



The N.S.W. Sport Aircraft Club Newsletter

AUGUST - SEPTEMBER 2014

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

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



Above: Phil Ward with his Foxbat on floats. **Inset:** Some Laybutts at Wedderburn. **Left:** One of the three 20 Year Lease Party celebratory cakes from Wendi Leigh. **Below left:** Jewel Box star cluster, as viewed at the Star Gazing evening. **Below right:** Maurie Evans flying over New York.



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

INSIDE THIS ISSUE		Committee Contacts	
Upcoming Events	2	Bret Cavanagh (President)	0407 344 795 bret@cavanagh.id.au
Words from the President	3	Jock Anderson (Secretary)	0425 380 966 jock-anderson@bigpond.com
From the Secretary's Desk	3	Diane Brookes (Treasurer)	0425 380 967 bizjet@bigpond.com
Advice for Hangar Owners	5	Phil Ayrton	0417 210 731 payrton@bigpond.net.au
20 Year Lease Party	6	Tim Causer	0418 433 665 timcau@tpg.com.au
Star Gazing Evening	8	Matthew Gray	0411 505 521 weemelah@optusnet.com.au
Photo of the Month	9	David Rittie	0407 890 791 david.rittie@optusnet.com.au
Safety Sub Committee	10	Doug Stickland	0400 737 911 dougandpenny@bigpond.com
Roo's World News	13	Richard Thompson	0412 288 061 richard@flycorp.com.au
Aircraft and Hangars for Sale	14	Committee (group email)	committee@wedderburnairstrip.com.au
		Rouen Andrews (Caretaker)	0425 380 964 - - -

UPCOMING FLYING AND SOCIAL EVENTS

Social Workday	Saturday, 30th August. Sign in by 9am. Free lunch for members. Contact: Doug Stickland.	Wedderburn
Tumut Aero Club Fly-in	Saturday & Sunday, 30th & 31st August.	Tumut
General Meeting	Sunday, 21st September, 2pm. Contact: Jock Anderson.	Clubhouse
Bendigo Fly-Away	Saturday to Monday, 27th to 29th September. Contact: Bill Leighton. 0412 250 300. See Page 9 for details.	Bendigo
Social Workday	Sunday, 25th October. Sign in by 9am. Free lunch for members. Contact: Doug Stickland.	Wedderburn

CHRISTMAS PARTIES: Children's on Sunday, 30th November, Adults on Saturday evening, 6th December.
WATCH FOR MORE DETAILS IN THE NEXT NEWSLETTER



From your Editor

Welcome to the August/September 2014 issue of the SAC Newsletter.

We are all still feeling the relief of having a new 20 year lease. We recently celebrated this event by having a huge party in the clubhouse. This party is covered in

this issue along with a report from Doug Stickland about the recent star gazing evening held with the assistance of the Macarthur Astronomical Society and their various telescopes. There is also an insight into the newly-formed Safety Sub Committee, and Bill Handley shares his recent safety related experience with us.

Being the middle of winter there has not been much else happening recently to report about. Regardless of this there are lots of articles that have come in from the usual contributors, including the caretaker (of course!).

SAC members will find, enclosed with this Newsletter, two NOTICES OF MOTION, which will be addressed at the upcoming General Meeting on 21st September.

Thanks to Anne Goulding for sending in so many photos of the lease party, to Doug Stickland for sending in the story and for the very unusual overhead photo of the telescopes being set up at dusk on the star gazing evening, and also to Bill Leighton for sending in a couple of great pictures. However, the 'Photo of the Month' this time was taken by Maurie Evans on a recent trip to the USA. Congratulations, Maurie.

Once again, our thanks go to Margaret Adams, who has been in charge of the distribution team and who has mailed out every single copy of the Newsletter for all the years (11?) that I have been your editor. Thanks for your dedication, Margaret. You are a gem.

Cheers.

David Rittie

Words from the President

Dear Members

Firstly, I hope you'll join me in congratulating Rou and Dawn for putting up with us all for four years now. This anniversary occurred this week and almost got past us without mention! Without these great people around, the club would be a different (and not so good) place, so let Rou know your appreciation when you next bump into him around the field. He certainly does far more than we ask of him, indeed we have trouble trying to slow him down!

There's certainly been plenty of things going on around the airfield of late, lots to talk about, but I'll just mention a few things.

Many members got together to celebrate the new lease on 28th June. It was great to have a bit of a party and reflect on how far the club has come since 1978. The "official" talking was (thankfully) brief, and followed by some nice words from Peter Hodgins. I'm sure our intrepid editor will have some pictures elsewhere in the Newsletter.

Quite a few of us recently braved the cold but clear winter skies to join with the Macarthur Astronomical Society to peer at distant things. I certainly enjoyed the night (including the excellent dinner that Karen Lalor orchestrated) and can see how people might become hooked on telescopes. Come to think of it, I see lots of parallels

between aviation and astronomy... bigger engines, bigger telescopes.

