were widely known and loved around the club, and they will be missed by many, and in many different ways. On behalf of us all, our most sincere condolences to the families. May there be flying where they've gone!

The new club year has rolled over without too much trouble, but I'd like to remind everyone that they should remember to pay their membership fees in time, so that they are able to vote in the election in March. The existing committee is a great group who get on with what we need to do to keep the club running smoothly, and they do it willingly and without any real reward for their substantial effort (if you discount all the tea and bikkies they go through). I reckon that most would agree on the good work that they do,

and would support any of them who intend to put their names up for another round of service to the club. But at the risk of upsetting them, I need to say that the committee exists to allow the membership to contribute to the running of the club, and if you feel that you have something positive to contribute, you should put your hand up too! The elections are not a popularity contest, they are there solely to select the best people to look after your interests. A stable group with a gentle but healthy rotation of people through the committee only serves to strengthen the club (and gives those who have served a chance to fly more often).

Speaking of flying more often, my bird has a new MR after too long in the hangar, and that's going to be my resolution for the year.

Clear skies and tailwinds to all (except on final).

Bret Cavanagh



From the Secretary's Desk

The year 2014 was an eventful year for me as Secretary. It took me most of that year to get a handle on what is involved in being Secretary to this club. Not only is the Secretary the public officer but he/she also has a responsibility of drawing up the agenda and keeping the minutes for every committee meeting and every general meeting including the annual general meeting. The Secretary must keep a record of those in attendance at the meetings and keep the minutes of the meetings. Keeping the minutes at committee meetings is no fun as most of the time four people are talking at once. The secretary is also responsible for dealing with correspondence whether it be in or out, and answering incidental enquiries about the club. Since I took over from Lloyd last March until the end of 2014 there were over 568 email messages in/out as well as 16 snail mail items. There have been seven committee meetings so far this year (the constitution requires us to have three) and four General Meetings (we are not obliged to have any) and one Annual General meeting (we are obliged to have one).

During the year two full members, three social members and one associate member resigned. Nine members were elected as full members, four as social members, and two as associate members. One member is in the process of rejoining. During the year there were six changes in hangar licenses with one change in progress.

Hangar Licence Agreements

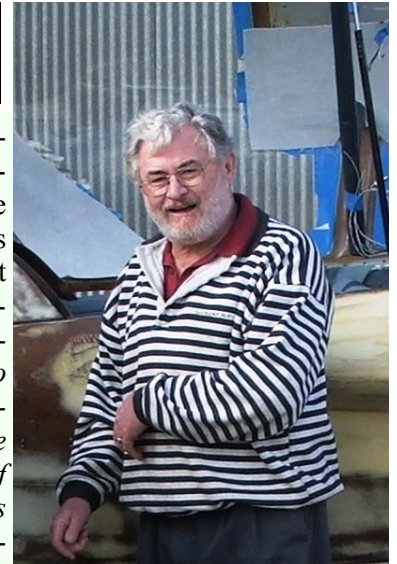
Talking of Hangar Licence Agreements, there is widespread ignorance around the club about how to go about transferring a Hangar License Agreement (HLA) to another member. There are no more vacant hangar sites that the committee can allocate to members directly therefore if a member wants a hangar he/she must take over a license with an already constructed hangar from another member. Some members have just had a private agreement between themselves about the price of a hangar and that is fine with the committee, but remember that this financial transaction is for the building only i.e. the concrete floor and the corrugated iron etc. It is not for the lease of the space upon which the hangar is built. The HLA can only come from the committee.

The Club leases 30.87 hectares of land in the Wollondilly Shire from the Crown Department of Lands (call it the Head Lease). The Head Lease has conditions in it governing its uses and the club must adhere to these. The club sublets space for members to build hangars, so the club has drawn up Hangar License Agreements (HLA's) which must conform to the Head Lease and members who lease land from the club must agree to the terms of the club's HLA. Buildings on the land that the club has leased from the Department of Lands must comply with the regulations of our local council

(Wollondilly Shire Council), as do buildings everywhere. As well as these regulations the club's HLA has conditions in it to satisfy the club's objectives. The club's objectives basically are to *"foster and promote recreational and competitive flying of sport aircraft of all categories, designs and types"* and if a hangar were found to be modified as a hydroponic garden to grow "grass", for instance, the committee might frown upon it! Such things are contrary to our Head Lease and could jeopardize our occupancy of the whole field. Some conditions of the club's HLA are:-

1. The licensee must be a full member and must be financial. (Conforms with Club policy)
2. The licensee cannot acquire more than two hangars (the definition of a hangar is presently under scrutiny). (Conforms with Club Policy)
3. The building must comply with Wollondilly Shire Council's building code. Some may have been modified without approval. (Conforms with the Council's Building code and the Head Lease)
4. Permanent residency is not permitted in a hangar. (Conforms with the Head Lease)
5. Commercial use of a hangar is prohibited. (Conforms with Club Policy and the Head Lease)
6. The hangar can only be used for the accommodation of aircraft, aircraft parts or activities associated with non-commercial aviation. (Conforms with Club policy and the Head Lease)
7. Finally, the committee must approve the transfer of a HLA.

