



The N.S.W. Sport Aircraft Club Newsletter

JUNE - JULY 2015

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: The LOBO group (Lancair Owners and Builders Organisation) at Port Macquarie. See **Page 8**.

Inset at left: Caretaker, Rou, gets some wet-weather gear. **Page 12**.

Left: Ant Prehn takes off for his initial test flight of his RV7. His story appears on **Page 13**.

Below: Good news: our Club President, Bret Cavanagh, is back in the air in his Tomahawk - VH-KAJ.



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

INSIDE THIS ISSUE	
Upcoming Events	2
From the Secretary's Desk	4
Errol Pillemer has his say	6
LOBO Oz Lancairs at Port Macquarie	8
ANZAC Party at Scone	9
RED Thunder Down Under	10
Bundeena ANZAC Fly-past	11
Rou's World News	12
Ant Prehn's RV7 Flies	13
Photo of the Month	15

Committee Members and Contacts	
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 bizjet@bigpond.com
Phil Ayrton	0417 210 731 payrton@bigpond.net.au
Matthew Gray	0411 505 521 a150k@hotmail.com
Don Harvie	0407 231 333 donharvie@yahoo.com.au
Errol Pillemer	0406 070 121 errol@pillemer.net
David Rittie	0407 890 791 david.rittie@optusnet.com.au
Richard Thompson	0412 288 061 richard@flycorp.com.au
Committee (group email)	committee@wedderburnairstrip.com.au
Rouen Andrews (Caretaker)	0425 380 964 - - -

UPCOMING FLYING AND SOCIAL EVENTS Put 'em in your diary

Remember Midway 2015

Saturday, 13th June.

Contact: Bret Cavanagh.

More details appear on **Page 3**.

Caboolture

AOPA Safety Seminar

Saturday and Sunday, 20th and 21st June.

Contact: Aaron Stephenson. 0417 292 209 or at aaron.stephenson@aopa.com.au

More details appear directly below.

Bankstown

Bruce Cunningham's Open Hangar Day

Sunday 21st June, from midday. All refreshments provided. All welcome.

More details appear on **Page 3**.

Hangar M1

Social Workday

Sunday, 28th June. Sign in by 9am. Free lunch for members.

Contact: Richard Thompson.

Wedderburn

Birdsville's Big Red Bash Music Festival

Sunday & Monday, 5th & 6th July.

Contact: Colleen Pillemer on 0422 836 694.

More details of this organised trip appear on **Page 3**.

Birdsville

General Meeting & reconvened Annual General Meeting

Sunday, 12th July, 2pm, in the Clubhouse.

Contact: Jock Anderson.

Wedderburn

Social Workday

Saturday, 29th August. Sign in by 9am. Free lunch for members.

Contact: Richard Thompson.

Wedderburn

AOPA SAFETY SEMINAR FOR BANKSTOWN from AOPA's Aaron Stevenson

Dear Aviator,

AOPA is pleased to announce its next Aviation Safety Seminar which will take place at Bankstown Airport on the weekend of Saturday 20 and Sunday 21 June 2015.

The focus of the Seminar will be "Stick & Rudder Skills - v- Over Reliance on Automation." This is an ever increasing area of concern with more and more incidents occurring as a result on over reliance on automation.

Mark Skidmore, the CASA DAS, will be the key note speaker, along with many other interesting presenters

from the Aviation industry.

There will also be a CASA presentation on Part 61.

The event is open to all aviators. Lunch is included (at a cost of \$5).

RSVP to: email: aaron.stephenson@aopa.com.au ph: 0417 29 2209

Best Regards

Aaron Stephenson.
CEO

REMEMBER MIDWAY 2015

Come and join us for our 1940s. Remember Midway. Featuring the Brisbane Symphonic Swing Band with the Andrew Sisters tribute.

Saturday Jun 13 2015 at 07:00 pm.

Come along in you 1940s gear or Military and enjoy a two course meal by our caterers and some great music.

**Caboolture Warplane & Flight Heritage Museum
Hangar 101 McNaught Rd,
CABOOLTURE QLD**

Obtain your ticket by calling 0405 766 465



BRUCE CUNNINGHAM'S OPEN HANGAR DAY

Bruce Cunningham welcomes all SAC members to a winter lunch to be held in

Hangar M1

June 21 - any time from 12 midday

The food will include a variety of meats and salads, chilli con carne (and chilli without carne for vegetarians) along with a comprehensive range of drinks. Bruce tells us that it will "resemble a Christmas Dinner!"

Open House.

All are welcome.

Don't miss this one!!



Colleen Pillemer's Birdsville Music Festival Trip



Errol and I will be attending a Music Festival at Birdsville Big Red Bash on Sunday 5th and Monday 6th July. The plan is that we will depart Wedderburn on the 2nd July and overnight at Bourke at Kidman's Camp where

they have a poets night with dinner which looks rather fun.
<http://www.kidmancamp.com.au/bourke/product/campfire-poetry-dinner/>

Following night (3rd) we will be staying at Thargomindah at the Bulloo River Motel 07 4655 3125

We're looking at landing at the Dig Tree perhaps en route and flying in to Birdsville on the Saturday 4th where we will spend Saturday, Sunday and Monday nights.

We have friends who have a property in the centre of town and they said they are happy if anyone wants to pitch a tent on their lawn. They have ablution facilities with hot showers.

There is transport from Birdsville to big red. The concert is

on for Sunday and Monday. Tickets available at:
<http://www.bigredbash.com.au/bigredbash/index>

The link to use for ticket purchases using a promo code is:
<https://bigredrun.worldsecuresystems.com/bigredbash/birdsville-big-red-bash-2015-discounted-ticket-sales>
Discount code: AWDCBRB

We will depart Birdsville on Tuesday 7th July heading for Commodore. This is an airstrip close to Parachilna and we will be staying at the Prairie Hotel in Parachilna that night and the staff will collect us from Commodore.

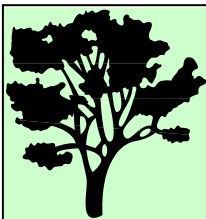
Next day we will be flying over Wilpena Pound and heading for Broken Hill.