Dealings with Lands to extract information on applications for "owner's consent" for hangars continue. As I've said before, the bureaucracy moves to the beat of a different drum. Rest assured, we keep chasing them about these outstanding items but unfortunately we all need lots of patience.

Bill Leighton has agreed to take on the task of coordinating flyaway activities, so stand by for information, and speak to him with any suggestions you might have for flying activities. Thanks Bill for taking this on.

Looking forward to seeing you at the next Social Workday on 30th August, and at the next GM in September. As always, if you've got something to say, I'd like to hear it.

Tailwinds and clear skies.

Bret Cavanagh



From the Secretary's Desk

Well, I thought it was supposed to be quiet at this time of the year.

How wrong I was!

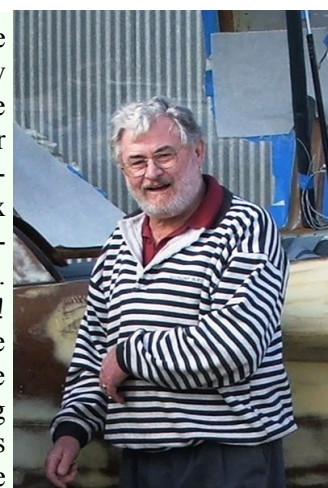
New Lease

I have heard a few comments about the new lease. Some folks feel disappointed that it was not for 40 years as was the first lease. I too am disappointed but it was not to be. In order to negotiate a forty year lease we would have had to start again and not before 2016 and few amongst us would have been prepared to wait for that. Also, some said that the present 20 year lease should have commenced at the conclusion of the present 40 year lease in 2018. Good point but the same problem; the Department said that if we do that we cannot start the negotiations until 2016 and few would have been prepared to wait for that. So it seemed that the best thing was to secure our future into the next 20 years and sort out the rest closer to when the time comes. If we conform to the conditions of the lease there seems to be no reason at this stage to assume that we will not secure

another lease. There are some concessions in the new lease. For instance, if the Department terminates our lease because we have broken the terms, we have six months to clear out our hangars before we are locked out. How good is that! (Previously we had no time to get out: we could just have been locked out) Anything can happen in twenty years but the land is not much use for anything else. The population in the south east is forecast to increase enormously but our area is not really suitable for residential buildings as the land is subsiding. So, just keep smiling!

Transponder Checks

Harbour City Avionics arranged for numerous transponder checks to be carried out on site at WBN and



From the Secretary's Desk (cont.)

attended by appointment about six times at weekly intervals to carry out transponder checks for about 24 of our members. This arrangement might be repeated in a few months and those interested should lodge their names with me. They charge for an on-site attendance which is divided up amongst those requiring the service (usually about \$30/head) and then there is a fee depending on the work required on a particular aircraft (about \$90 if there are no problems).

New Members

Six new members have been elected to the club.

- Subramanian Srinivas (Srini).
- George Kowalski.
- David Skeoch (Social).
- James Linke.
- Bob Sprague.
- Linda Weekes.

Please make them welcome. Four more applications are being processed at the moment. Their names should appear on the website in due course.

SAC Constitution

Finally, to the Constitution.

In accordance with an undertaking that I gave when elected I propose to revise the club Constitution. Just as our aircraft require maintenance so does the Constitution. This Constitution was drafted when the Club was tiny, with few members, and now it has many members. As any (even a minor) change to the Constitution requires a 75% majority I propose to put it to the members in (perhaps three) stages. The existing Constitution has not been updated for many years and there are a substantial number of amendments required for it to comply with the *Model Constitution* as outlined in the *Associated Incorporation Act 2009* and the subsequent *Associated Incorporation Regulations 2010*. It is good practice for organizations to review their constitutions from time to time in order to ensure that they reflect their activities and are in accordance with the law. Recent events in

this club suggest that it is particularly appropriate to review our Constitution now.

The Constitution occupies thirty A4 pages and I therefore do not propose to attempt to update it in a single leap, as several items require discussion amongst members. Instead I plan to present it to members in stages. Initially the revision that I will present will mostly consist of spelling corrections, paragraph re-numbering, general tidying up and clarification of terminology. The document will be presented to members using as a base the *Model Constitution* from the *Act* in **black type** with proposed changes or additions will be in **red type**. In other words, what you see in black will be the Constitution (presently called the RULES) as it is. Proposed changes will be referenced by a superscript numeral whose explanation will be at the bottom of each page. Proposed deletions will be in black with a ~~striketrough~~.