There are a number of HLA's out there and some have different conditions in them, depending on their age. The HLA is not draconian but the best way to go about transferring an HLA is to notify the committee that you wish to transfer the lease and ask the Secretary for an HLA. He/she can then initiate the steps required to effect the transfer. The club makes no charge for transferring HLA's and does not involve itself in the financial transaction for the hardware itself. The licensee and licensor are responsible for any GST or CGT implications if applicable. Any arrangement about pro rata payments for the outstanding lease payment to the club will be between the licensee and licensor. Bottom line is that the committee needs to know from the beginning. You would not hand over money for a house without the title deeds so please do not pay for a hangar without a HLA. Here endeth the lesson.



From the Secretary's Desk (cont.)

The Constitution

When the forefathers gather together to compile a constitution for a new organisation, it is difficult for them to foresee everything that might affect their organization in the future. It is for this reason that it makes good business sense for organizations to review their constitution from time to time. Our own government is doing that now, even as I write (although that may be a bad example). This is one of the tasks that I have been undertaking on behalf of NSW SAC. At the September General Meeting two motions were passed concerning the constitution and at the January General Meeting four motions involving changes to the constitution were put to, and approved by, the membership. Two of these were moved by Vic Laybutt and others. Three of the motions were approved unanimously and the fourth by a majority of 79%. This meant that there were about 125 votes for and only 7 against. I believe that this shows that there is wide approval for the changes. I will not be moving for any changes as far as the constitution is concerned for the next GM but there are still a couple of little things that I feel need to be improved upon to complete the tidying up. I might get around to them later this year if I am still Secretary.

One of the changes made at the January GM removed certain "Rules" from the Constitution and placed them

in The Bye-Laws of the NSW Sport Aircraft Club. A copy of these is posted in the Clubhouse and will appear on the website in the fullness of time. These Bye-Laws can be changed or added to by the committee without referral to the members. They are there for the more efficient running of the Club and are enforceable just as though they were in the constitution.

Another of the changes discontinues the use of proxy voting, but introduces postal voting so that it is easier for interstate members and members who cannot attend the meeting in person to have their say. Postal voting is limited to certain motions. For example if the Club ever wanted to change its name some members may want to lodge a vote by post. In this case there would be much discussion beforehand I am sure. Time does not permit postal voting for committee members or office bearers at the next Annual General Meeting on Sunday 22nd March immediately following the General Meeting at 2pm. This means that, if you want to vote at that meeting, you will have to be at the meeting.

Sadly, as I write, the club is preparing for the funeral of long time member Sy Allsep and we just have had news of the death of another of our members, Robert Greig, in an aircraft accident. The club extends its condolences to both families.

Fly Safe!

Jock Anderson



Partner Survival Course

A couple of our ladies (Collen Pillemer and Diane Brookes) have enrolled in the "Partner Survival Course" which may come in handy in case of an emergency.

The course includes instruction on:

- Being proactive
- First actions
- Basic principles of flight
- Aeroplane controls
- Using the radio and what to say.

The next course will be at the Sydney University Campus on Monday, 23rd February. It runs from 6 to 9pm and at a cost of only \$60. (What a bargain!)

For more information visit their website:

<http://cce.sydney.edu.au/course/PPSU>

and enrol soon. Thanks for giving us the idea, ladies.

Ed

**The FRENETICALLY FICKLED
FINGER of FATE
FLY-IN at FARCOMBE HALL**

**SUNDAY the 8th MARCH 2015
at 1100 Hrs**

Lord & Lady Farcombe
invite you to their
private airstrip and
hangar located
between Old Bar
Airstrip and Taree
Airport in N.S.W.

Don't forget to get your log book stamped on the day with the "Official Attendance Stamp" !

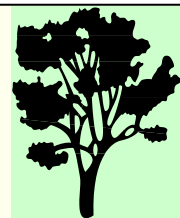
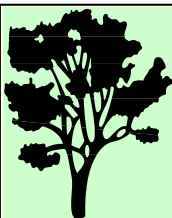
FARCOMBE HALL
I made it !!
"Official attendance stamp"

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

HARLAND'S 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****



Sy's Funeral

from Peter Reardon

The Lone Wolf Motor Cycle Club hosted and conducted Sy's funeral service on Friday 30th Jan. His casket was transported on a Harley Davidson from the Lone Wolf Clubhouse to the Function Centre via Wedderburn and Campbelltown.

I have never seen so many people at a funeral. I estimated that we could have filled at least 3 x B747 with passengers, and maybe a B737 or two as well. It seemed that there were well in excess of 500 Harley Davidson bikes from a number of clubs and private customers – a huge tribute to our friend Sy.

There was a flyover/flypast at Wedderburn by SAC NSW members and another at the function centre, including a former RAAF C47 (Dakota) that Sy had worked on to help restore to airworthiness and recover to HARS.

There was a condolence book at the entry to the function hall and for those members who could not attend, or contacted me to offer their apologies, I entered your names with apology in that book. It was very difficult to get to speak to Adrien or many of the family due to the huge crowd. However, I will also deliver your personal condolences and apologies to her when I phone her early next week.

There was a published list of eulogies in the 'Order of Service' booklet, but there were also a few additional speakers on the day and a poem or two. The service concluded with a brief audio/visual of Sy's

life, with classical music in the background and finally a recorded sound of the engines while Sy was flying a circuit in the Twin Pin in better times.

After the formalities were concluded, the casket was carried to the Harley and Sidecar again by the Lone Wolf pallbearers, and a small Harley Davidson escort party conveyed Sy to a private cremation. He was accompanied on this last trip by Adrien and Sy's family.