From there on to Narromine, Mudgee and home on the 11th

Anyone interest in joining us can contact us directly on my email: colleen@pillemer.net or on 0422 836 694.

Regards

Colleen Pillemer

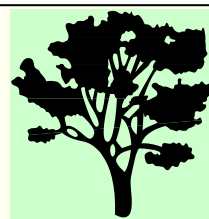


Need some exotic plants? You can choose from a wide selection near the airfield, just around the corner at #7 Blackburn Road.

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****





Welcome to the June - July 2015 edition of your SAC Newsletter.

We have received more material than ever before from you, the members, for inclusion into this Newsletter, making it a bumper edition.

Included this time around are the usual articles from our regular contributors

including, of course, Rou's World News from our caretaker, and a few words from our newest Committee member, Errol Pillemer (thanks Errol). There are also stories of the ANZAC dinner at Scone, an ANZAC Flypast at Bundeena, the Lancair builders group at Port Macquarie, the Red Thunder gathering at Watts Bridge and Ant Prehn's story of his RV7 build and test flight, all topped off by some very fine photographs taken by our members which are all capable of qualifying for 'photo of the month'.

From your Editor

Thank you all for your contributions.

There are many flying and social activities that have suddenly come to our attention which will fill up our calendar, especially Bruce Cunningham's hangar 'Open Day'. Details of these events appear on Pages 2 and 3. We hope to see you attending these events.

We hope you enjoy this month's edition.

David Rittie

Editorial: some current matters from the Committee

Unfortunately, our Club President has been unwell, and therefore, unable to contribute his wise words to this edition of your Newsletter. Hopefully the following will help to keep the members informed of some current matters.

Next General Meeting Deferred

Please note that the next General Meeting has been moved from its usual slot in the Club calendar. It has been postponed to Sunday 12th July (2pm in the Clubhouse) so that it can be combined with a reconvened Annual General Meeting. The reconvened AGM is necessary to allow our annual audited financial statement to be presented to you all.

Bruce Cunningham's Party.

We are all invited to attend what Bruce

has called a "Hangar Open Day" at his Hangar M1 on Sunday 21st June from 12 midday, as noted in the "Upcoming Events" section of this Newsletter. Food will be provided, and Bruce is hoping for a large roll-up.

Please don't miss his generous offering at this important event.

Grass Safety Strip

It has been noted that the grass safety strip (on the western side of the runway) has been used whilst sodden from recent rains. This is not recommended and strongly discouraged, as landing aeroplanes on it will create deep furrows into the surface, which are difficult and time consuming to repair. Also, PLEASE DO NOT DRIVE VEHICLES ON THIS

GRASS SURFACE which can result in even worse damage.

Visitors

Visitors are welcome at Wedderburn. However, a stay of up to a week is the maximum permitted except by committee permission. The visiting aircraft must park in the aircraft parking area, but may be housed inside a hangar with committee permission.

Fly-Away Coordinator

We are looking for a volunteer to become the 'Fly-Away and Events Coordinator'. This duty has been carried out by various members only for individual events since the departure of Lindsay Sinclair. Volunteers should contact a committee member.

David Rittie

From the Secretary's Desk

Another two months have gone by since the last newsletter! I usually try to tell you something about your club that you might not know. This month I will tell you about Rouen and Dawn Andrews – the two most important people south of Sydney Harbour!

Dawn was born in Ashburton, a small town with a population of about 17,000, on the eastern side of the Alps, in mid Canterbury, South Island, New Zealand. I have been to Ashburton and it is one of those fascinating towns where the railway train goes right down the middle of the main street. For those not familiar with New Zealand, the Canterbury Plains are in the South Island and the capital is commonly regarded as Christchurch, although some claim this distinction for Dunedin. The surrounding area was famous for its flat arable farmland producing grain and fat lambs, many of which were exported to the United Kingdom before Britain joined the European Common Market. Nowadays dairy

cattle have taken over in many parts of Canterbury as well as other areas in both islands of New Zealand and milk is a huge export earner to China. Dawn's family later moved to Laghmore an even smaller town not far away when her Dad was appointed as a farm manager. Dawn had to go to and from school nine miles each way (15 kilometers to you youngsters) every day on a bicycle with no gears built by her Dad! In spite of this, Dawn feels that growing up on a farm gave her a good start with knowledge that suited her for her employment with NZ Farmers Co-op and Dalgetys (stock and station agents) as junior shorthand typist and head of



bookkeeping machines. Dawn "retired" to raise two daughters, Helen and Janet, and a son, Paul by her first marriage. Helen was in Christchurch and survived the recent earthquake; Janet is a nurse and Paul a solicitor. Dawn returned to the work force in the early 80's to office employment at Flour Mills in Ashburton, before moving to Christchurch 1987.

Everyone wants to know why Rou is called "Rou" and many folks do not know even today, when they have been here for years. Well, I can solve part of the puzzle, and it has nothing to do with the kangaroo. You see, Rou is not French, he is a Kiwi, like Dawn and he too was also born in the South Island. He was born on 31st October 1935, two days before Marabou won Melbourne Cup, ridden by Keith Voitre.

* * * * *



5 November 1935

Marabou wins 1935 Melbourne Cup

Starting a 9/2 favourite, Marabou was ridden a masterful race by Keith Voitre to secure the Cup for his owners Messrs J. Fell and T.Hogan. Mr Fell was a sick man and tragically died the day after the Cup was run. The Victoria Racing Club flew the Flemington flags at half mast on Oaks Day as a sign of respect.

Shadow King lead the field out after competing in six Cups. Other Cup winners Hall Mark and Peter Pan followed him out onto the track. Shadow King would finish fourth in his last Cup appearance. Marabou went onto sire the 1941 Cup winner in Skipton as well as Mooriarty, 1942 Kalgoorlie Cup winner.

