



The N.S.W. Sport Aircraft Club Newsletter

APRIL - MAY 2016

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



Top: Don and Ian Harvie at Wedderburn with Ian's Aeronca Chief, soon after performing the ceremonial fly-past for Ron Lalor's Final Farewell.

Inset above: The Brookes's Nanchang wins "Best of Type" at the AAAA Fly-in.

Inset at right: David Rittie is awarded SAC Life Membership.

Right: Two of the Austers that were featured at Echuca for the AAAA Annual Fly-in.



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

INSIDE THIS ISSUE	
Upcoming Events	2
The New SAC Committee	3
Words from the President	4
From the Secretary's Desk	5
Visiting A/C in Hangars. Phil Ayrton	6
Club Rules, from Errol Pillemer	6
VALE: Stan Nightingale	7
We bid a Final Farewell to Ron Lalor	8
A Message from our Caretakers	11
AAAA Fly-in at Echuca	12
Aircraft and Hangars for Sale	13

Committee Members and Contact Details		
Bret Cavanagh (President)	0407 344 795	bret@cavanagh.id.au
Jock Anderson (Secretary)	0425 380 966	jock-anderson@bigpond.com
Diane Brookes (Treasurer)	0425 380 967	dnbrookes@bigpond.com
Phil Ayrton	0417 210 731	payrton@bigpond.net.au
Jason Camilleri	0404 032 027	flyjason78@gmail.com
Pablo Depetris	0410 482 546	pablo.depetris@optusnet.com.au
Don Harvie	0407 231 333	donharvie@yahoo.com.au
Peter Lightbown	0415 740 511	lightbowncroaker@bigpond.com
Errol Pillemer	0406 070 121	errol@pillemer.net
Committee (group email)	committee@wedderburnairstrip.com.au	
Rouen Andrews (Caretaker)	0425 380 964	- - -

UPCOMING FLYING AND SOCIAL EVENTS Put 'em in your diary

Fly-in BBQ Lunch

12pm Saturday, 14th May
Contact: rob@rylstone.com.au

Rylstone Aerodrome.

Fly-in Hangar Dinner

5pm Saturday, 14th May. \$55 per head
Contact: rob@rylstone.com.au

Rylstone Aerodrome.

April's Social Workday

Saturday, 21st May. Sign in by 9am. Free lunch for members.
Contact: Jason Camilleri.

Wedderburn.

Dick Smith's Fly-in to Bowylie

Sunday, 22nd May from 10am
Contact Kevin Haydon at haydonk@bigpond.net.au by May 18 with pilot name, POB and aircraft type.
BBQ facilities available. Visitors should bring their own food and drink. Refer to ERSA for airfield details.

Gundaroo.

Social Workday

Sunday, 26th June. Sign in by 9am. Free lunch for members.
Contact: Jason Camilleri.

Wedderburn.

General Meeting

Sunday 12th June, 2pm
Contact: Jock Anderson.

Clubhouse.



Welcome to the April/May 2016 edition of your SAC Newsletter.

This edition of your newsletter is a joint effort involving the new SAC Publications Editor, Pablo Depetris (our brand new Committee Member) and with some assistance from me as we try to make the transition from me to him as seamless as possible. Pablo, who has worked so hard with me on this edition, introduces himself on **Page 3**.

In this edition we pay tribute to Stan Nightingale (**Page 7**) who was our Club Secretary for nearly five years, and who died just as the previous newsletter was going into print. We also lost our Club Patron, The Honourable Tom Lewis (See **Page 10**). However, the big story this time around is of the ceremony for the scattering of Ron Lalor's ashes (SAC

From your Old and Retiring Editor

Member No. 1) at the airfield just recently.

Apart from the regular contributors to this publication, Kevin Haydon has sent in his story about an incident with a kangaroo at our airfield. The danger from these animals is very real as Kevin's story tells us on **Page 9**.

Please note that April's Social Workday has been moved to the 21st May. This is to avoid Wings Over Illawarra, Mothers' Day, and the Fly-in at Rylstone.

So, it's farewell from me as your editor. Please support Pablo in his new editor's role as much as you have done for me and editors in the past, and help him to make the newsletter even better than it has been. (No pressure Pablo!!) You can contact Pablo at pablo.depetris@optusnet.com.au

David Rittie

From your New Newsletter Editor

Dear readers

I have taken on the task of continuing David Rittie's work as the Club Newsletter Editor. I hope I can do justice to this important task.

For those of you I haven't met yet, I was born in Argentina in 1965. That makes me very old in my children's eyes, but somewhat young when compared to the club membership!

My life has been spent almost completely involved in technical fields, firstly electronics, and later aviation.

My wife, Susana, has always (it seems!) been there sharing my passion for flying

and adventure.

Our first aircraft was a wood and fabric Macchi MB308 which we bought and restored back in Argentina with a couple of friends. Our current one is a Cavalier 102.5 beautifully built by Ron O'Neil in 1980. We also own the lovely Karasport that belonged to Robert Greig.

We were very fortunate to be able to purchase Robert's hangar E3 from his estate in December last year and we are currently in the process of tidying up the place.

Although I never met Robert in person, I feel I know him well through the stories



told by his friends and also by his work on the hangar. He was indeed a remarkable man.

I hope you enjoy this issue of our newsletter, and hopefully Mr Rittie sends me solo for the next one!