It has not been easy over the past few months as we have travelled this sad road with Sy, Adrien, his family, associates, mates and friends from an amazingly broad spectrum of life. A truly amazing guy who gave so much to so many so often. He has left his mark.

My sincere thanks to you all, especially my personal moral support team on the day. It was not an easy day for any of us, and certainly not one that I ever wanted or expected.

It is time now for the healing process.

Take care, keep well and stay safe.

Peter Reardon
Canberra ACT

Below left: Sy's casket, on the sidecar, is about to leave Gledswood Homestead for the crematorium. (Photo courtesy of Shane Ford.)

Below right: It is estimated that 1,600 mourners attended Sy's funeral. (Photo courtesy of Gary Carter.)



SY WILL BE REMEMBERED FOR

The founder of Sy's Harley-Davidson in 1984, with over 40 years in the bike scene. He was a passionate pilot and heavily involved in aircraft and aviation. He was a man of his word who always showed honesty, integrity and generosity to all he met. He was dedicated to his charity volunteer work with Meals on Wheels. He was a talented musician who enjoyed playing the harmonica, piano and guitar but most of all we will remember him for his warped sense of humor, cheeky grin and beautiful soul.

The family of Sy wish to say thank you for all of your support during these difficult times. He was blessed with so many great friends. We want to express our heart-felt gratitude and say thank you to each one of you for making this difficult time a little easier. He will have a special place in all our hearts, and through our cherished memories he will live on forever.

Remembering Sy Allsep



Photo courtesy of Gary Carter



Photo courtesy of Anne Goulding



Stephen Charles "Sy" Allsep. FAREWELL We wish you a pleasant trip.



FAREWELL ROBERT GREIG from Bob Hazell

He is Legend,

Around 20 years back I met a piratical bloke with an earring, shortly after he stepped out of his Thruster. He strode over to me and said 'G'day I'm Rob'. I remember being taken a little off guard with this forthright in your face approach. I probably backed off defensively, but as we started to chat I warmed to him, as everyone did. Years later the same Rob helped me complete the doors on my hanger, having built his own hanger and been one of the most active club members at Wedderburn. Building toilet blocks, repairing club buildings, working bees always found Rob driving and loading our old club truck, with rubbish and disposing of same.

It was my privilege to help Rob get his unrestricted GA licence. Before I knew him he flew everywhere on the old restricted licence in what he called 'very big paddock'. The 25 mile rule could easily be stretched in Rob's world, but I convinced him between us we could get him legal without too much trouble or expense.



Years passed, Rob cycled through Aeroncas, Jodels, a range of Skydarts, a Fisher Koala, and flew various delivery flights. A Grumman from Tasmania to Wedderburn, a Drifter from Wedderburn to Brisbane. He had one adventure after another and sometimes came back with a hairy tale to tell.

For the last ten or so years he's owned a lovely Cessna 140 and more recently a pretty single seat Karasport, both of which he flew expertly.

Since 2011 Rob & I have been partners in a Conroy Sparrow derivative. We've both painstakingly slowly finished its building, re-trimming the aircraft in pitch, modifying the fin and rudder and fuel system. Even adding flaps to make the approach and landing more controllable, all the above to improve safety.

Robert Greig flew consistently more often than anyone else ever did in the club.

He flew the very old and the brand new. He flew the heaviest and the lightest, and flew the fastest and the slowest, all with equal deftness.

He was mechanically meticulous and always said about his aircraft and the airfield that he "liked the place looking nice."

As written on his tee shirt (in the photo at right) when at the airfield he was always "Living the Dream".

He was a cheerful and colourful character, and we will all miss his cheeky grin.

Unfortunately on Tuesday January 27 Rob went flying. He was followed by a friend in another aircraft who saw Rob enter cloud over the escarpment near Austimer. Rob, and the aircraft that we had meticulously built, were found on Wednesday morning about 500 ft above sea level, near Foothills Road, Austimer, the aircraft totally disintegrated and Rob deceased.

We'll all miss you mate. A very bright light at Wedderburn has now gone out. The following story complete with exaggeration and writer's privilege is how I and many others will remember the sort of top bloke you were.

The rubbish Rob disposed of during working bees became a large pile and a problem for the club at the north end of the strip. One working bee hundreds of club members and the local fire brigade complete with appliances were glumly surveying this huge rubbish pile and grumbling, 'pity it's still fire permit time, there's been rain so the surrounding bush is safe, we could burn today but it's against the rules'. Meanwhile Rob quietly strolls around the back of the pile, out with the matches and lights up. Then he walks unnoticed back into the group. The cry goes up 'it's alright, how did that happen?' 'Must have been spontaneous combustion grins Rob.'

30 minutes later, the fire has safely burned out, a handful of club members hang about to make sure there is no further flare up, a significant problem for the club is no more and the bulk of the group wander off wondering what just happened.

Thanks Rob Greig, we've all got so many fond memories, wish you could have stayed a while longer.

See you mate.