(Image credit: VRC Collection)

* * * * *

It had been decided by his Mum and Dad that he would be named after the jockey who rode the winner of the Cup. So, everyone had to stand around and

wait for two days until after the Melbourne Cup. Well, as you remember, the winner was Maribou and the jockey was Keith Voitre (see picture) and it was ordained therefore that the new boy was to be called "Keith". The trouble was that his maternal Grandma rang up and said, "You will NOT call him Keith, you will call him ROUEN", and that was that. She was not to be meddled with! I would love to be able to ask that grand lady, "Why did you insist that he be called Rouen?" I will bet that would be another story. Anyhow, that is how Rouen got his name but I still cannot tell you why.

The newly named lad was raised in South Canterbury, in a little town called Temuka where he went to school. Rou, as he is now called by you and I, was involved with horses since he was knee high to a grasshopper. His life from his earliest memories involved thoroughbred horses. He used to play with horses as though they were family pets. His dad came home one day when he was eight years old and found him with a foal whose legs were completely wrapped in bandages lying on the ground. When Dad asked why the bandages he replied "Nothing" and took off the bandages. The foal jumped up and nuzzled him like a cat. They had just been playing. Indeed Rou seems to have been a bit of a horse whisperer. He was often called upon to help with horses that had a problem that others could not solve. Apparently if a brood mare did not like a particular stallion and would not behave, Rou would have a quiet word in her ear and she then would do the right thing.

Rou's Dad came home with a businessman in a suit one day and introduced them. The visitor said "You look like a fine young man who would be good with numbers." The business man was the local bank manager. "You will be going to work in the bank, starting Monday" said Dad. And so Rou entered Bank of New Zealand from secondary school, and remained in various Canterbury rural branches for 6 years. He returned to rural life with stud farm management in South Canterbury, then in the north island at Wairarapa, Hawkes Bay and Waikato. Later he entered veterinary practice management, in Edgecumbe and later back in Ashburton. He also had stints in dental/medical and surgical supplies. Rou has

two sons by his first marriage - Selwyn and Darren.

Dawn and Rou met in a pub (with a good band, he says) in Christchurch in 1988 and they married the same year, moving to Victoria in 1989. When they moved to Melbourne Dawn initially had a position at JB Were but found that, when they moved to a stud in NSW, it was a very steep learning curve!!!

Their working lives have covered positions in retail pharmacy, veterinary wholesale, thoroughbred stud management and show horse agistment in Victoria, NSW and Queensland and later in dog and cat boarding kennel management in Menangle, NSW for 10 years. Now, thank goodness, they have found their way to Wedderburn. They say that they have worked well together ever since and now at Wedderburn, they "Live in Paradise".

Dawn and Rou have certainly had a lively and varied life always, it seems, revolving around animals, especially horses, but now, by the grace of God, they have found their way to a place where they can revolve around aeroplanes. We are privileged to have them.

On to other matters.

Three members were interviewed since the last newsletter - Ian Woodhead, Miles Currington, Malcolm Kains as full members. They will be formally elected after the next committee meeting if there are no objections.

Tarnya Egan has joined as an associate member (Matthew Feneley's partner). Please make them all welcome.

The next General Meeting has been moved to 12 July 2015 to coincide with the reconvened Annual General Meeting to receive the financial report. Agendas will follow but members are reminded that if they wish any item to be added they should let me know as soon as possible.

As I write this, the long weekend is coming up.

Fly Safe!

Jock Anderson

Our newest Committee member, Errol Pillemer, has his say

Fuel Bowser

Wedderburn has a fine refuelling facility "bowser". The tank is off the ground, it's covered and secure.

Our fuel suppliers "Skyfuel" have suggested that we test the fuel for contamination once a week. Twelve (12) litres is taken and tested by our caretaker, Rou, and to date he has never found any contamination. The test is written up in the Fuel Log in red, and in future Rou will start a new page when he does the test so you won't overlook it.

Twelve litres a week adds up to 600 litres a year or over \$1300.00 depending on the fuel price. This wastage will be recovered from all fuel users and equates to less than a cent per litre so we will not even notice the cost.

We pilots are cautious types and like to do our own tests normally after filling our tanks and is a good practice as it checks the fuel that you will be using. If you want to test the fuel before refuelling then please use the fuel nozzle not any of the drains. It is not fair to expect the pilot body to support your testing as even 500ml quickly adds up. You are duplicating the test that has already been done.

While on the subject of fuel, please read the instructions posted and replace the fuel nozzle and crank in their respective holders, switch off the pump, close the YELLOW fuel valve (not the blue one) and write the fuel figure rounded up neatly in the book.

"RTFI"

(What do these letters mean? **Ed**)

Please don't switch off the Power Switch unless there is an Emergency.



April's Social Workday

What a great workday, so many people pitched up and got stuck in, but my letter is not to compliment, it is to voice some issues that I have. If you think that some of the points are aimed at you then perhaps you should take a step back and re-evaluate yourself and your position in the club.

The club has over 250 members yet every workday the same people arrive and do their bit, where are all of the rest of

you? It is your right if you prefer to rather pay your fees, but apart from being a day where we all meet to improve our airfield, it's a day to socialise.

Surely you can arrange your work commitments to at least attend one workday. If you cannot arrange to be here then offer your services on a day that suits you, I'm sure that Richard could find a suitable task.

Working in or around your hangar is not included in the workday tasks, so please don't sign in for a credit and free lunch if that is what you are going to do.

In addition to not appearing on the workday some members have never been seen at the club for years, not even to fly. Why then do you belong to the club? If you cannot or won't contribute then leave. I'm sure you won't be missed.

A great spread is presented by Steve and Karen Lalor, they should not be required to set up the tables and seats, nor re-stack them afterwards. Perhaps some of the non-working members could assist them or each of us can pack away our chair after eating.

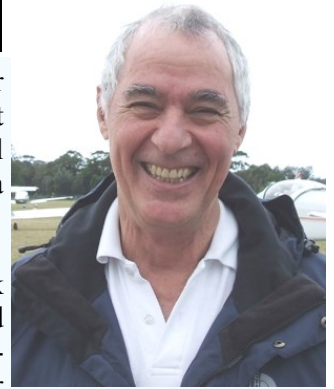
The workday does not stop at lunch, if your task has not been completed then please try and finish off after lunch and return the tools etc.