The document will be presented at a number of general meetings when I will be prepared to explain any proposed alterations and to take any suggestions. Members are to feel free to suggest changes to any part of the document, but please confine your suggestions to those proposals in **red type**. An opportunity to suggest changes to other parts of the document will occur at a later time as each updated version is presented. The proposed revised document will be circulated electronically by Newsflash at least three weeks before the meeting, as required for a special resolution, but I suggest that we go through it together on a screen at a general meeting.

In due course members will have the opportunity to move individual motions for consideration by the whole membership. Indeed, coincidentally, there is a motion from a member relating to the Constitution to be placed before the meeting. I suggest that that motion be placed immediately after my motion, as it is unrelated to any review proposed by me. My notice of motion appears directly below.

Fly safe!

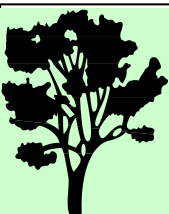
Jock Anderson

NOTICE OF MOTION

“That the Rules of the Sport Aircraft Club Incorporated be replaced with the document (circulated by email to all members) named “Draft Review of the Rules of SAC v 7.1”.”

Moved: Jock Anderson

Seconded: David Rittie

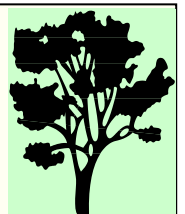


Need some exotic plants? You can choose from a wide selection near the airfield, just around the corner at #7 Blackburn Road.

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



More Valuable Advice for Hangar Owners from Phil Ayrton

Below is the next instalment in the series sent in by our resident architect, Phil Ayrton, telling us about the process we need to follow for any intended hangar structural modification or internal fit-out.

Hangar Modification Approval Process - Part 2

- 1 Prepare Your Drawings, (covered last time).
- 2 Get the Club Stamp, and**
- 3 Submit to Lands Dept for owners signature (this time).**
- 4 Submit to Wollondilly Shire Council (next time).

Last time we spoke about the set of drawings you need to prepare, and what a list of required drawings to make a complete set in order to gain an approval to modify your hangar, so now we can get into the approval process.

2 Get the Club Stamp

You have prepared your drawing set as previously described, and you have included all the required drawings and the Statement of Environmental Effects, so now the process can begin. Get a couple of photocopies of your drawings set. A3 is the preferred size for most councils, and Wollondilly also prefer this size. They are also very easy to copy as most copiers can manage A3 size. Give 2 copies to a Committee Member, either in person or make some arrangement to get the copies to the secretary in time for a Committee Meeting. Your proposal can then be discussed at the meeting and if everything meets the requirements, the club stamp will be added to the cover sheet, and the president will initial the stamp, and return that stamped set to you, keeping the other set for Club records. This club stamp is required before the Lands Dept will accept a request to sign the DA form.

3 Submit to Lands Dept for owners signature

Now you have a complete set of drawings with the club stamp and president's initials, you now need to fill in a Wollondilly Shire Council Development Application



form. You can get these in person at the Council offices in Picton or you can download the form from their website. - www.wollondilly.nsw.gov.au/

You will notice that there is a section to be filled in and signed by the owner. This section has to be filled in by a Lands Dept officer, so you need to make 2 copies of the stamped set of drawings and send these in to them with the