Pablo Depetris

YOUR NEW COMMITTEE for 2016

The new committee, as elected on 20th March, consists of the following members:

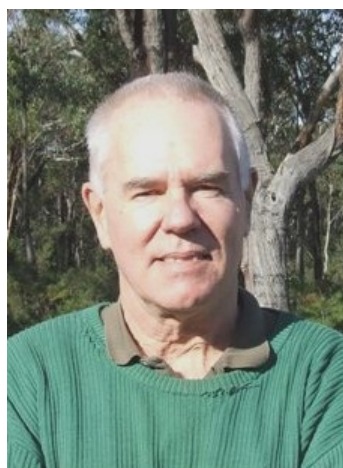
Bret Cavanagh (pictured at left): Club President for the third consecutive year and with 10 years' experience on the committee.

Pictured below, (left to right): Jock Anderson, Club Secretary for the third year in succession; Diane Brookes, Club Treasurer for the fourth consecutive year; Phil Ayrton who is serving for the third consec-

utive year and Jason Camilleri joins the committee for the first time.

Pictured at bottom (left to right): Pablo Depetris, new chum and your new Newsletter Editor; Don Harvie, Webmaster, serving his seventh term on the committee; Peter Lightbown, serving his second term after a five year break and Errol Pillemer is continuing to serve you again for his second term.

David Rittie



Words from the President

By now, all SAC members who are interested will know the result of the Committee elections held on 20 Mar, whether from being at the meeting, via newflash or the hangar grapevine. While I have been returned as President, it was clear from the process that a significant number of members thought some affairs of their Club's management and governance were matters of concern. I believe that several of these matters were due to some members being misinformed, but I certainly agree there is a need to address adverse perceptions, as well as justified grievances, in an open manner. It is my commitment to act to provide better committee feedback with members through the coming year, and that begins with some explanations that follow in this article.

Firstly though, welcome to new committee members Pablo Depetris and Jason Camilleri, and the returning Peter Lightbown after a couple of years off. Thanks to previous committee member who was not re-elected, Richard Thompson, who will be missed for his energetic "get out and get things done" enthusiasm on behalf of the committee, and for his massive (but usually in the background) activity in all matters of maintenance and repair around the airfield. He has truly been the club's "maintenance fairy" and done substantial magic with his helpers over the years. Thanks also to Matthew Gray who has stood down from the committee (he didn't get his nomination submitted in time...), having brought considered practicality, steady thoughtfulness and wise counsel to some complicated committee deliberations over the years. David Rittie has also hung up his committee hat, having been gently coerced into contributing just one more year last year. The awarding of life membership attests to his contribution over more than a decade. Congratulations David

To some of the matters that surfaced through the election. In a short space of time prior to the election I became aware of rumours circulating of undisclosed troubles the committee was allegedly covering up, or that the committee had selectively not pursued the interest of some members. At the GM and AGM, some allegations were made which were truly hurtful (to myself and others), the more so because they were untrue. Subsequent to the AGM, the committee has met and these matters have again been aired, and I continue to be involved with the secretary and others to properly resolve them. I will

briefly cover one of the matters here, with the intent not of raking over, but of resolution.

The tractor. It was alleged that a major expense for this tractor was incurred without authorisation of the committee. This is simply untrue. The problem was (like in an aircraft accident), a series of undetected and/or unreported factors which together lead to an unpleasant event.

The way the committee has operated in the past is in a setting of complete trust and respect for the actions of others. This is a perfect environment for getting things done without dealing with strangling bureaucracy, and has served the club well over many years. There is a mixture of informal discussion and minuted agreement. Within this environment, there was discussion about the tractor over a period of time. At a committee meeting (while I was on holiday) it appears that discussion and agreement occurred, but was not minuted (and subsequent review shows this is not the only case). The aircraft accident analogy of factors lining up fits perfectly with what then happened. The ENTIRE committee didn't notice or report that there was no record made, but continued "in flight" assuming that it was ok (without a minute). Actions were taken as apparently agreed, to inspect and decide to purchase the tractor. Our treasurer then ensured that the proper documents were obtained, and then organised to pay in our normal manner (where no single person can operate a banking transaction). The problem arose subsequently when the secretary thought that things had been done inappropriately, and didn't voice his concerns to the committee.

The key lessons out of this (to resolve the problem) are:

We have appointed a committee member to be dedicated to minute taking, and I, as chair of these meetings, will act to ensure that better records are captured. The secretary is pleased with this arrangement, as it allows him more time to concentrate on the business being dealt with, and not taking notes. Members of the committee are now very aware that they must look much more closely at the details of minutes to ensure that nothing is missed. This is, to my mind, positive for the club's operation.

When a potential problem comes to somebody's attention, it must be put in front of the committee for action immediately, rather than sat on. The concerns of members that the committee was hid-



ing things arose because the secretary was worried, and the apparent problem "festered" rather than being addressed. The secretary and I have personally agreed we will not allow any matter to worsen in the future, a very positive result.

On a happier note, I had the pleasure of being invited last weekend to participate with the family of our late member # 1, Ron Lalor, to remember him and to scatter his ashes over his beloved airfield. It was great to be around some of our very earliest members and made me appreciate even more their foresight and plain hard work in setting up the fantastic airfield we all enjoy today. Thanks to all those who helped on the day with organising activities, flying and food. It was a fitting tribute to a great bloke.

Finally, I hope that my explanations allay any doubts that may have existed about the commitment of the committee to ensure a happy and efficiently run club where we can ALL enjoy our flying. I have no doubt that ALL the SAC committees of which I've been a part had and have the best interests of the club as their first and foremost goal. I'll do all I can to continue to foster this behaviour. Clearly some of you were concerned about things that you were hearing, and so I'll reinforce what I said above. Please, in future, bring your concerns about ANYTHING to the committee's notice. That applies whether you're the newest or the "oldest" member, on the committee or not. It is unhealthy for the club (and probably you!) to keep things to yourselves, to talk only in the back of hangars and not bring concerns into the light. I for one will be glad not to be thrown surprises at General Meeting.