Members over 65 are not required to help, they are entitled to rest on their laurels, yet I saw Ian Harvie, Dave Rittie, Bruce Cunningham to name a few all doing their bit (forgive me if I have left any of you out). These gentlemen are always around helping out and contributing to the club. If you are over 65 please offer your assistance and knowledge... I know that some of you would be great supervisors or gofers.

I have not overlooked the committee, job lists should be published at least a week prior to the day.

The skip is not for the use of individual members, it costs the club over \$1000.00 if you want to use it then pay for it. If you require a skip for your own refuse contact Richard who will arrange one for you. After the workday and checking with Richard a small number of items can be placed in the skip, consider your fellow members and don't hog the skip. The skip is full when level with the sides, **not** poking up into the sky.

A club is about its members, not just a place to keep an aircraft, but a place to meet like minded people all sharing their interest in flying. It's a place to socialise and enjoy your passion. If all you use the club for is an inexpensive place to keep an aircraft or worse, cheap storage, then please look elsewhere.



Errol Pillemer

SO YOU WANT TO BUY A HANGAR!

Here is some more good advice from Phil Ayrton

There's not many vacant hangar sites left so the most likely prospect to procure a hangar of your own is to purchase a completed one from another member, but how should you do this, what is the best way to make sure that when you spend all that money you actually end up with secure tenure of a hangar? There are a number of steps that need to be undertaken, bearing in mind that the club is the primary leaseholder, and then provides a sub lease to eligible members for the land at each hangar site, and a valid Hangar Licence Agreement (HLA) is the instrument providing members with security of tenure over the hangar lease site, so it would be foolish to spend money on a hangar without an HLA or the likely prospect of securing one, so . . .

Firstly find your hangar.....by word of mouth, advertisements in the newsletter or on the clubhouse noticeboard.

Once you have agreed a deal with the seller, and possibly paid a refundable holding deposit, both parties need to approach the committee to request a transfer. An email from both parties to

the committee is generally sufficient. This provides certainty that the seller is authorised to sell, and that the prospective purchaser is also eligible to purchase. The usual impediments are unpaid hangar fees, ineligible membership type, hangar non compliance or some other reason. Without agreement in writing from the committee you could pay significant funds to a seller and find yourself without any security over the site, as the club will not acknowledge the transfer, in the worst case you could be asked to remove any assets from the site, like the building and slab.....yes, that could happen.

If there is an impediment to the transfer, like hangar non compliance or unpaid fees etc, the committee may still agree to the transfer in principle, but will probably require rectification of that issue prior to the issue of a formal HLA, so the fees need to be sorted out or demonstrated compliance required, by either the seller, the purchaser or both, in a timely manner before an HLA can be issued. There have been a number of occasions where a hangar



sale has supposedly taken place without committee agreement, and in these cases the committee does not acknowledge the sale or transfer, and steps may have to be taken to forcibly resolve these cases where sanity and adherence to the rules does not lead to a satisfactory resolution.

This article is really just a précis of the process to make hangar purchase more understandable, so make sure you do understand the process and adhere to it before handing over your hard earned savings, and then finding yourself in limbo. Holding a valid Hangar Licence Agreement is the only security of tenure guaranteeing that you have real and valid tenure to that very special place we have all worked towards.....a hangar of our own at this very special place.

Phil Ayrton

A LETTER TO THE EDITOR from our new member, Bob Sprague

Dear Editor,

As some members will know, I purchased Stan Nightingale's Whisper Motor Glider in May last year and joined the SAC.

I would like to acknowledge my thanks to all those members who rallied round and helped me get her airborne again. In particular Tim Causer, a mountain of strength and encouragement, who said "I get you flying and then you sort out the rest". Also, Ian McPhee from Byron Gliding, who came to the rescue to sort out the paperwork and maintenance necessary for the Whisper to be legally flown. Through their efforts the Whisper is all up to date and now has a perpetual C of A.

Handling a 16.5 metre wingspan aircraft in a hangar is not easy when other aircraft are around. Jock Anderson answered my advert for a hang-

ar space and then let me cut a window in the wall so the Whisper would fit and the doors could be closed. I'm sure the sight of a wing protruding from Hangar B6 is a talking point around the field.

My next milestone is to be converted to the aircraft type and start enjoying flying more frequently.

Again, thanks to all at SAC.

Bob Sprague



Bob and Jock looking through the hole they cut into the side of Jock's hangar!



The Whisper's wing protruding through the hole!

LOBO Oz (Lancair Builders) inaugural Fly-In



Our LOBO Oz (Lancair Owners and Builders Organisation) inaugural Fly-in, landed at Port Macquarie on Anzac day 2015, which commemorated 100 years since the ANZACs Gallipoli landing. Our meeting commenced by firstly recognising our forefathers and their sacrifices by observing the traditional minute's silence. Despite a number of committed members being unable to attend, we are really encouraged by those who came along, to contribute and to share their experiences with one another.

Feedback from our inaugural LOBO OZ weekend has been extremely positive, and we hope that all those who attended benefited from it.

We had a group of 31 who joined us for the twilight river cruise and dinner after. Some members departed on the Saturday afternoon before the cruise; however, I must mention that we had 10 of our SAC Wedderburn people stay with us for the whole weekend.

Peter Hodgens came in his Lancair IV



They were Peter Hodgens, Junie Nicholson, Kevin Haydon, Margy Hardy who arrived in Peter's Lancair IV VH-PWH. Sam and Kelly Randazzo had to settle for a Mooney as Sam's Lancair IV is in being painted. Chris and Narelle Noy drove up to Port for the weekend and it was fabulous having them all along; thanks guys and gals.

As part of our 'formal' presentations here are most of the topics, which we covered:

- the President's Address (though 'President' Fred was unfortunately unable to attend)
- Target EGT PPS from APS for the normally aspirated guys.
- Lean of Peak operations, specifically IO-550 and TSIO-550.
- Importance of having fuel system correctly set-up as

per SID 97-3C.