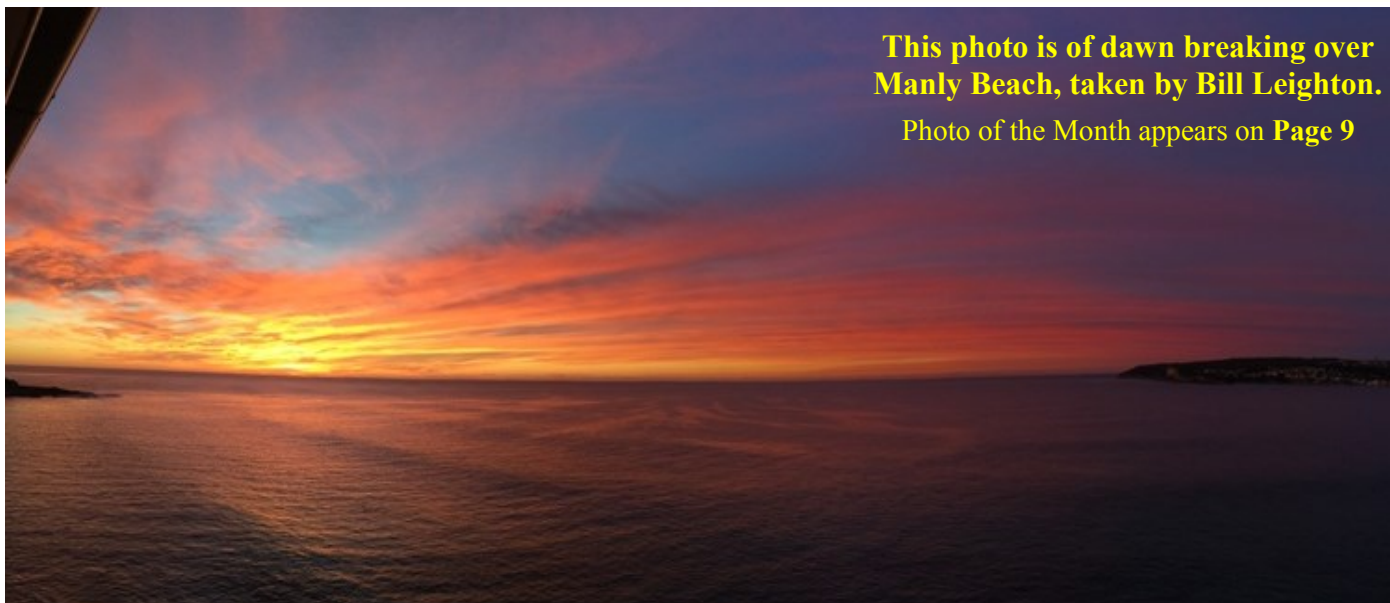
incomplete DA form, a cheque for \$56.70 and a letter asking them to sign as the owner, and make sure you include your own postal address so they know where to send it once it is completed. They need to sign the DA form in the owners sections, add the Lands Dept stamp to your set of drawings and they also need to give you a letter on Lands Dept letterhead stating that the person signing has the authority to do so. Don't even think about going there in person as they won't sign it for you while you wait, so you need to post it, and you can check with the committee as the signatory changes from time to time. They will stamp one set of drawings and send that set, the signed DA form and the accompanying letter back to you after you pay the \$56.70 admin fee. They keep the other set for their records.

Next time we can talk about submitting to Council, and about the difference between a Development Application and a Construction Certificate. In the meantime, any queries you might have, give me a try on 0417 210 731.

Phil Ayrton

This photo is of dawn breaking over Manly Beach, taken by Bill Leighton.

Photo of the Month appears on Page 9



20 YEAR LEASE CELEBRATION PARTY 28th June



On Saturday evening (28th June) many of our members gathered in the clubhouse to have a party to celebrate the new 20 year lease.

We have been working since 2008 to renew the 40 year lease of our airfield, but with little success, and so it was a great relief to finally have a new 20 year term on our airfield.

The party was a simple affair with little ceremony. Our Club President, Bret, gave a short speech which allowed most of the

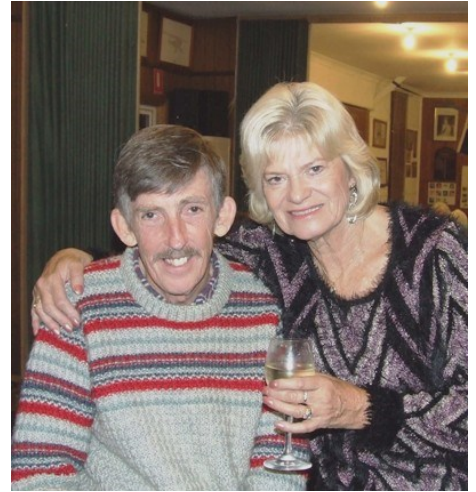
entire evening for us to chat and enjoy the food. All SAC members were invited to come for the free food and wine.

A good BBQ meal was prepared by Karen and Steve Lalor with help from Diane Brookes, and with three big appropriately decorated cakes being provided by Wendi Leigh.



Top left: The three cakes from Wendi Leigh, **Top right:** Bret gives a short speech. **Above right:** Abbey Gray and Lilli Harvie. **Below, left to right:** Amily, Naomi, Siahn and Jay Laybutt. Dave Thomas and Geoff May, John and Peter Lightbown. **Bottom, left to right:** Ami and John Taru. Peter Hodgens. Lesa Chapman and John Onrust.





Above, left to right: Tim and Lynn Causer. Sy and Adrian Allsep. Greg and Anne Goulding. **Left:** Susannah and Ant Prehn. **Right:** Jock Anderson. **Below, left to right:** Diane and Clive Brookes. Denise and Noel Carmody. Bert and Jan Faulkner. **Bottom:** our caterers for the evening: Steve and Karen Lalor who cooked BBQ steaks for us all. Wendi Leigh, who made three appropriately decorated cakes complete with aeroplanes and a runway.





The STAR GAZING EVENING with the Macarthur Astronomical Society

From Doug Stickland



Saturday 19th July was organised as a Star Gazing evening and to that end we invited Macarthur Astronomical Society to our field along with their expensive optical instruments. Our members also added to the mix with a variety of their 'scopes.

Initially the weather looked appalling but after the usual sacrificial virgin it came good and certainly wasn't as cold as we thought it would be.