Fly safe and fly often.

Bret Cavanagh

From the Secretary's Desk

Goings on at Wedderburn

General Meeting and Annual General Meeting

The General Meeting was held on Sunday March 20th 2016 at 2.00 pm.

The Annual General Meeting was also held on the 20th March, following the GM. At that meeting the committee stood down and an election was held to fill the positions of President, Secretary and Treasurer and six ordinary members. Any Full or Associate Member was entitled to stand for election provided that they were in good financial standing. Any Full or Financial Member was entitled to vote provided that they were at the meeting. About eighty members attended and voted.

The successful candidates were:-

Bret Cavanagh	President
Jock Anderson	Secretary
Diane Brookes	Treasurer
Philip Ayrton	
Jason Camilleri	
Pablo Depetris	
Don Harvie	
Peter Lightbown	
Errol Pillemer	

It is particularly pleasing to see some of the newer members (Jason Camilleri and Pablo Depetris) taking an interest in the running of the club by joining the committee. They will hopefully bring new and fresh ideas. Please welcome back also Peter Lightbown who is well known to you and has rejoined the committee. His experience will be well valued. Regrettably, David Rittie did not nominate for Committee this year. David was on the Committee for 13 years, seven of which was as President. His knowledge of Club affairs and Club matters will be sadly missed. He will still be around though as he has some tasks to complete, such as the Club History. Also we can expect to see him working on and flying his Jabiru.

Newsletter

Pablo is taking over the role of Newsletter Editor from Dave Rittie. They will work in tandem for one or two issues until Pablo is comfortable with how the Newsletter is produced. In the process there may be some changes, both in content and in production, about which they will notify us when appropriate.

Hangar Licence Agreements

These will be available soon. Some members who store material that contravenes our Head Lease should consider bringing their hangar into compliance now, as the new HLA may not be available in those circumstances. The issue of new keys may be linked to HLA's.

Membership Categories

The committee has reviewed Membership Categories as some feel that there are too many Categories and that the system has become cumbersome. The changes will be published on the Club Website but members can be reassured that any changes only apply to future applicants, not to present members.

Safety at the Field

Kevin Haydon reported landing recently just before dusk when he spotted some wallabies on the runway after he had just landed and before he could go round. In spite of heavy braking he was unable to stop before a wallaby hopped under his aircraft apparently behind the prop and in front of the

wheels. Amazingly there was no prop strike or strike of any kind so how that wallaby did it I do not quite know. My theory is that they like to sit on the warm bitumen to warm their bottoms as the day cools off. Also, Don Harvie reported a "skippy strike" on the right side of his car when leaving recently after dark. He found himself staring it in the face through the driver's window! Although there was no damage to the aircraft and apparently little or none to Don's car, the moral is that there is wildlife around (including ducks) and they are protected. I do not know what one does in the car, but in the air (in addition to close inspection, as Kevin does) if calling in-bound at dusk sometimes there is someone around listening out on the CTAF and you could ask them whether there is any wildlife on the runway and if so, shoo them away. Maybe we should refrigerate the runway.

Old Members

I was talking to Bob Philips the other day. Older members will remember that Bob Philips is Member Number 3 and was President of this club for some years, especially in its formative times. He now lives in Merimbula and flies out of Frog's Hollow. Bob reports that he is feeling well at the moment and has now got nine hours under instruction in his Kara Too on his way to get a taildragger endorsement. Bob is a Life Member. I am sure that all members will wish Bob and Marya well.

New Members

I do not have a record of any new Members since the last newsletter, but if you do find any please make them welcome.

Life Membership

Any members who were unable to attend the GM may not be aware that Life Membership was awarded to David Rittie. Dave regards this as a great honour but the Club regards nobody as deserving as Dave, who has given many years of service on the Committee, as Newsletter

Editor and as President. It is over a decade since the last Life Membership was awarded. Congratulations Dave!

Until next time.....

Please, Fly Safe!

Jan Anderson

2nd April 2016

Jock Anderson

Here's one for you
aerobatic pilots **JA**



So...Who can stay in my hangar?

Some more good advice from Phil Ayrton

There has been some conjecture about aircraft staying in members' hangars, so it's timely that we provide some information that we hope will be useful to members when this situation arises. So you have a hangar of your own and your aircraft is safely stored there, but you also have some more room and you contemplate providing some space for others. What are the criteria you need to consider when offering hangar space?

Hangar space can be utilised by either full members or guests, but the conditions of usage varies quite considerably for these two groups.

Full Members

You can provide either short term or long term hangarage to any full member who is financial, these members will know the rules associated with operations at the airfield. You need to negotiate the terms and conditions with your potential tenant and this will most likely be governed by market forces and other precedent around the airfield. The committee has no need to know any of this detail, so long as you and your tenant operate in accordance with the Hangar License Agreement you will shortly be asked to sign and the club rules more generally.

Guests

Provision of hangarage for guests works a little differently. The Hangar License Agreement currently being revised will be issued very soon to all hangar license holders. Here is the relevant clause from Section 6.0 of the revised agreement:

6.4 The Licensee shall not permit the hangar to be used by persons other than the Licensee unless such other person or persons are Full Members of the Club as defined in Club by-laws. Aircraft owned by non-Club members may not be housed in the hangar for greater than two nights unless written Committee approval is obtained specifying the requested period of stay and the registration of the aircraft in question.