- Accurate ignition timing and relationship to CHTs and EGTs.
- Explosive decompression, hypoxia etc. (thanks, Andrew)
- Brief introduction to the risk radar.
- Trans Tasman record flight (thanks, Gary Burns and Fred Moreno)
- Accident prevention and ATSB stats.

In the mix was insurance broker, Chris Stainer, from Aviation Insurance Australia, who chatted informally with members, shared his passion for aviation and made information available for those considering insurance of their precious machines.

So, apart from the planned presentations, it was fabulous as members shared their personal experiences and knowledge, and asked questions from other owners. Putting faces to names was another immeasurable outcome of the weekend, which may help when planning when and where future gatherings might happen.

I am certain that sometime in the future LOBO Oz could look at hosting a Fly-in at our own Napper Field.

Gary and Linda Weeks

LOBO Oz team - <https://ozlobo.wordpress.com/>



ANZAC COMMEMORATIVE BLACK-TIE DINNER at SCONE

From Anne Goulding

All ten Wedderburnians who flew to Middlebrook to attend the dinner agreed that it was the best night they had had for years.

The night was organised by the Scone RSL Sub-branch in conjunction with the Scone Aero Club, and was held at the Museum Hangar at Scone Airport which was Col Pay's old hangar.

The hangar was decorated to resemble an army tent with webbing right around the walls. There were old Australian and New Zealand flags hanging from the ceiling and displays



of WW1 memorabilia from the army, navy and air force were placed around the room. We were greeted to the strains of a Scottish Pipe Band, ice cold bubbly and locals dressed in WW1 uniforms. To add to the atmosphere were two aeroplanes, a P40 Kitty Hawk and a P51 Mustang which provided a backdrop for the dais and the band as well as generating a great deal of interest from the crowd.

During the evening the Last Post was played by a young man on an original bugle and officers from the Defence Force addressed the 230 diners on Gallipoli. There were also addresses by the local Member of Parliament and Mayor of Scone.



Laura Cunningham showing her approval

After the formalities two old diggers from Scone were given a standing ovation in appreciation of their service to Australia during WW1 and a lone Piper played the Reveille.



Above, left to right: Laura and Bruce Cunningham, Patricia and Gordon Steer, Marlene and Robert Priddle, Anne and Greg Goulding, Alice Collett, Vic Laybutt.

Excellent food, drinks laid-on and wonderful music from the 60s and 70s with a few wartime tunes thrown in made for a most enjoyable night. One local even made a brew from a special recipe he claimed was used in WW1 to give the men in the trenches a lift. It looked like Baileys and was made from oats and alcohol. We soon discovered it was also very potent. Some of us danced the night away until the courtesy bus arrived at about 1am to transport us back to Middlebrook Station.

The next morning our hosts from Middlebrook Station, Alan and Suzanne provided tasty bacon and eggs for everyone. It was probably a good thing as perhaps some pilots needed extra time before flying home after such a wonderful night.

Annie Goulding

Thanks for the story and the photos, Annie.

Ed



RED THUNDER DOWN UNDER at Watts Bridge (Story from Peter Scott)

On May 13 our intrepid President flew north with Peter Scott in the YAK 52 for 'RED THUNDER' war-games under the tutorage of the glorious Soviet fighting forces (Northern Command) at Watts Bridge (YWSG). Operation Red Thunder saw the arrival of 20 YAKs and Nanchangs, and one imperialist interloper in a Yankee T34. (Grudgingly it was acknowledged this acquitted itself well despite having cylinders in straight rows instead of radially around the crankshaft like all RED-blooded fighting machines!) There were 3 days of formation flying, (flour)-bombing, max-performance combat manoeuvring (chopping up dunny rolls), combat formation procedures, and a tactical exercise requiring photo reconnaissance, and planting our (flour) bombs on an enemy airfield while avoiding detection by imperialist "bandits" lurking in the target areas.

YWSG is a cute grass airfield in the picturesque Brisbane Valley. Prominent landmarks are the Somerset and Wivenhoe dams (Brisbane's water supply) and immediately adjacent south is the RAAF Amberley airspace. Five km away is the township of Toogoolawah. Pre-arrival written briefings prepared pilots for introduction to, (in the cases of novices like Peter and Bret) or polishing of military flying skills (for the experienced military-trained participants). Concepts introduced were *Maximum Performance Handling* (MPH), *Combat Formation Manoeuvring* and *Initial and Pitch* circuit procedures (to arrange a formation arrival into even spacing for landings in trail), and multi-ship formation flying in pairs, fours and larger. MPH describes the envelope (speed and g force) for an aircraft type to achieve minimum turn radius, important in aerial combat. The aircraft is flown close to its stall condition, right on the buffet of a high speed stall. Interestingly, the two RED radial types are different, the Nanchang warning with a pronounced shudder as the pilot pursues maximum turn performance, whereas the YAK 52 with its higher wing loading gives only the slightest of "burble" announcing the impending stall. Pull too hard, and there is little to warn of the YAK wing quitting with nose-down flick entry to the spin. The experienced pilots were extraordinarily generous in giving up some of their flying to share their expertise so novice pilots could experience and practice these manoeuvres. Combat formation experience demonstrated (for the novices) or practiced (for the experts) leader and wingman formation and "finger four" formation (2 pairs as pioneered by the Luftwaffe) applicable for op's in hostile airspace, how to change the formation's direction without collision risk or the need for radio communica-



tion. Everyone got to experience close formation flying, from the pilot's seat in formations larger than pairs for those experienced and with formation endorsements, or from the back seat for those learning. Culmination was 10-ship fly-overs of our host-town, the good people of Toogoolawah.

Saturday night was formal military "Dining-In" night requiring military dress code for the feast of food and wine provided by the Toogoolawah Hotel. Red Thunder is yet to induct its first woman aeronaut, but the participating "Natashas" joined the formal social event in suitable glamorous Russian attire. The speeches after dinner were of stories even taller than the flying exploits. Was it all worth the long trip north? Was it fun? Peter reckons he probably has done some things as much fun in his (now long) life, but it is hard to recall what!