Karen and Diane with the assistance of Penny and Katherine served up a magnificent repast, which was eagerly consumed by all those that attended. I honestly believe we don't really appreciate how fantastic these people are and the effort that goes into all the work they do totally "gratis". It's only when you see a tattoo on your pork crackling that you realise how good we have it here.

The M.A.S. President then gave a short informative talk regarding astronomy and the sights we could expect to observe. He stuffed it up a little when he described what we could see on the moon but as it had already set that wasn't going to happen – still it's nice to see we're not alone when it comes to faulty executives.

What we did see were Saturn with its ring system, Mars, the Jewel Box cluster prominent in the Southern Cross, Omega Centauri the largest globular cluster in the Milky Way at a distance of 15,800 light-years and lots more.

Interestingly, a lot of the high end 'scopes use what's com-



monly called a "Goto" to locate their "targets". This is a combination of GPS and computers. The 'scope is aligned on two stars and from that it can determine where it is in relation to its earth position and where it has to move the optical tube to locate the desired object using its computers database listing tens of thousands of known stellar objects.

The night ended at 2130 when the M.A.S. guys packed up their toys and departed. A big 'thank you' has to go to Rou and the others who kept the Clubroom fire going all night, which certainly took the chill off.

Doug Stickland



Top (centre): Saturn with its striking ring system.
Above: The Jewel Box Star Cluster. **Left:** Diane, Penny, Karen and Katherine prepared dinner for all.
Below left: Omega Centauri globular cluster.
Below right: The Macarthur Astronomical Society members setting up their telescopes in the aircraft parking area, pictured by Doug Stickland.



Maurie Evans wins PICTURE OF THE MONTH

with the story from Maurie

"In June I stayed for a week with an American Stinson friend in Connecticut USA, and during that time we flew down to Washington DC in his Stinson 108.

On the way back we came via New York and flew right up the Hudson River over New York city.

I have attached a photo which shows a view not often seen under the wing of a Stinson 108.

We were able to fly the route without talking to ATC, just squawked the code, maintained 1100 feet and reported at four or five reporting points. We didn't see or hear another fixed wing aircraft but there were plenty of helicopters above us and below us. There was no sign of any military aircraft at all.

It was an amazing experience."

Maurie Evans



BENDIGO FLY-AWAY

Bill Leighton is organising a fly-away to Bendigo, Victoria.

Dates for this outing are Saturday to Monday, 27th to 29th September. Accommodation will be at the Shamrock Hotel at \$140 per room per night, twin or queen, bed and breakfast.

Bendigo is an old gold-rush, town with many historic buildings, parks, gardens and winery. Bill is planning a scenic bus tour for Sunday.

Bookings for this trip close on Monday 15th September. You should contact Bill on 0412 250 300 to make your booking.

WARNING!

Vandals at the northern gate

It is strongly recommended that you should not leave your vehicle, or your guest's vehicle, near the northern gate.

Our caretaker tells us that vandals have been letting down tyres and removing the valves.

Please pass the word around, and inform any of your visitors of this warning.

Ed



New (late) Arrival

Left: This aircraft, owned and operated by Phil Ward, is a Rotax powered Foxbat on floats.

The aircraft was to be featured as the 'New Arrival' quite a few months ago, but Phil and the Newsletter photographer couldn't seem to coordinate a photo shoot. So, several months later - here it is.

We hope that Phil gets many hours of enjoyment with his new pride and joy.

Ed

A SAFETY SUB-COMMITTEE AT WEDDERBURN

In recent months a 'Safety Sub-Committee' was formed, headed up by Bruce Cunningham. The other team members include Bill Handley, Clive Brookes and Paul Milsted. Below is an article describing how the group will operate, and how it can benefit us all.

Thanks guys for this important addition to our club's resources.

Ed

Some time ago the SAC committee suggested that the club could benefit from the formation of a Safety sub-Committee - the role, shape and structure to be determined. So after informal discussions with many club members a final proposal was put to the committee with a long list of recommendations.

As opposed to putting our energies into the development of a comprehensive Safety Management System, the general consensus was that we should take a less formal approach - that we should capitalise on the existing safety culture at Wedderburn and take advantage of the vast array of membership skills and varied experience. The proposal to committee included a long list of 'dot points' that might help achieve safer outcomes. It was emphasised that the objectives would be to promote the very best of sport and recreational flying - to keep it enjoyable and keep it safe. It would promote courteous operations at YWBN where members look after each other and maintain a reputation for competency.