This means that if you have a guest or friend that would like to stay overnight to visit you, there may be an unexpected

deterioration in the weather, your visitor might have a technical problem that needs a few hours to remedy or you may want an early departure the next morning, then they are very welcome to put their aircraft in your hangar without any further approval or correspondence, but if their stay is likely to be more than two nights then the correct thing to do is to notify the committee in advance with your request, including aircraft type and registration, and a brief explanation could also help to gain a positive response. The simple way to request an approval for a stay longer than two nights is by emailing the details about your visitor to committee@wedderburnairstrip.com.au. It's a good idea to provide a few days notice wherever possible to make sure it can be resolved prior to your visitors arrival.

There is no hard and fast rule about the maximum length of stay but as a rule of thumb a request for a stay of up to a week or thereabouts will probably be agreed to, but stays longer than that are frowned upon, as they are felt to be outside the spirit of the intent of this clause, and are unlikely to be approved.

We also ask that you provide a copy of our Fly Neighbourly Policy to your guest in advance of their arrival, and explain the reasons for establishing the policy so we can maintain our relationship with the community and minimise cranky phone calls from neighbours that have been inadvertently upset by unknowing arrivals flying into the areas we have marked as restricted. There is a handy photo showing restricted areas on the back page of every SAC Newsletter. Obviously operational safety is paramount but all visitors should be made aware of our self imposed restrictions to help preserve and maintain community relations.

This is rather brief but hopefully it will help to clear the fog around this topic and make the process and the requirements for visiting aircraft clearer.

Phil Ayrton
For NSW SAC Committee



A Few Words from Errol Pillemer about our Club Rules.

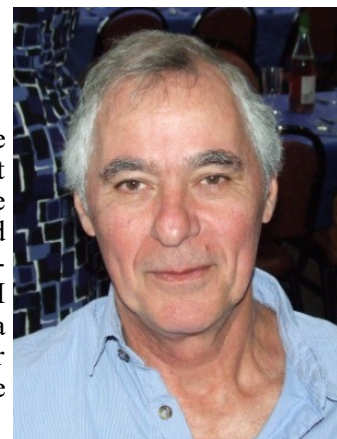
Our club is governed by a Constitution, By-laws and if you are a hangar owner, a Hangar Licence Agreement. The constitution is based on the government's Model Constitution modified by Jock Anderson to suit our particular club.

The Hangar Licence Agreement is designed to comply with all the requirements of our head lease and the new one is finally reaching completion.

The By-laws have been created and modified by your elected committees since the club's inception. They are, on the whole, based on common sense and enforced based on established precedents. Individual members may feel that the

laws are aimed at them, but the laws apply to all of us without exception or favouritism. Some members feel that the laws should be more strictly defined to prevent individual interpretations. I for one do not want to belong to a club with draconian rules to cover every aspect of how we operate and strongly oppose that notion.

If you have a disagreement about any of the rules, put it in writing and the committee will address your concerns. If dis-



satisfied with the committee ruling, you do have the right to present your motion to the rest of your fellow members at any General Meeting.

If you want a relaxing on a rule then write to the committee to request the relaxing of the rule before committing the infringement, not after the fact.

At the last AGM there was a motion to remove the By-law restricting flying on workdays which was defeated by a show of hands. Many members were still dissatisfied and the committee has noted and listened to their opinions. The committee therefore solicited and sought opinions on what we, as a club, should do and how to satisfy all our members.

Risk assessment, safety management experts and our insurers have been spoken to by Mal Kains (one of our members who holds a Masters in Safety Management) who has put a lot of work into the issue.

Mal says that if we wish to consider the option of keeping the runway open on workdays we could engage with Safe-Work NSW, or engage a specialist lawyer. Mal states that the current workday arrangements are compliant with NSW Safety law.

Let's read our current by-law

No flying is permitted on the club workdays between 08:30 and 13:00 unless permission is obtained from the work manager. The period can be extended by the workday manager.

Don't stop reading at 13:00 and presume that all flying is not permitted, it states that you can fly if permission is obtained from the work manager. So if you have to depart or arrive at the field, ask for permission.

We as aviators are continually requesting clearances. It is a simple task for the work manager for the day. The manager is the person on site and will know what work is being carried out. He will be the person accepting responsibility for the workers and will make the decision. Please accept his decision without question or badgering.

If we as a club decide to go down the path of keeping the runway always open on workdays we will have to introduce stringent procedures. These procedures may cause fellow club members to decline to work on the day and at worst we might find ourselves saddled with a draconian law imposed by an outside agency which prevents all flying on that day.

Errol Pillemer



VALE

Stanley William Nightingale

March 1936 - February 2016

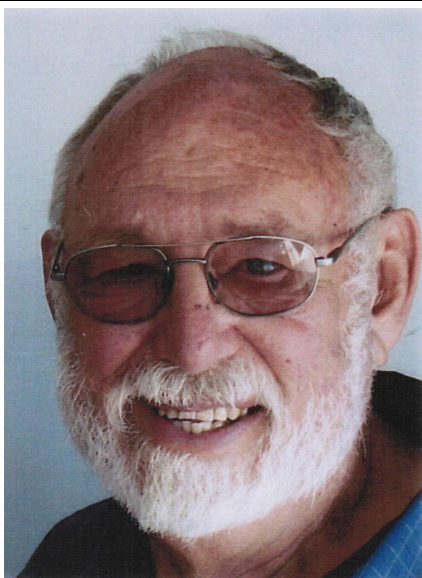
For the record, Stanley William Nightingale joined our club about 16 years ago. He discovered our airfield when he was invited to serve as a civil celebrant at

Steve and Amanda Cohen's wedding, which was held in the clubhouse. A short time afterwards he joined the club along with Margaret, and built hangar M3. He joined the committee in March 2001 and served as Club Secretary for four and a half years.