Top: The Red Thunder group in formation. **Above:** Our Club President, Bret Cavanagh and former Club President, Peter Scott, at the dinner, suitably dressed in military uniform. **Below:** The YAK/Nanchang line-up.



YAKs and Nanchangs during the RED THUNDER Down Under event at Watts Bridge
Photo is from Peter Scott



Peter Scott tells how he and Clive Brookes did the ANZAC FLY-PAST - BUNDEENA

Now there is a view of the Illawarra coast not many Wedderburn pilots will see. Clive Brookes' Nanchang, seen over the wing of Peter Scott's YAK is starting the run up Port Hacking at 500ft AMSL. What makes the view south along the coast of the national park unusual is that it is from INSIDE the YSSY Control Zone! The houses just in sight are the fringe of Bundeena, and just ahead is the Bundeena Reserve where the RSL Club march had arrived for the ceremony to commemorate the 100th anniversary of the ANZAC landing at Gallipoli.

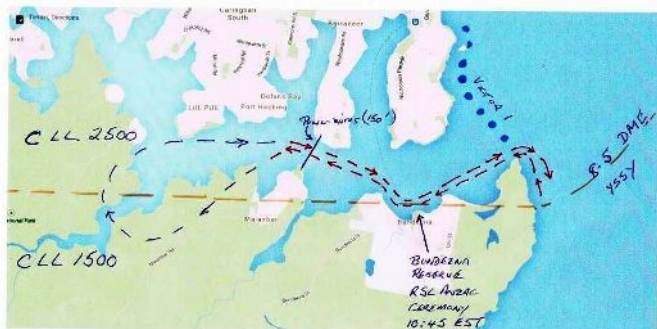
Bundeena resident and aviation aficionado, Jeff Donaldson, had asked AWAL (Australian Warbirds Association, the regulator of warbirds under delegation from CASA) if a fly-past for their 100th anniversary ANZAC ceremony could be arranged. Peter and Clive responded, considering Wedderburn is such a near neighbourhood to Bundeena. But of course Bundeena being in the CTZ required some approvals. Peter arranged for experienced warbird driver and formation pilot, Roger Hendry to fly the YAK off Clive's wing. With the help of Brad Parker, Clive's colleague in Air Services Australia, ATC reviewed the proposed tracks (see the accompany-



ing diagram), and gave in-principle approval, always subject to operational requirements at Sydney on the day.

The day dawned with a brisk southerly, limiting YSSY departures to the 16 runways towards Bundeena. Flight plan lodged, and the formation zooming north along the coast with the southerly pushing, ATC assigned the formation leader, Clive (and leave the TXP off in the other aircraft please) a transponder code, but with a strict limitation that op's within the CTZ must not be above 500ft. All went well, but it was tight within Port Hacking for the reversal turn and a second run past the parade ground on the Bundeena foreshore. Jeff reported the close fly-past and accompanying radial growl added to the occasion of their ceremony.

The RSL Club offered to contribute to fuel costs, and Clive and Peter have donated this money to Legacy, the charity that supports families of fallen service men and women. It was good to help the RSL, according to Peter and Clive, but not an imposition when the task was such fun!



— — — 500' AMSL (YSSY QNH)
— — — 1000'
(2-aircraft formation)

ROU'S WORLD NEWS

A few words from our caretakers, Dawn and Rouen Andrews

SOCIAL WORKDAY 9/5/15

An excellent turnout for this event organised by Richard Thompson and many jobs scheduled were completed. As usual an excellent lunch organised by Karen and Steve Lalor, Spag. Bol. with Danish pastries to follow, enjoyed by all including prospective new members who were interviewed.



It was a pleasant surprise to us all to have Chris Gallagher in company with John attend the lunch, it was quite emotional to see Chris back amongst us, and I know Dawn had a great chat. We trust that your recovery keeps on track and hope to see you here on the next workday!

While we are on health matters JIM LUMB starts another bout of chemo this week, early June, and we wish him well and hope for success and continued improvement.

OVERSEAS TRAVELLERS

Peter Hodgens and June Nicholson are off again on a two-month journey, initially UK to visit relatives, then motoring tour, then to cruise the Scandinavian fiords.

Amy Taru as flown off to London to see the New Grandchild, a wee girl. (Amy did not fly Jabiru airlines this time.) This leaves a possible opening for a Good Strong girl who is able to Cook, Clean, and learn Jabiru Maintenance. Great working conditions - But No PAY.

ARTHUR NAPPER

Arthur telephoned. He was thrilled to view the new sign in the Newsletter, and asked that his thanks be passed along to the Club and to Jim and Rachel for a great job of restoration. Arthur is 94 and attended the Anzac Day march this year in Sydney. He is the only one of his battalion remaining from the Rats of Tobruk. Note his drawings are usually exhibited in the Clubhouse and will be re-hung in the near future.

WET WEATHER GEAR FOR CARETAKER

I am no longer invisible. Look for the man in the fluoro Hi Viz wet weather gear!! Grateful thanks to Tim Causer and the committee for the supply of same.

DAVID BUTLER 15 May

David departed for Busselton WA to deliver his beloved Corby Starlet to its new owner. My reports have been scarce - Temora two nights; Hay - re-fuel; Mildura - one night; Renmark - re-fuel; and



Rouen and Dawn

Port Pirie for one night. A full report from David next issue.

AVGAS BOWSER 23&24 May

A slight hiccup with the fuel pump and Rob Mangan from Skyfuel willingly came out on the Sunday morning, repaired same (with help from Clive Brookes) and provided driveway service. Members should be aware of the great service Rob and his boys from Skyfuel provide to the Club at no charge. Thank you Rob.

WATTS BRIDGE

Peter Scott and Brett Cavanagh attended "Red Thunder" Get-together in May, YAKS AND NANCHANGS I believe, and a great time was had by both these aviators (Clive Brookes could not attend due to pressure of business - Shucks Clive!)

19 aircraft attended plus an American T34. Additional Gossip: apparently Nanchangs are known as NANCYCHANGS, as they are easy for GIRLS to FLY!!!!