As importantly, it was clearly enunciated what such a sub-committee should NOT be;

- A bunch of ramp checkers
- A forum for promotion of personal vendettas
- About nit picking
- About excessive rule making
- About suppressing the enjoyment of sport aviation

The long list of recommendations did include things that are central to most Safety Management Systems. For example;

- To act as first point of contact for reportable safety matters - to evaluate and act on such reports
- To assist in the provision of appropriate mentors to new, low-experience pilots
- To ensure the focus remains educative and supportive, not punitive
- To utilise available published material and our own newsletter / website to share useful information
- To assist with ongoing development of piloting skills of all members - methods of remediation / enhancement of self review
- To intervene in the event of pilots causing endangerment

To identify and address vulnerabilities pertaining to YWBN, and assist in managing these hazards.

Many of the recommendations to committee are perhaps beyond the scope of this article and the examples above may seem a bit general. So to expand a little, let's take the last of these dot points 'vulnerabilities at YWBN'. We would all benefit if new-comers to the club were made aware of the 'gotchas' that we face - for example;

- A common circuit - Takeoff RW35 and break for crosswind to land RW17
 - Runway slope
 - Helicopter transits
 - Non mandatory radio
 - No run-up bay at the northern end
 - Meso met - Gusts, sink, crosswind surprises, 'lying' windsocks
 - Trees
 - Victor One traffic in proximity
 - Restricted and Danger areas close by
- And how to manage such hazards.

Some of our members eschew any notion of formalised, bureaucratic and administrative safety management and the involvement of human factors in flight safety. They would fob off these initiatives as 'academic' and offer instead simplistic suggestions such as "Make sure you know what you're doing" or "Just don't do dumb stuff".

And there seems to be a propensity for aviators to overvalue manipulative proficiency at the expense of decision making, discipline and other human factors, while recent data seems to point to personal discipline and decision-making rather than stick and rudder skills when it comes to doing "dumb stuff".

Long before Safety Management Systems were implemented airmen like Eric Brown were employing much of the concept to keep themselves alive.

Captain Eric Brown CBE, DSC, AFC, MA, Hon FRAeS, RN appears in the Guinness Book of Records for having flown more aircraft types than any other pilot in the world - 487. He was a test pilot throughout World War II, flew every major (and most minor) type involved in that war and had amassed 1500 carrier deck landings before the end of the war. He flew some highly dodgy aircraft in awful circumstances - and he was getting shot at.

Two paragraphs in his biography stand out:

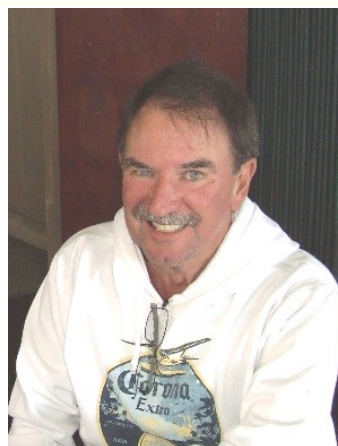
"I had an over-full programme. The speed with which I had to switch from one type of machine to another, with scores of new ones flowing in all the time, forced me to invent a special system of memorising the layouts of the various cockpits, fuel systems, engine settings, landing speeds and other vital data. I enjoyed this mad leap frogging but I wanted to stay alive.

The fatal accident rate during the war years was very high among test pilots, and I felt sure that much of it was through bad cockpit drill. So I started a simple quick-reference memory refresher on a loose leaf pad which I carried on every flight and studied continuously in my spare time. It gave the essential actions for take-off and landing as well as the critical actions for emergencies such as fire in the air, undercarriage malfunction, engine failure in multi-engined types, and any unusual drill associated with the type."

2013 was a pretty dreadful year in terms of RAA fatal accidents. We enjoy better technology, quality assurance and system reliability than during the war years. And we are not getting shot at. Perhaps we would all benefit from better self-appraisal of our decisions, flight discipline and handling skills.

We have, on the airfield, a vast array of experience and expertise in building, maintaining and flying aircraft. The objective is to work with all members to achieve safer outcomes and help avoid doing "dumb stuff."