As far as I am aware, Stan was a long-time glider pilot, and I suspect that this form of flying was his strongest aviation passion. He is a Life Member of the gliding club at Narromine where he spent many of his earlier flying days. When I met Stan he owned a very fine Piper Cherokee Archer II, in which we did some flying together early in 2001.

Because of his love of gliding ('soaring' as he insisted on calling it) Stan ordered a Whisper motor glider from South Africa, so he could launch it from Wedderburn and soar to his heart's content. Unfortunately, this was a long-term project and he flew in the Whisper on only one occasion before he died.

Stan was first married to the



daughter of the highly respected QANTAS's Manager of Aircraft Maintenance, Eric Kidd, before he married Margaret in more recent times.

In his working life Stan was a school Principal (where he met Margaret) and worked in the tough environment of Corrective Services, his great strength being his ability to understand human behaviour. He was able to read people very quickly, and with amazing accuracy. He was often invited to attend SAC New Member Interviews where he was most adept at identifying character traits.

Stan was one of the smartest people I ever met, impressing all with his huge intellect, charm and sense of humour along with his physical and mental strength.

Late in his life Stan suffered from the onset of dementia, and died whilst in a nursing home near Newcastle, leaving behind his wife, Margaret, and two children.

David Rittie



Stan's very nice Piper Cherokee Archer II

Ron Lalor Receives a Respectful Final Farewell



Above left: Christine Blood; **Above right:** Peter Lalor

Even though Ron Lalor's funeral had been held in November last year, it was decided that, because of his importance to our club, (being member Number One) a special 'final farewell' should be held at the airfield.

On Sunday, 24th April, nearly 60 special guests and family members gathered in the clubhouse to honour our lost member.

Bret Cavanagh (SAC President) welcomed everyone to the event and then Christine Blood (the Civil Celebrant at Ron's funeral) gave a short address. She then invited Ron's son, Peter, and others to come forward and speak to

the gathering.

Peter Lalor gave us further insight into Ron's past, and then Shirley Zapletal spoke for a few minutes about her memories of Ron.

Everyone then gathered onto the clubhouse balcony to watch the ceremonial fly-past performed by Ian and Don Harvie in Ian's aircraft where he flew quite slowly and quietly over the airfield as a final tribute to our lost aviator. There was a champagne toast to Ron as the aircraft flew

from south to north over the airfield. There were some light refreshments made available from Karen and Steve Lalor (no relation to Ron) which were very welcome and quite delicious.

Then it was time to cut the cake which was made in sky blue colour, and with white clouds decorating the edges, courtesy of Margaret Adams. The writing on the cake stated:

FAREWELL RON
OUR No. 1 MEMBER
24th APRIL 2016

Pat Lalor cut the cake with Peter Lalor by her side.

Many of those present then assembled in front of the new "NAPPER AIRFIELD" sign near the front gate for a photo shoot to record the occasion.

It was felt that the day was a fitting tribute to a fine gentleman.

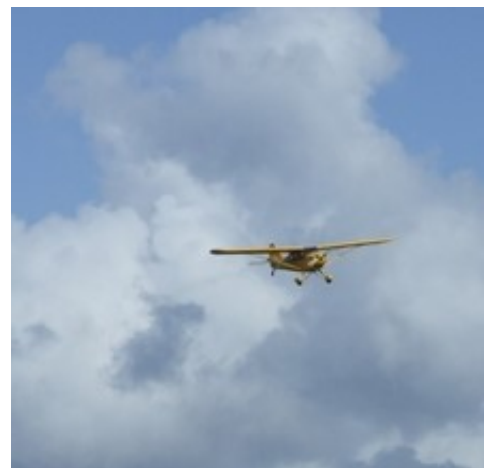
David Rittie



Above: nearly 60 attended the "Farewell".

Left, Rear Row, left to right: Frank Luke, Frank and Maryann Krasso, Inez Luke, Jack and Shirley Zapletal, Glenda George. Front Row: Bob and Dot Calvert, Pat Lalor, Patricia Crampton, Dave Thomas and Margaret Adams.

Right: Ian and Don Harvie carrying out the 'Ceremonial Fly-past'.





Left: Pat Lalor cutting the cake, with Peter Lalor close by.

Right: Most of the family and special guests gathered on the clubhouse balcony to watch the Ceremonial Fly-past, whilst toasting Ron with champagne.



A Letter to the Secretary

from Peter Hodgens

The Secretary
NSW Sport Aircraft Club

Dear Sir,
I wish to lodge the following complaint.

At the last general meeting I placed two motions on the table for resolution.

On being introduced I advised the Chairman I would be calling for a poll vote on both motions, this was seconded by two other members as required by our constitution.

The chairman declared he would not conduct a poll vote. I immediately informed him that this was not in accord with our constitutional statutory rules, nor would I agree to a show of hands vote.

The first motion was presented and after for and against debate, a show of hands was taken.

As called for by long established protocol of our club. I was not given final right of reply.

The second motion was presented and after for and against debate and my final right of reply, a show of hands vote was taken.

As proper due process was not followed, nor the constitutional rules of our club complied with, these voting results are compromised and as such, invalid.

I call for the committee to re-program both these motions for the next General Meeting.

Thanking you in anticipation.

Yours faithfully

Peter Hodgens. Member No. 9

Another Story about Safety

from Kevin Haydon

An incident last Sunday evening reminded me how swiftly an accident can occur and how vigilant we all need to be when operating from our club airstrip.

At around 1730, I returned to YWBN to land on rwy 17 in VH-LKG, a Lancair 4, after taking Pablo Depetris for a local flight. Conditions were good and despite it being late afternoon, visibility was still good with only a little haze. I scanned the field on downwind and included another wind-sock check. I did not see any kangaroos or wallabies but admit to not looking specifically for them.