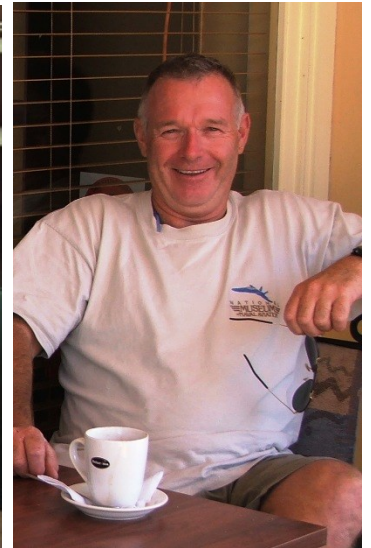
Bob Hazell & friends



David Rittie

Remembering Robert Greig

July 1956 - January 2015



SAC ANNUAL CHRISTMAS PARTY 6th December

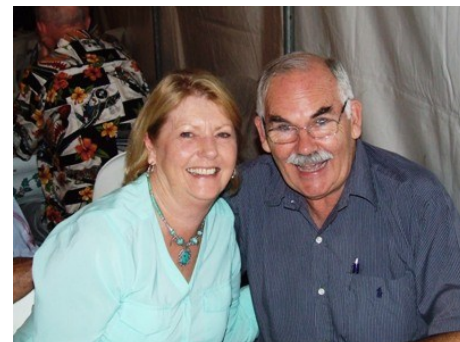
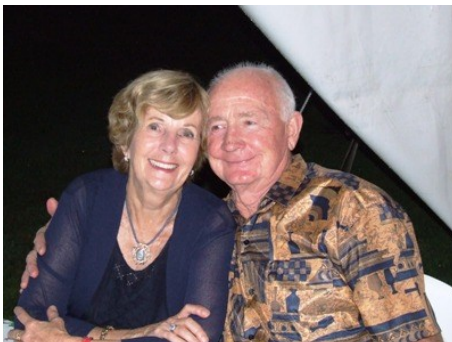
The Annual Christmas party was held, once again, in a large marquee on the clubhouse forecourt and with almost 130 members and guests in attendance.

The evening was arranged by our hard-working members Karen and Steve Lalor, with help from some others, but primarily from Diane Brookes.

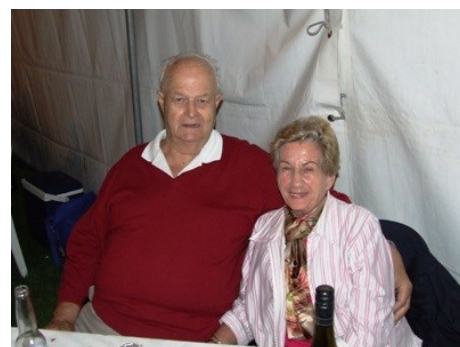
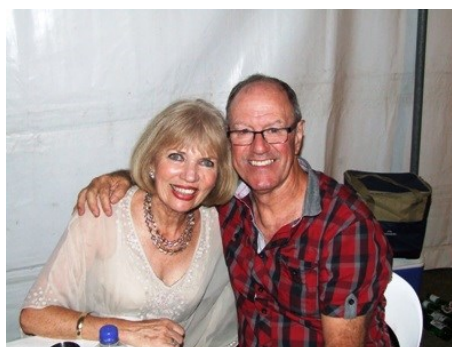
The food was prepared by caterers which was very well prepared and presented as a smorgasbord.

The Annual Awards Presentation then took place. (See next page for details.)

Then followed the raffle which continued until all the goodies were taken, and the night ended with dancing on the dance floor to the music supplied by Richard Thompson's mate, John. All appeared to enjoy the evening.



Top: Dianne & Lloyd Shepherd; Patricia and Gordon Steer; Pam and Bill Bishop. **Above:** Doug Stickland and Penny; Peta & Glenn Buttsworth; Jackie & Richard Thompson. **Below:** Lynn & Tim Causer; Marlene & Robert Priddle; Walter & Erika Schranz. **Bottom:** Ami & John Taru; Graham & Lorraine Wood; Rachel & Jim Lumb.



ANNUAL CHRISTMAS PARTY (cont.)

The following people were presented with awards for their contribution to the club:

Dave Scott

Captain of the Wedderburn Rural Fire Brigade was presented with an appreciation certificate for assisting with airfield fire prevention and control.

Dawn and Rouen Andrews

Best caretakers of the year.

Donna Handley

For organising last year's Christmas Party, and which was the model we decided to follow this time around.

Phil Laycock

For being Santa Clause at the children's Christmas party.

SPECIAL RECOGNITION:

Tim Causer

For extensive infrastructure work and for recently taking over the duties of Workday Coordinator.

Glenn Buttsworth

For using his own heavy machinery in continually maintaining the grass runway to a very high standard.

CATERERS AWARD:

Karen and Steve Lalor

For creating the workday lunches and food for other functions, and for organising this Christmas party.

MOST VALUABLE PERSON:

Diane Brookes

For assisting with workday catering, Children's Christmas Party and being the club's Treasurer.

CLUBMAN OF THE YEAR:

Richard Thompson

For continual and variety of effort on behalf of the club.

CLUB CHAMPIONSHIP: (Event attendance)

3rd (equal) **Peter Lightbown**

3rd (equal) **Greg & Anne Goulding**

2nd **Vic Laybutt**

1st **Ian Harvie.**

GORDON CRAMPTON TROPHY:

Ian Harvie.

COMMITTEE

Each member of the committee was thanked for their work during the year and were allowed to choose a present from the table.