Bruce Cunningham, Clive Brookes, Bill Handley and Paul Milsted

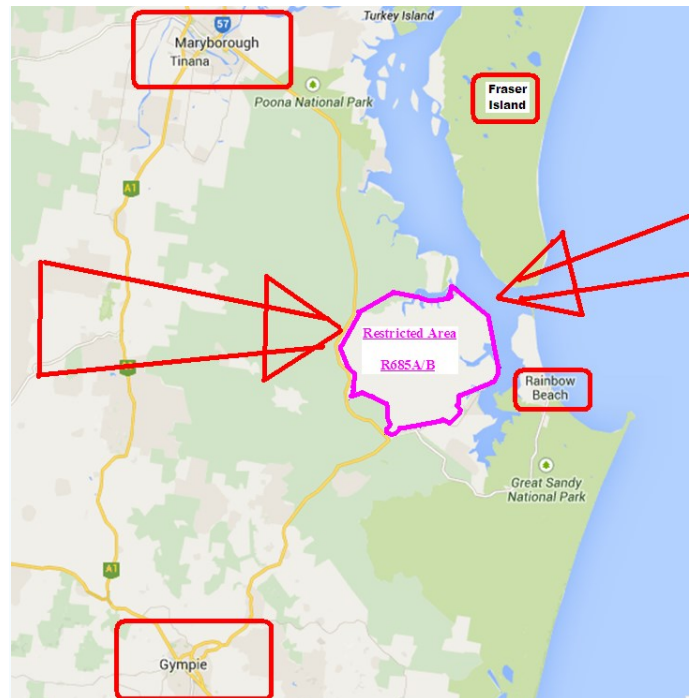


As a member of the new Safety Committee, Bill Handley felt it would be to our advantage for him to share a recent safety related incident with us. It appears below. Thanks Bill. **Ed**

Hi all, just a reminder that Restricted Areas can catch you out.

Last Wednesday the 6th August I was flying with my wife VFR from Hervey Bay to Caboolture. The route I planned was to track Hervey Bay - Eumundi - Nambour - Caloundra, land and then on to Caboolture which would have taken us to the west of the Sunshine Coast control zone. The plan was prepared using the WAC chart and the Brisbane VTC which has the VFR route marked OCTA for the Sunshine Coast control zone. At the time of departure there were showers in the area so picking our way around those added to the stress. Once established on track for Eumundi at 2,500ft it was just a matter of holding on for the bumpy ride.

As we approached Cooloola I gave an overflying call 10nm north on 126.7. The only response to my call was from another aircraft to the East who was bound for the Sunshine Coast via Rainbow beach. I had contemplated amending my route to the east to avoid the turbulent conditions but upon hearing his transmission I decided it was probably safer to stay where I was - WRONG, here I was about to charge through an active restricted area R685. Even as I flew over the top (and looked down to what appeared to be army vehicles and soldiers looking up at me) I didn't even think about this place as being a restricted area. When I saw the activity on the ground I actually thought they were working on the airstrip.



The frustrating part was that I really should have known better. I now recall Kevin Bowe (Seaplane Instructor) actually telling about these restricted areas during my water endorsement training - it all came flooding back to me after the event. What an idiot! As it was with the turbulence (wind 140/20) I ended up changing course to Noosa Heads and requesting a clearance through the zone over water - it was a nice smooth ride after that.

The scary part was that the Army officer informed me that they had an unmanned aircraft in the air which weighed 200kg and that they were just about to launch another one of 400kg when I popped into view - imagine hitting one of those?

By the way my aviation background is as follows:
Total Time since I started flying in 1986 - 1,965hrs
Fixed Wing - 1,725hrs
Helicopter - 240
Ratings - Retractable/Constant speed - Twin - IR - Floating Hull

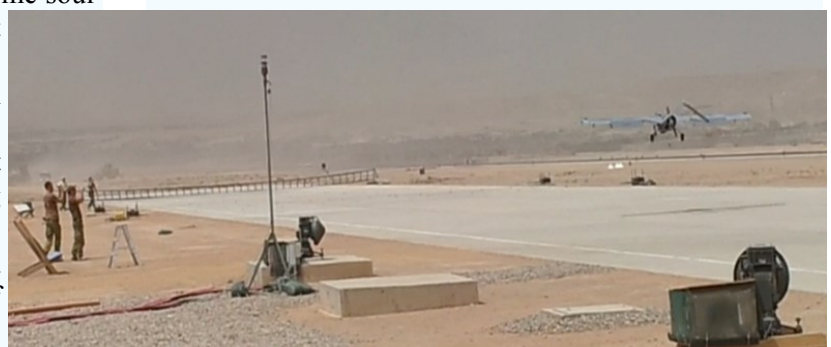
And I thought I was a safe Pilot - BEWARE

Bill Handley



I have since spoken to the Army officer and explained my position, he has reported it to Air Services and I await their call. In the meantime I have done some soul searching and self evaluation of what went wrong:

1. In a hurry to depart to avoid the rain showers
2. I relied on the wrong maps - the correct map would have been the Bundaberg VNC
3. Had I used this map I would have called flight service to confirm the status of R685



ROO'S NEWS

NEWS AND VIEWS FROM AROUND THE TRAPS

A few words from our caretakers, Rouen and Dawn Andrews

NEW CHAIRS FOR CLUBHOUSE

Our eagle eyed committee member, Tim Causer, espied a bargain!!! In his travels he spotted a display of modern lightweight stackable chairs appropriate for Club use so we now have 40 brand new chairs in house!! Our President collected and delivered same and yours truly unpacked them. These are chairs to SIT ON not for acrobatic purposes.