Landing technique at Wedderburn, or any other relatively short strip is to place the Lancair on the ground early and not hold off for a gentle touch down. This gives a firm arrival rather than a gentle touch down but uses up a lot less runway with the Lancair's fast approach speed. I placed the aircraft on the ground close to the threshold and I still did not see and obstructions on the strip. Pablo immediately called, "Roos." I looked further down the strip and saw multiple kangaroos or wallabies gathered on both sides of the strip about 300 metres from us. I made an immediate judgement that I could not conduct a go-around and be airborne by the time I reached the roos and then swiftly applied max-

imum braking. We were still rolling at about fifty knots by the time we reached the group of what we think were about seven or eight wallabies.

One wallaby on our left accelerated across at an angle toward the main group on the right side. I applied emergency braking, which screeched the right wheel a bit, and I veered right to avoid the wallaby as it raced in on our left and disappeared under the nose off the aircraft at what I'm guessing was its full speed because we were still doing about 35kts by then. As it went out of sight under our nose, we waited for the chop and thud but it didn't happen, which was as much good luck as good management. As the aircraft reached the right side of the bitumen strip the wallaby appeared again on our right side front quarter without being struck by the prop.

I'll admit to being rattled by this incident and it reminded me that, at that time of the day, I should have flown a precautionary landing first or at least had a much better look specifically for kangaroos or wallabies. I certainly will in future.



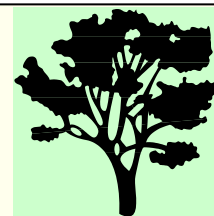
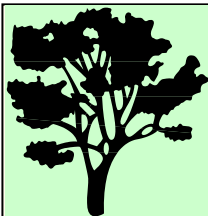
Kevin Haydon

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****





The Honourable TOM LEWIS Dies

We have just heard the sad news of the passing of Tom Lewis.

Tom was the State Member for Wollondilly and the Minister for Lands in the mid 70s, and then Premier of NSW in 1975. Most importantly for us he is/was the Patron of our Club. We are all indebted to him as he assisted us greatly with the original lease of the land that we now occupy.

Rest in Peace, Tom, and thank you.

David Rittie

CONGRATULATIONS David Rittie

From Margaret Adams

On Sunday 20th March 2016 the Committee of the NSW Sport Aircraft Club Inc. bestowed on our Member, David Rittie "Life Membership".

I am so delighted the club saw that David was a truly worthy recipient of this award and we congratulate him as our No.12 Life Member.

David joined our Club in February 2001 and became Member No.484 - little did he know just how much we were going to put him to work.

After a short time of being a member, David was drafted onto the SAC Committee, he was then elected to the Committee on 9th March 2003, was elected as our 7th President on 11th March 2007 serving in this role until 30th March 2014 when he, once again, was elected onto the Committee, up until he made the decision that he would retire from the Committee in 2015. During his 13 years of service to our Club, David became Editor of our Club Newsletter, spending many hours collecting interesting stories from contributors (our members) also as our Chief Photographer, hours were spent to capture all the wonderful photos he took at various Air Shows, Fly-away weekends and our own special events held at our Club (there are far too many to list) but if you look back at past Newsletters you will see just how many memorable photos David has taken.

David has carried out his various roles with great enthusiasm and was always available to attend the Wedderburn Local Community meetings and became part of the team organising our Annual Awards night and when called upon delivered heartfelt eulogies at our past members' funerals. David, I could add so much more you have achieved in your years of service for the club but space in this Newsletter does not permit.

We have appreciated all your precious time, energy and continued efforts to make our Club so successful and for being such a special and caring friend to all of us.

We know you wish to spend more time flying your new Aircraft and I think you do deserve to have a break - we will let you have a short holiday to do this but we know there is a very demanding job awaiting you in taking over from Ron Lalor as our Club Historian, this will indeed keep you very busy for a long time.

David "Thank You" for all you have achieved and congratulations on becoming a Life Member of our Club.

Margaret Adams



Below: Bret Cavanagh (President) presenting David Rittie with the Life Membership award.



Thanks for the every kind words, Margaret, and thanks to all for giving me the award. I feel really very honoured.

David Rittie

A message from our caretakers, Dawn and Rouen Andrews

ANZAC DAY 25/APRIL,2016 LEST WE FORGET

RON LALOR'S FAREWELL 24 April 2016

A farewell service for the late Ron was conducted at the Napper Airfield. A large number of invited guests attended. The service was held in the Clubhouse by Christine Blood followed by the scattering of Ron's Ashes along the grass strip by Ian and Don Harvie. Champagne corks popped and a toast was made to Ron by the guests on the clubhouse deck. Light refreshments were served by Karen and Steve Lalor and memories of Ron's achievements were related by family and friends. His beloved wife, Pat, then proceeded to cut a lovely cake in his honour, organised by Margaret Adams and Dave Rittie.

CLUB COMMITTEE

With the election of a new committee at the recent A.G.M., Peter Lightbown and Jason Camilleri are the joint work day coordinators, the next WORK DAY is set down for Saturday 21st May 2016. This has been changed due to clashes with Wings Over Illawarra, and The RYLSTONE FLY-IN weekend, a notice appears on the clubhouse noticeboard, with the relevant details for this event.

NORTHERN GATE

Members should notice an improvement to the appearance of the road, and DAN CROSS, Bushfire Manager for the Lands Department, has recently let a contract for the repair of the cable fence on the western side of the road, in an endeavour to repel the bikes and 4.W.D intruders from the area, and give the NSW SAC members some peace.