NEW SLASHER

A new Jarrett Slasher has been purchased for the Club by Glenn Buttsworth and Richard Thompson and has been fitted by Richard and Faye Abbas and adjusted by Glenn. Please do not tinker with the adjustments as Glenn has set this for the best results in our work here and will be maintained on a regular basis.

RAINFALL

March/April - 420 mm (16 inches);
May - 56mm

Grateful thanks to Chris Willis and his mate, Graeme, for trimming the shrubs at the front of the flat, job well done.

Greetings from Rouen and Dawn.

Dawn and Rouen Andrews

0425 380 964

Ant Prehn's RV7 Flies

On the 4th of April 2013 at 12 midnight I made my way to Red Cliff QLD. I was now the very proud owner of a Vans RV 7 kit plane. I'd been dreaming of this day for many years and now it's finally come true.

It wasn't a great morning for the big drive with lots of rain slowing the trip down dramatically. I arrived in Brisb late that afternoon and stayed with a good ATC mate of mine, Jed. We use to work together at ASA, that was before I got a real job teaching paragliding.

Next morning we loaded up the U-Haul trailer and I was back on the road again arriving home at a very late 2am. Tough two days but I just had to hook in and make it happen.

My workshop back at home was ready to go. I'd prepared all the workbenches, compressors and regulators, drills etc. and had bought most of the tools necessary for the build. It wasn't a big work area for building a plane, only 7m x 4.5, just a single garage barely big enough to swing a cat. The good thing was that I only had 5m to walk from the back door of the house to the garage and could get back in the house on the computer very quickly to research information.

With my new acquisition the enormity of this project was starting to hit me, what a massive job it is, requiring a level of commitment that I wasn't quite aware of at the time of purchase. With the garage now packed to the ceiling I started sorting all the components and ticking off the quantities list of parts and hardware. This took a few days and was important but a massive laborious job and leaves no production to show.

The rest of the kit started to follow by finishing the empennage, then the wings and fuse. The assembly I did at Planet YWBN.

Vans have really done a superb job producing such high quality kits, currently 14 in total. Kits are either slow build (standard) or fast build where the wings and fuse are almost completed. Build time is approx. 2500 hrs for the standard kit, which is what I purchased. I just wanted to prolong and stretch the torment that little bit further. My build time was 22 months from when I purchased the kit to its first flight, and approx. 2 years 1 month to the completion of the test phases and painting the aircraft. If you search Ant Wedderburn you will find a movie of my first flight.

The plane now has done 42 hrs and is purring along just brilliantly. I gotta say the 7 is truly a mighty plane and is an absolute pleasure to fly, very precise in pitch and roll. Just the other day I had a 205 kt GS on descent back to YWBN, which



felt all good at the time until I got back in the circuit and had to face landing in a very gusty westerly.

My plane is powered by a Lycoming IO360 180 horse with constant speed. At 8500 ft TAS is approx 165kts @ 65% power using around 32 litres per hour, fully loaded specs say 175 metres takeoff max climb rate is at 1600 fpm. Instruments consist of 2 Dynon Skyveiw touches with voice annunciation which I call Penny, she's on to it with constant monitoring of temps pressures speeds heights airspace alt etc. and more. She's a cool chick Penny. I also have autopilot, synthetic vision and terrain alert and have back up AH, ASI and ALT with 3 batteries providing more that 3hrs power of backup redundancy.

All in all building the RV 7 has been an amazing journey and provided me with a greater knowledge and skills in the perpetual learning of aviation. I often joke building a plane is like doing 5 apprenticeships at once. It definitely was a big ride and is very satisfying to look at your own plane that you have built.

There has been great support from many people and it is just amazing that through the SAAA you can build your own experiment aeroplane. What a great privilege.

I would like to thank all the people that have been so helpful and willing to share their knowledge and guidance and I am

very much appreciative of all their contributions and efforts to help me build the plane of my dreams. I hope that I can now also do the same and share my experiences with other builders in the future.

Fly high fly safe fly far.

Ant Prehn

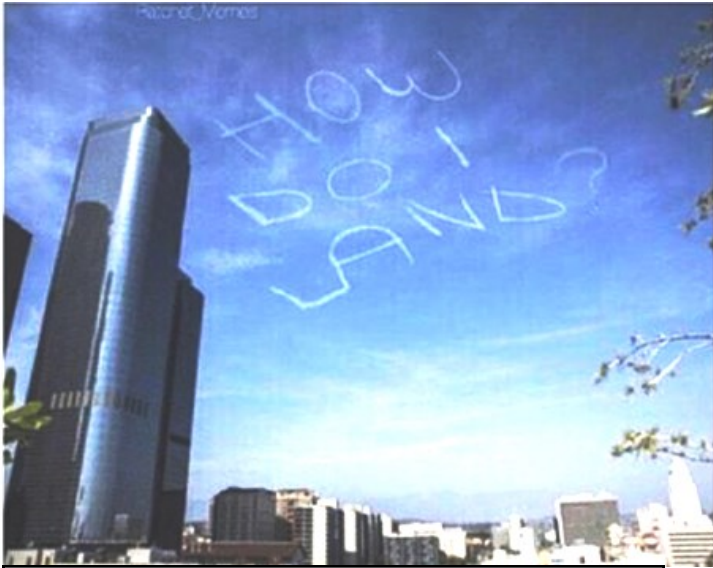
Congratulations on your achievement Ant, and thanks for the story. **Ed**

Dave Thomas celebrates the first flight with champagne



This is the finished article **WOW!**

A Bit of Fun, some great recent photos and PHOTO of the MONTH



Above: This amusing picture was sent in by Don Harvie. It was sent to him by his daughter, Lily.

This one was sent in by Bret Cavanagh

Two Irish hunters got a pilot to fly them to Canada to hunt moose. They bagged six. As they started loading the plane for the return trip, the pilot said the plane could take only four moose.