DONNA AND BILL HANDLEY have taken off on a month's sojourn to tropical climes, island hopping in their Lake Buccaneer with friends. They met up at Caloundra and intended visiting among other islands Magnetic, Dunk and possibly Thursday, as well as enjoying the warm weather. Donna's hand was showing great improvement and she is hoping to avoid any further surgery and a decision will be made in about eight weeks.

RICHARD THOMPSON departed for USA solo, due back around 11th, then off to UK and back to USA with Jacquie. We hope they have a great holiday and Richard's health improves with the break away. Thank you Richard for everything you do around the Strip, your absence has been noted!

THE CUNNINGHAMS are back from Italy, Poland and Ireland, Bruce looking fit and well and now off skiing to Perisher.

IAN HARVIE due back from eight weeks in the USA including Oshkosh, around the 9th August.

THE SHEPHERDS have returned (still speaking) from France (Lloyd and Diane) and Croatia (Diane) and Lloyd's planes have been getting a work out!

DAVE THOMAS AND ALEX finally made Oshkosh on the back of a much improved health report for Dave.

BARRY PASCOE Barry came through the bingle with his Jabiru totally unharmed. However on the health front he has a battle ahead of him and all his mates in the club wish him well in all the treatment that is ahead. On Tuesday (12th) Barry underwent major surgery and our thoughts are with him for a complete recovery. Also our thoughts are with Vittoria his wife at this stressful time. I have spoken with Barry recently, the report is positive, and so is he. Barry is now out of I.C.U and feeling pretty good. He will be in Strathfield Private, for about a week. and sounds bright and chipper, and ready to tackle a repaired and rejuvenated JABIRU. Great going Barry, all our very Best Wishes for a speedy and full recovery.



CHRIS AND JOHN GALLAGHER. Alas, Chris and John's much anticipated trip to USA and Alaska did not eventuate due to a unfavourable report from Chris's medics. Presently Chris is undergoing an extended period of chemotherapy plus other ongoing treatment as prescribed. Chris and John have been very active club members over a long period and have always put the club first in their endeavours. All club members will send their best wishes for a successful outcome to the treatments and our thoughts will be with you at all times.

STAR GAZING EVENING WITH MACARTHUR ASTRONOMICAL SOCIETY 19th July.

A great evening was organised by Doug Stickland with catering by Karen and Steven Lalor and Diane Brookes.

Following a lovely variety of curries members and friends departed to the telescopes to view the heavens, and later returned to soak up the warmth provided by the club's new Roaring Red Hot Regency Log Fire!!! This is a wonderful addition to clubhouse facilities enjoyed by all and the subject of much favourable comment.

Wood provided by Bill (Chainsaw) Leighton, who spent the best part of a day cutting and carting wood, so a Big Thank You Bill.

LOG BOX

Steven Lalor manufactured and presented to the club the magnificent wood box which stands proudly beside our new wood fire. This unique asset not only has 3 compartments but is fitted with gas struts which makes the opening and closing of the lid a real joy!!



From the Caretaker (cont.)

Thank you Steven and Karen for all your endeavours which I am sure all members really appreciate.

USE OF BUNKHOUSE

We are very pleased to report that this facility has been achieving frequent use by Members and Guests and has received very favourable comments, from all users. Just a few housekeeping items, for the information of Members and Guests. There are 4 single and 1 double bed, all with Linen supplied, and warm Doonas on each bed, however in cold weather it may be prudent to bring an extra blanket or similar for your comfort. There is a small supply of Towels for emergencies, but many like to bring their supply with them. All Linen is laundered after use each time and the bunkhouse is clean and tidy and aired after use.

With the new Wood Fire installed in the clubhouse, we are happy to light this, so Members can enjoy an over-night stay, when needs arise, and be warm and cosy. Please advise Dawn and Rouen if you need to book ahead, to ensure the availability of this facility.

GLENN BUTTSWORTH/DOUG SHAW - Best Mates
Although not a club member, Doug has been a frequent visitor to the airstrip on workdays, and at other times when Glenn has been mowing the grass strip etc. Doug, who has not been in top form recently, is currently undergoing a course of radiotherapy. Doug is at home resting and recuperating, and hopes to make a visit with Glenn soon. Doug and Glenn have been "Lifelong Best Mates". They started being 'Earthmoving Contractors' as kids in their sandpits at home. What shining examples they are of the Aussie way of Mateship Forever.
HATS OFF TO GLENN and DOUG

SHELL OILS

To all members the caretaker has stocks of all Shell Aviation Oils available for sale, and these are charged to your account.

They can even be delivered to your hangar!!!

THANKS EVERYONE

Thank you for all the phone calls and enquiries re our recent bouts of flu, we are both recovering.

Dawn and Rouen. Phone: 0425 380 964

* * Aircraft and Hangars For Sale * *

The Feneley YAK 18T

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 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

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

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



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.

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.