N.P.W.S. and Campbelltown City Council have also made a Big Effort to clean up along the eastern side of the road, have repaired that cable fence, and have added some more concrete blocks to try and deter bikes etc breaching that fence and entering the Dharawal National Park.

ARTHUR NAPPER

I am sure that all members would like to know that Arthur is now in Care in the Forster/Tuncurry Area, and is one of only a few remaining survivors of the famed "RATS OF TOBRUK", and after who this wonderful facility here is named. David Rittie has contact details for ARTHUR, and I am sure he would appreciate any contact made by members. I believe a photograph of some of the older members along with PAT LALOR was taken in front of the new NAPPER AIRFIELD sign. This sign was crafted and erected by Rachael and the late Jim Lumb, and stands at the Main Entrance to the airfield.



NAVMAN CAMERA

Be Warned!!! The Club Triton Ute is now fitted with new technology, and any misdemeanours caught on camera can be saved and forwarded to the Committee. Seriously, this means that any cars etc. causing problems outside the gates, or rubbish dumping, can be photographed, and action taken. Thank you to David Perry for his expertise in fitting same, and coaching the caretaker.

CLUBHOUSE LAWN

PLEASE REFRAIN FROM USING THIS AS A SHORTCUT TO WHEREVER YOU MAY BE GOING!!! The Clubhouse Sewerage is carried through to the Transpiration Bed which crosses this Area. IT IS A NO GO AREA.

SKYFUEL

Just so members are aware, the service we receive from ROB MANGAN and HIS TEAM at Skyfuel is Second to None. On Saturday 23rd April long weekend, Rob arrived out to fill up our bowser so that we would not be low on AVGAS. Thank you Rob.



VANDALISM AT THE MIDDLE GATE!!! AGAIN.

This is an APPEAL to ALL MEMBERS to be VIGILANT for signs of forced entry at this gate near the 107,000 Litre Water Tank, at the end of the M ROW of Hangars. On Wednesday the 27th April, this gate was found to be open, and had been subjected to considerable force, and once again had to be repaired. We are indeed fortunate to be able to call on the services of Steve Cohen his equipment and expertise to once again carry out much needed and urgent repairs. Thank you STEVE for your prompt attention once again. I have been unable to locate any other evidence of damage to either the perimeter fence or the Northern Gate and the cable fence or surrounds in this area. Should any member see or come across any form of vandalism, please telephone Campbelltown Police on (02) 4620 1199, or the Police Incident Line on 131 444, and advise the caretaker of any damage.

Dawn and Rouen Andrews
0425 380 964

AAAA Annual Fly-in at Echuca from Ian Harvie

On Friday, 15 April, four intrepid members gathered at Wedderburn to leave for the annual Antique Aeroplane Association fly-in to Echuca. Don Harvie in his newly refurbished Auster J4, John Carr, in his Beagle A61, Maurie Evans in his Stinson 108-3 with Dave Thomas in the right seat and myself in my Aeronca Chief. We had planned for a stop at Wagga Wagga, but John mentioned that there was a military exercise planned that day at Wagga, so we changed plans to go via Cootamundra.

We all got airborne and the weather was no problem. First thing I found was that Don who had left first was pulling away from me. No problem just another 100 RPM above my normal cruise and I could keep up.

After refuelling at Cootamundra we again set off for an uneventful flight to Echuca, Maurie of course in the faster Stinson landing first, but it's interesting to note that it really doesn't make that much difference as he was probably only about ten minutes before us.



What a surprise to see how many aircraft were already parked at Echuca, with more arriving by the minute. In no time our friend, Rob Mangan, arrived with the fuel truck and it was then I discovered how much my fuel usage had increased at the higher power setting!

As it was 70 years since the first DH Chipmunk was developed in Canada there were, by Saturday, 15 Chipmunks lined up in pride of place in front of the club house. I think total

attendance was in excess of 150 aircraft. Mention must be made of our wonderful hosts, the Echuca Aero Club. As in past years, they were there to provide snacks, tea coffee and meals, all weekend and a place to socialise and meet people again that you only see at AAAA gatherings. A bus is provided for everyone that runs every hour to the motels, and that evening most of us gathered at the Moama Bowling Club for dinner.

Next day I spent trying to take photos of all the most interesting aircraft and of course meeting up with friends. The weather was very kind to us with partly cloudy warm sunshine all day.

Here is a list of Wedderburnians that were there, my apologies for any one missed out.

Clive and Diane Brookes
Anthony Maeder
Richard Shennan
Maurie Evans
Sheelagh and Leigh Cunneen
Ian and Don Harvie
Mal Macaulay
Dave Thomas
Peter Hodgins
Kevin Haydon
John Carr
Clin Ashton-Martin & Barbara Pearce
Chris and John Gallagher.

Note worthy was Anthony Maeder in his C172 who has now soloed and flew in with his instructor as his first cross country exercise.

On Saturday night there was the big dinner and prize giving. Very good to see Diane and Clive's Nanchang winning a prize for "Best of type Yak/Nanchang".



Beautifully restored Gypsy Moth (Golden Quest) and a Leopard Moth (in the background) at the AAAA Fly-in at Echuca. Picture is courtesy of Don Harvie.

Don Harvie's newly restored Auster J4 Archer



Sunday we all got to the airfield early and set off, this time back via Wagga. There was some low cloud and smoke haze, I found it almost impossible flying into the sun to see the compass or the radio dial! I use a little LED torch to change frequencies. We refuelled and our group had now enlarge to include Ian Richardson in his A61 Beagle from Camden, Kim Jones from Goulburn in his Wag-a-Bond and Dennis in a little single seat biplane from Canberra. I had only got to Gundagai when Ian Richardson, who was well ahead, radioed back that he was returning to Wagga.