David Rittie



Above, left to right: Glenda George and Dave Scott; Dawn and Rouen Andrews; Donna Handley; Phil Laycock and Diane Brookes. **Below, left to right:** Tim Causer; Glenn Buttsworth; Steve and Karen Lalor. **Bottom, left to right:** Richard Thompson; Greg & Anne Goulding, Peter Lightbown, Vic Laybutt, Ian Harvie; the SAC Committee - Bret Cavanagh, David Rittie, Diane Brookes, Matthew Gray, Richard Thompson, Tim Causer, Doug Stickland.



Frogs Hollow 7th December



Top: Many visiting aircraft (over 30) parked at Frogs Hollow.

Inset: The Frogs Hollow Clubhouse. **Right:** Steve Lalor watches the lively two-piece band perform outside the clubhouse. **Below left:** Our host and former SAC President, Bob Phillips, serves Karen Lalor with the BBQ lunch, which was delicious. **Below centre:** David Rittie, John Lightbown, Chris Noy, Peter Lightbown, Lloyd Shepherd and Dave Thomas. **Below right:** Peter Hodgins came too.



Ian Harvie tells his story about the **GREAT EASTERN FLY-IN at Evans Head** (9-11 January)

OR - If you have time to spare, go by air.

about aviation of course.

Having studied the weather, it seemed that the previous Thursday would give me the best run, and I had no schedule to keep so stayed the Wednesday night at Wedderburn and got air borne about 0720 on Thursday. Having no transponder in my non electric Aeronca Chief I elected for the inland route past Williamtown, and sure enough it was fine with a light cloud cover but about 10-12 knots headwind.

I flew via Gloucester, overhead Kempsey, then Grafton and to Evans Head in one hop. Total time five hours, ground speed about 70 knots. As I approached Evans Head my main battery went flat. No problem, I switched to my "standby" battery.

I was first to arrive, but closely followed by a Lancair. He had flown in from the Gold Coast, 17 minutes he said. We camped nearby each other and got to chatting,

I had found that there was a "Men's Shed" at the airfield and one of the guys offered to charge up my batteries, but I was worried that they should have gone flat so quickly. There were many caravans, motor homes and tents setting up but few aircraft arriving.

As there were no food stalls set up as yet we elected to walk into town and have dinner at a pub. Half an hour and enjoyable exercise and a good meal, then a walk back to make camp in my tent.

Next day, Friday, my Lancair friend and I decided to investigate the beach as the weather was fine for swimming. A track led from the East end of the cross runway and a 15 minute walk found us at the "RAAF" beach. It was gorgeous swimming and although a very keen swimmer and spear fisher in my youth I think it must have been many years since I had swam in the sea.

Many aircraft arriving including a good turn out from Wedderburn. Dave Rittie in the Jabiru, Vic and Jay Laybutt in the Cardinal, Robert Priddle and son John in their new Cessna 172 as was Gordon Steer in his immaculately restored C172 also, and Peter Scott in his Yak 52. Greg and Anne Goulding called in in their Seneca but went on again that day. Jan Zytka in the Storm and George Kowalski in the Bristol also arrived and made camp, and other SAC members attending included Rod Russell and Greg Ackman.



Above, left to right: Paul Milsted, Gordon Steer, Greg and Anne Goulding, Vic Laybutt, Ian Harvie, Robert Priddle, Jay Laybutt and John Priddle with Vic's Cardinal behind them.

On Saturday the air-show started but there were many breaks in the flying program to allow aircraft to arrive and depart. All the Wedderburn aircraft elected to leave that day as the weather looked bad for Sunday. I decided to stay as I didn't have to be back at any set time and I had met up with an old friend from the AAAA who flies an Auster and is based at Kempsey.

Meanwhile I got my re charged batteries from the Men's Shed, however it was to no avail as they showed only 10 volts on my radio. The guy at the men's shed told me the news agent had just taken over a Jaycar agency so I went in to town and bought two new ones.

Saturday evening was the big dinner and after that they were showing a film. On Sunday Graeme and I teamed up and we flew to Kempsey. Cloud base was a bit lower and you had to avoid some of the higher peaks en-route. Hospitality at Kempsey is legendary and I stayed the night with Graeme.

Next day it looked flyable, but 5 miles from the start of the Western route past Willie, at Wirradgurie it was down to the deck, so I headed East and landed at Rick Harpers Farcombe Hall.

After a delicious cup of coffee we phoned Willie tower, but no amount of pleading for a 68 year old plane with no electrics and no transponder, would they let me through coastal, which was obviously clear.

Rick said, "why not take a train" and promptly phoned and booked a seat. Had to be at the station in half an hour so left immediately, I having only grabbed my overnight bag. I was surprised to find that the train followed the VFR route through Gloucester, but annoyed to find that although the area around Wirradgurie was a bit misty the remainder looked quite flyable, although some of the higher peaks were in cloud.

I was trying to remember when I last took a train. I think about 1964 when I used to take the tube to work in London! I found the train very quiet and very smooth, but it was seven hours before I got off at East Richmond for a

3 minute walk to my younger son's house. There I borrowed his second vehicle and drove home. On the train I had plenty of time to think about a plan. Of course I

had left my Wedderburn keys and hangar key in the Chief at Farcombe Hall, and my house keys were in my car in my hangar! No problem though as my son has my house keys also. Next was a plan to get the Chief back. Now our newest member Anthony and mad keen student pilot was

very willing to let me have his 172. Don could only be free on the following Saturday, so with Don in the back and Anthony flying right seat it made an excellent Nav exercise for him. We went up via Gloucester and after the welcome cupper at Ricks, Don left in the Chief and we flew back the same route soon passing the Chief, but as Anthony had a friend he wanted to see in Maitland we landed there and Don got in first of course. I think that is the first time I have actually had to leave a plane somewhere due weather, but it was a fun exercise and you meet some wonderful people along the way.