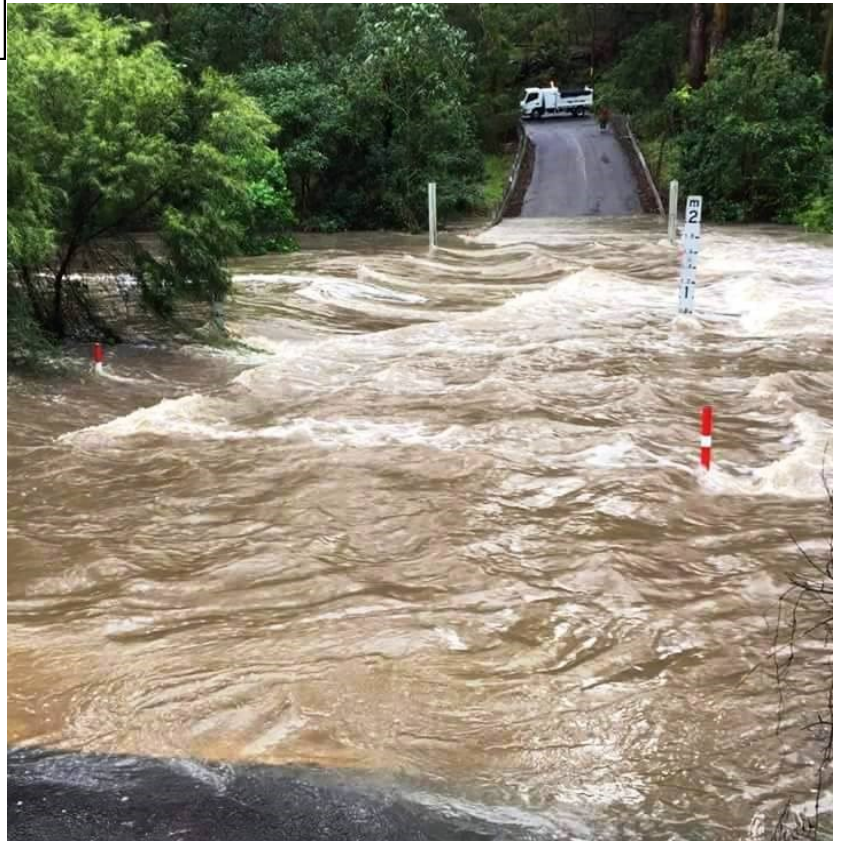
The two lads objected strongly. "Last year we shot six, and the pilot let us put them all on board; he had the same plane as yours."

Reluctantly, the pilot gave in and all six were loaded.

However, even with full power, the little plane couldn't handle the load and went down a few moments after take-off.

Climbing out of the wreckage, Paddy asked Seamus, "Any idea where we are?"

Bejasus, I think we're pretty close to where we crashed last year."



Above: This photo is of the Wedderburn Gorge just after a heavy storm last month. The photo was taken by one of the Wedderburn Rural Fire Brigade members, appeared on Facebook, and was sent in by local resident, Robin Glover. Thanks Robin.



Left: This photo was sent in by Rick Harper as part of a series of military pictures. Is it a picture of some aircraft or of the Grand Canyon in Arizona? One without the other would have been a good picture, but both together makes a great picture. Thanks Rick.

Ed

We have two candidates for PHOTO OF THE MONTH

We received the following message and this really great photo from Rod Holzwart:

"I thought I'd submit this picture from our recent holiday in case you thought it worthy of inclusion in a Newsletter. I'm quite fond of it ...taken from the cockpit of a Beech 1900 on a flight over the Himalayas. The kids & I have recently returned from a couple weeks in Nepal. Thankfully we missed the tragedy that has unfolded since!! All the best. Rod Holzwart."

I'm very fond of it also Rod. Thank you for sending it in. **Ed**



The photo below was taken by Anne Marie Seve as she and Eddie arrived back at Wedderburn from a long trip, approaching Runway 17, on a misty, rainy day. Eddie sent it in. Just another great photo. Beautiful.

Which one is **PHOTO OF THE MONTH**? Your editor cannot separate these two pictures, so they both win!



OTHER BITS AND PIECES

Right: Bob Sprague's Whisper Motor-Glider (ex Stan Nightingale) takes to the air a few days ago. The Whisper now lives in Jock Anderson's hangar. More on **Page 7**.



Greg Ackman's Grumman Tiger



* * Aircraft and Hangars For Sale * *

The late ROBERT GREIG'S AIRCRAFT AND RELATED ITEMS

The following aircraft and parts are for sale from Robert Greig's collection.

Karasport: RAA Rego No 100411 (registered until 17 Jan 2016). Engine: Rotax 582 UL. Airframe hours: approx 210.
PRICE: \$12,000 or near offer.

Cessna C-140: RAA Rego No 248525 (registered with CASA prior to Sep 2014). Engine: Continental C-85-12 (has approx 1423 hrs to run, 376 actual engine hours as at Sept 2014). Completed log books since manufacture in 1946. Please note that there is an AD outstanding for all 100 series Cessnas.
PRICE: Make me an offer.

New Rotax 912 ULS 2 engine. Purchased 2004. Still wrapped & boxed. Includes air box & drip trays, radiator, oil radiator & overflow bottle (no muffler).
PRICE: \$15,000 or near offer.

Part built Skydart (most parts seem to be in hangar T3. No engine).
PRICE: Free to good home.

For more information contact Chris Greig on (02) 95204779 or 0414193774

Karasport



Cessna 140



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.



Volksplane "Herbi"



Contact Kevin Haydon on 0408 694 713.

Goods can generally be inspected each weekend or by arrangement.

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



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

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



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



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



Roy Docherty's TIPSYP NIPPER

Slingsby T66 Single Seater.

Reluctantly selling my Jabiru 2200 powered Topsy Nipper.

This fully aerobatic airframe has flown 729 Hrs since re-build, 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



Michael Sladek's Jabiru J230

2010 Model Jabiru J230-D

Only 129 Hrs total, always maintained every 25 hrs

Dynon FlightDEK-D180 EFIS, Leather seats,
ATR500 Radio, Microair Transponder

\$77,000.00 (Negotiable of course!)

Contact Michael Sladek **0418 111 787**





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.