Group decision. (We use Wedderburn CTAF as our "chatter" frequency)

Old friend at Wagga had turned up and he took us to the nearest motel. Dinner that night at the Victoria Hotel. Dave Thomas had decided to get a "burner" back to Sydney as he had an appointment he had to keep.

Next day we all set off again, this time with a low cloud layer with lots of holes, and again Ian calling back on the weather. Don went on top, and I went below and we got back to Wedderburn quite uneventfully.

Thus ended another great weekend with the AAAA.

Ian Harvie

Maurie Evans's Stinson on display



PHOTO of the MONTH

The photo at left of Lake Cordeaux and the Cordeaux Dam was sent in by our "Shutterbug of the Century" - Bill Leighton, from his great collection of airborne scenic pictures.

Thanks Bill.

DR

* * Aircraft and Hangars For Sale * *

Greg Ackman has two Grumman Tigers for sale



Reg #: VH-AVD
Total Time Airframe: 5,050 Hours
Serial #: AA5B1213
Reg Expiry:
Lycoming O360 A4K 180HP
Flat 4 Cylinder
REQUIRES OVERHAUL

Reg #: VH-IFT
Total Time Airframe: 5,150 Hours
Serial #: AA5B0621
Reg Expiry: 04 / 2016
Lycoming O360 A4K 180HP
Flat 4 Cylinder
50 Hrs Since BULK STRIP and REBUILD with
NEW CYLINDERS Approx. 900 Hrs TO RUN

For further information contact **Greg Ackman** on **0425 355 500**

Aircraft and Hangars For Sale (cont)

Cliff van Praag's Aircraft and other "treasure trove" items are up for sale



Pazmany PL2

Aircraft for sale include:

1. A Pazmany PL2, a 2 place side by side, joy stick, fixed tricycle gear aerobatic sport aircraft. Engine is a Lycoming O320 150hp with fixed pitch aluminium prop. The engine has been repainted with new oil hoses installed and has about 150 hours remaining. The airframe needs some minor work done on one main gear leg and some final assembly before flying. Considering all reasonable offers.
2. Volksplane with VW engine, "Herbi" in flying condition. Considering all reasonable offers.
3. A tube and wire ultralight less engine and sailcloth envelopes. Considering all reasonable offers.
4. A fibreglass ultralight less engine. Considering all reasonable offers.
5. A treasure trove of parts and accessories collected over thirty years including complete VW engines, motor bikes and scooters and various other engines, generators and lots and lots of spare parts. Considering all reasonable offers.

Contact Kevin Haydon on 0408 694 713.

Goods can generally be inspected each weekend or by arrangement.



Volksplane "Herbi"



PA-22

PIPER TRI-PACER 160

s.n. 22.6710

Engine: LYCOMING 0.320.B2A 160hp. TTAF: 2080hrs. Engine: 750hrs to run. Prop: 400 hours since overhaul per Sensenich SPRM 546. Cover: 100% Dacron – Excellent condition. Instruments: VFR only, transponder overhauled, new decoder fitted in 2014 and new battery in 2015. Always hangared - 4 place intercom. Garmin GPSMAP 296.

All AD's are up-to-date including crankshaft corrosion inspection and remediation. New wing struts, of the sealed type, have been installed as well as new sparkplugs. Disc brakes have been installed. The rego has been changed to VH-FTL, brand new Airworthiness Certificate now complete. This aircraft is "as good as new".

PRICE: \$70,000

Contact Hank on 0418 230 102 or at vangasselt@wgib.com.au



YAK-18T - The best one in the country

Aerobatic, 4 seats,

2400 hrs TT. 2 hrs since ground up rebuild.

All logs since new.

New 400hp M-14PF. New MTV9-29 3 blade prop.

Long Range tanks 4.5 hrs total.

Digital Gmeter, Digital Tacho, Colour Garmin GPS.

All new fabric, paint, interior, windows, batteries, brakes, wheels & tyres. VHF, AM/FM/CD, DVD player, infrared headsets in rear. Experimental category.

Reduced to AU\$150,000. No GST.

Genuine enquiries only - NO TYRE KICKERS.

Contact via email: aussiehouseboats@gmail.com



Aircraft and Hangars For Sale (cont)

Jock Anderson's magnificent Rutan Defiant



Best Composite, SAAA Annual Fly-in 2006.

Concourse d'Elegance, SAAA Annual Fly-in 2006.

Total time 170 hours.

\$170,000 or near offer.



Contact Jock on **0414 366 222**

Martin Ongley's Jabiru J400

Jabiru J400	VH-OSM
Engine	3300 Jabiru 6 cyl solid lifter 120hp
TTIS	366Hrs
Empty weight	346.5Kg
MTOW	700Kg
Payload	353.5Kg
Seats	4
Fuel capacity	115litres total 103litres useable
Cruise speed	115KIAS @ 23l/hr
Range	Approx 500NM
Rotec throttle body injector fitted	

Microair M760 Comm
Microair T2000 Mode C Xponder
Garmin 495 GPS
4 place intercom
Upgraded brakes and 10ply tyres fitted

\$65,000 ono

Contact Martin on
0429 906 865 or at
martinongley@bigpond.com



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



Roy Docherty's TIPSYP NIPPER



Slingsby T66 Single Seater.

Reluctantly selling my Jabiru 2200 powered Tipy Nipper. This fully aerobatic airframe has flown 729 Hrs since rebuild, Engine 53 hours since new. Hangared at Wedderburn.

This aircraft is for sale at the newly reduced price of

\$15,500

Call Roy on
0404 756 407 or 02 4294 3900



Picture is courtesy of Doug Stickland

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.