Ian Harvie



George Kowalski (Pictures here with his Bristol) would like to find a small group of other pilots willing to go on trips with him from time to time. He has had experience in organizing trips, as over a

decade ago he formed a helicopter club in Sydney called 'Rotor-heads' and was flying them around Australia. George can be contacted at:

kowalski.george@gmail.com

Ed

WEDDERBURN OPS

Another worthwhile message from your Safety Committee

In mid 2014 we requested member input on how to improve operational safety at Wedderburn. A high level of response was given to the better management of communicating and facilitating our entry to and departure from the circuit, together with airmanship relating to sighting and sequencing with other traffic. But by far the most common suggestion was to seek better management of 'nose to nose' arrivals and departures (Simultaneous takeoff and landings RW17 and RW35). In response, via the Newsletter, we highlighted the benefits of good precise communication and resolving any ambiguity. Airfield and Hangar conversation since has included comments that VHF usage approaching and departing CTAFs seems to focus on "reporting" or "broadcasting" and that perhaps we should be more proactive sequencing ourselves with other traffic in "two way" communication a bit like the operator in the country airfield control tower.

A few thoughts;

Phrases like... "Departing RW35 for a local flight" may not mean very much to somebody, five miles inbound. Consider instead... "Departing RW35, climbing to 2,000, with a left turn to track 270".

Early visual detection (particularly when both ends of the runway are in use) will give pilots subject to possible conflict more time to resolve the matter. Good concise proactive communication is key.

Sticking to standard circuit arrival / departure procedures as per the VFR Flight Guide (modified as required for noise abatement) will enhance the opportunity of earlier sighting.

The latest copy of the VFR Flight Guide is available for download at www.casa.gov.au

Another response, and a good suggestion was that we might compile a list of pilots willing to ride as support with members who happen to be a bit rusty or are entering a different type of flying; tail-wheel, ultralight or whatever.

If you are able to assist, please contact me with an expression of interest. My intention is that the list be published, and that 'pilots-in-need' might feel more confident about seeking assistance from somebody of their choosing.

The arrangement would need to be informal but with conditions;

For example:

The support pilot is just that, not an instructor, not a check airman. The support pilot would not be expected to intrude except when the flight path or aircraft state deviated the norm by a (normally) pre-determined extent and that matter would be discussed prior to flight.

The pre-flight discussion would clearly estab-

lish the reasons for the request and the role of the support pilot.

The quiet presence of the supporter would provide most of the benefit, along with short timely prompts if necessary. No lengthy inflight briefings. No distractions. No flexing of ego.

The preflight and post flight chat could be as important as the ride.

MAINTAINING PILOTING SKILLS

Most of us maintain our piloting skills by simply getting out and doing what brings us great joy - going for a fly because we can, to our chosen places and with a couple of circuits to finish up with. Just to brush-up.

But there's no doubt that there are significant benefits to maintaining/improving our proficiency, by practising training manoeuvres from time to time.

For example: Steep turns at precise bank angle, speed and altitude, Slow speed flight approach to stall and recovery, Simulated engine failure with cockpit drills and practice glide approach towards the chosen site for the emergency landing.

The list goes on and the flying ought to be enjoyable. There's also a lot to be said for the occasional visit to somebody who really does know how to instruct, for an objective appraisal of where we might need to put in a bit of work.

Keeping up on the knowledge side is important too. And these days there is no shortage of available reading material. (The VFR Flight Guide is a good start) There are numerous websites I know of, offering piloting development material, but one that I have found particularly useful is;

Mastery Flight Training, Inc

www.mastery-flight-training.com

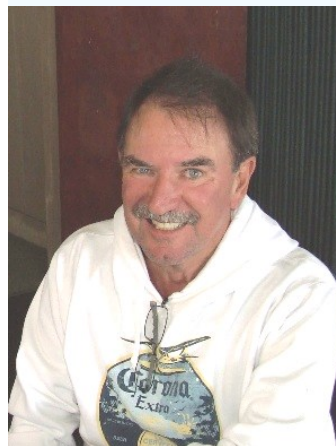
The writer is an American, Thomas P Turner, based in Kansas. He is an eminently well-qualified instructor and Safety Development advocate. He publishes some pretty useful stuff in his 'Flying Lessons Weekly' on the website. A lot of his work looks at recent accidents (in the USA but not unlike events here in Oz) and the significant factors leading to the accident or incident. He seeks input from other professionals and enthusiasts on how we might protect ourselves from similar outcomes. I recommend it.

Sometimes the Mastery item up for discussion may be outside of our field but it becomes meaningful when the inquiry extends past the 'proximate causes' of the event and the last minutes of the occurrence, on to 'ultimate causes'. These ultimate causes often contribute to the

event from much deeper down and are common to many aspects of flying. One example that seems particularly **apposite**, is the propensity for people who are highly proficient in a particular field of aviation, to carry the associated high level of confidence into other facets of flying where their skills are not so developed. History tells of exquisitely capable Agricultural rated pilots who, after a day of precision flying, endure awkwardness and incidents navigating cross-country or negotiating controlled airspace. Outstandingly capable Instrument pilots may not be able to demonstrate proficiency in a limiting crosswind landing.

The danger lies in convincing ourselves that our very high levels of competence in one facet of flying will 'carry over' to another disassociated facet. Good robust confidence in one area can result in excessive hubris and overconfidence in another. It sounds a bit dry perhaps, but is worthy of consideration. It's all about self-assessment and is something that we will be discussing more meaningfully at Wedderburn.

**Bruce Cunningham, Clive Brookes,
Bill Handley and Paul Milsted**



AUSTRALIA DAY BBQ January 26

Australia Day this year was not the brightest affair. The weather was not the best (a bit drizzly) and we had received the news of Sy Allsep's death only a few days beforehand.

The roll-up was very good, as there were at least 25 members present, all suitably dressed, but with clearly the most interesting outfit being worn by Alice Collett and Colleen Pillemer (see photos) Well done girls!

At around 6pm things got under way. It was supposed to be BYO everything, but there were some members who brought along plenty of food so that it could be shared around. The BBQ area outside soon

became very crowded and then everyone got busy eating.

The usual cricket match did not eventuate due to the drizzle and the sticky wicket. However, we were compensated when Colleen and Errol Pillemer sat us all down and gave us a very nice and interesting electronic presentation about their recent flying adventure. Thank you both. It brightened up the evening.

Many people stayed the night at the airfield, and others went home - stone cold sober of course!

David Rittie



Top: The BBQ area.
Right: Alice and Colleen.
Left: Errol gives us his interesting presentation.



Aviation - It's A Small World

Story of the past from Clive Brookes

Like a lot of aviation stories start, I have always wanted to fly, I can't remember when this happened it's just always been there.

When I was 16 I did a couple of Trial Instructional Flights and knew that flying was definitely the thing that I wanted to do.

I left school at eighteen in Melbourne not knowing what I was going to do so I took the first job that came along selling spare parts at the local Jaguar and BMC dealer. It paid the bills gave me some cash to play with and eventually led me to a job in Bougainville, Papua New Guinea. I was still doing the spare parts thing but the company also had a Kay's Rent A Car agency that I become involved in.

This suited me just fine as I spent time at Kieta airport and befriended a couple of the local pilots and one of the engineers, it also made me realise that if these guys could fly then I could too.

One night in the Wedderburn clubhouse Di and I were sitting down having a chat with David Rittie and Lloyd Shepherd when Lloyd mentioned that he was once a flying instructor in PNG, and one of his students with long hair was into scuba diving and blowing propellers off sunken wrecks to pay for his flying lessons. Well I didn't know of too many other guys in PNG that were wreck divers and had rather long hair apart from me.

When I arrived home that night I searched my log book and sure enough on 29th January 1973, my first fair dinkum flight instructor was one L. Shepherd and in C172, VH-SHV with student C. Brookes conducting effect of controls. Lloyd unwittingly released a passion that was to change my life.

Since that day some forty three years ago I have logged some 17,500 hours in singles, twin, triple and four engine aircraft conducting coastal surveillance, bush pilot, air ambulance, charter, RPT, night freight and corporate

operations.

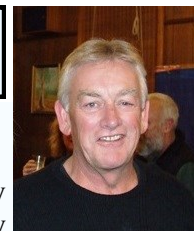
I have had the best time chasing my dream. I've seen the world, hopefully help saved a few lives, met some amazing people (my wife Di), flown some marvellous aircraft and helicopters and now own my own fun machine at a terrific club. Life doesn't get much better than this.

I'm writing this on an A380 from Sydney to Dallas sitting next to a friend I haven't seen for over three years.

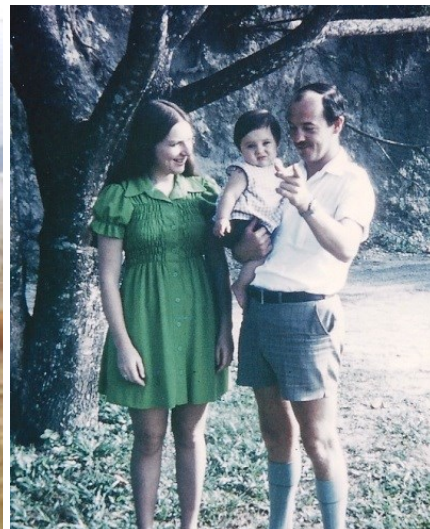
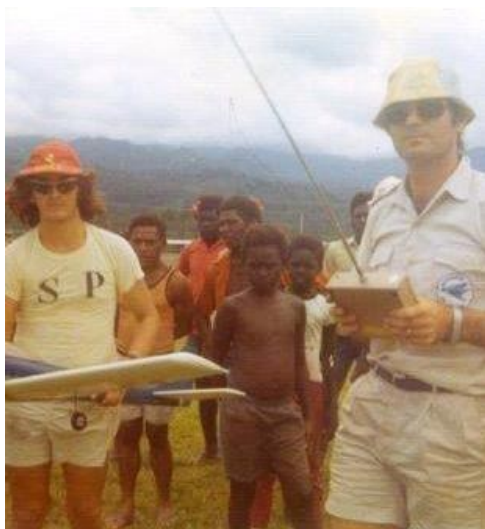
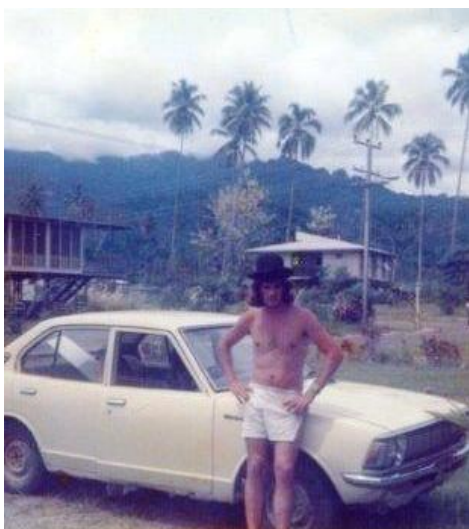
Aviation Really is a Small World.

Thanks, Lloyd, for a great start.

Clive Brookes



Above: A much younger Lloyd Shepherd. **Below:** VH-SHV pictured recently at Dalby. **Bottom left:** A much younger Clive Brookes. **Bottom centre:** Clive (at left) many years ago. **Bottom right:** Dianne, Christopher and Lloyd Shepherd, way back then.



A few words from our caretakers, Dawn and Rouen Andrews

As a mark of respect to the memories of Sy Allsep and Robert Greig, Dawn and Rouen's normal contribution will not appear in this edition of the Newsletter. Instead, they wish to pass on to us the following heartfelt message.

"At this very sad time for Club members let us all reflect on the loss of these two Club stalwarts and to the contributions they each made to Club life at Napper Airfield."

May they forever soar above us at Wedderburn and be remembered in our hearts and minds each day."

Dawn and Rouen Andrews
0425 380 964



* * Aircraft and Hangars For Sale * *



ZENITH 2 + 2

Bob Phillips is selling his

ZENITH 2+2

Cruise 110Kts, Range 900Nm, Stall 48Kts, Fresh 100 hourly
Lycoming O-320, TT 34 hours.

All oleo undercarriage

\$38,000 ONO

Contact Bob on 6495 9251 or boboshkosh@yahoo.com

Hangar Space (desperately) Required

Hangar space is required to accommodate

Moonie 201

Low wing, 36ft Wingspan

Belonging to Victor Rimkus.

Can you help? If so please contact Victor on
0411 405 333

Hangar space is required to accommodate

BRM Bristell

Low wing, 30ft Wingspan

Belonging to George Kowalski.

Can you help? If so please contact George on
0407 416 520

Clin Ashton Martin'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

Roy Docherty's TIPSY NIPPER

Slingsby T66 Single Seater.

Reluctantly selling my Jabiru 2200 powered Topsy Nipper.

Airframe 729 Hrs since rebuild, Engine 53 hours since new. Hangared at Wedderburn.

\$25,000

Call Roy on
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or
02 4294 3900



Robert Priddle's Cessna 172 G

My classic Cessna 172 G model is for sale.

1966 model. TT 5950 hours.

Bullet proof 0300 6 cylinder, cruises at 34 litres per hour.

Approx 500 hours to run on recently bulk stripped engine.

No expense spared on maintenance.

Presents and flies beautifully, nothing to spend.

\$30,000

Contact Robert on 0419 552 194
(would love to see it stay at WBN)



Rob Chenery's RV7.

IO 360 AEROSPORT High Compression 200 HP Lycoming engine, MT Constant Speed Propeller and DURAL Electronic/Magneto ignition.

Dual Grand Rapids EFIS and engine monitor. EZ Auto Pilot and ZAON collision avoidance system. SL40 VHF and GTX327 Xponder.

LED landing lights, OREGON leather seats, provision for iPad mini. Covers, EPIRB, spares, tools, Pilots Operating Handbook, log book.



150KTS across the ground, TAS 165kts at altitude.
Touring up to 8 hours using only 30L/hour.

610 HOURS OF FAULTLESS FLIGHT

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er.

Always hangared & LAME maintained.

\$80,000



Clin Ashton-Martin's Country Homestead with Airstrip

AIRSTRIP & QUALITY HOME, NSW

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

300 acres, numerous sheds, 45,000 litre house water storage. Dams and springs.

Grass airstrip 800m. x100m., extendable with small additional land to 1000m. , fully fenced, cone markers, two windsocks, clear approaches. Two hangars, 15 x 18m. and 12 x 8.5m. both with power & water, concrete floors and aprons. Minutes by air from Temora with its museum, aero club and fuel, 150nm. from Sydney. \$1.6m. ono.

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

Kevin Brodie's Jabiru J230

Jabiru J230-D 24-5490

Factory built 2008, Airframe & engine 94 hours, Maintained every 25hrs, Nil accidents.

Analogue instruments, Icom IC-200 radio, Garmin GTX-320a transponder, Booster seats, Sensenich prop, Garmin 295 GPS.

Always hangared and runs great.

\$85,000

Contact Kevin: 02 4283 2671 or 0408 427 458 Email:
kaybee@exemail.com.au





The area circled in red above is a sensitive area on the southern side of Victoria Road. This area should be avoided wherever possible, to help maintain our good relationship with the local Wedderburn community.