



SSAC NEWSLETTER

TO TIBOOBURRA AND BEYOND



At Hungerford under blue skies

A total of twenty three members, family and friends in eleven aircraft enjoyed the sights that only outback Australia can offer on a recent three day aerial adventure with Tibooburra and Hungerford as overnight stops.

Trip organizer Peter Guest's full story is on page 4. Photos thanks to Brad Pike



Above left:
Relics at
Hungerford
Above:
Tibooburra Taxi

Left: Pondering
what to do with
4.5 litres of rum



John and Rod had a job to do after their arrival at Broken Hill



According to the trip organizer, the Cessna was never far from the fuel truck!



The veranda of the Tibbooburra Hotel looks like a pleasant spot to spend an afternoon

SUNRAYZIA SPORT AIRCRAFT CLUB INCORPORATED

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SSAC Committee Changes and Membership Renewals

At the Club's AGM, held on the 11 August, a new committee was elected to oversee club activities during the 2013/14 year.

Actually the committee from last year were considered to be doing such a good job that there are not many changes from last year!

The committee for the new year is as follows:

President	John Powell
Vice President	Brad Pike
Secretary	Brian Middleton
Treasurer	Dougal Plummer
General Committee	Rod Taylor
	Peter Guest
	Dave Sammut
	Eddie Smith
	Mike Watson Catering Manager
	Dale Castle Newsletter Editor

Also at the AGM, it was decided to hold the Club membership fee at \$40.00 per year and also the club hangarage rate at \$365.00 per year (yes, that's just \$1 per day) to be paid quarterly in advance.

This would be an opportunity to remind Club members that club membership fees for the new year are due now and can be paid by direct transfer to the club's account :

BSB 633000-119566610. With all payments please ensure that you include: Depositor's Name, Item being paid for ie Membership fees or Hangar rent & amount being paid. Of course you can still pay by more traditional methods (cheque etc) if you so desire. Thank you to all those who have already paid.

New Member

Welcome to new club member Karen Luckraft. Karen and her son Peter are both learning to fly with Cliff at Wentworth.

Coming Events

AUSFLY at Narromine 12th - 15th September

for more details see: www.ausfly.com.au

Warbirds Downunder 2013 Airshow

Temora November 2nd

for more details see: www.aviationmuseum.com.au

To Tibooburra and Beyond by Peter Guest

Everyone left in dribs and drabs and we all met in YBHI except for Adrian, Dave Sedden and Stuart Thomson. **Stuart** left from his farm with Don Rankin as first Officer. At YBHI thanks to Lawie Hutton we had full use of the Broken Hill club facilities. Rod and John thought they would do some irrigation work at YBHI as they lost their tail wheel on landing. Quite spectacular the dust and furrow they left behind. Chris at YBHI just happened to have a wheel and required leg in stock, lucky B#^t*)ds. The flying on Friday to Tibooburra was good, 5 knot head wind, got a bit bumpy as the day wore on.

Arriving at YTIB the Police and fuel were waiting for us. Glen the policeman and the SES truck ferried us all to the pub. Peely was so relieved to see the fuel waiting for him, he must dream about fuel flying that big guzzler!!!

Great night had by all at the Tibooburra pub. Kaz and Deb were excellent hosts, Food, beer and accommodation first class and reasonably priced. There was a fathers raffle, first prize a 4.5 litre bottle of Bundy. Dave Sedden won it and just to rub it in he also won a meat tray, another lucky B*^st***d. We all had a cooked breakfast at the local café which again was great.

Adrian suggested we wait for a trough to go through before leaving for YHRD. Not sure if we waited for better weather or not, the flying to YHRD was, as Brad Pike stated, like being in a washing machine. Rough, rain and 20 knot head wind. Peely had the smoothest ride, he flew at 1200 ft and Courtney slept the whole way.

Arriving at YHRD the police were waiting again and Macca to take us all to the pub. The Hungerford pub did not disappoint. Cold VB and a delicious dinner. Alyse (at the pub) was totally organised to cater for 23 hungry aviators. Another great night had by all. A couple of people, not mentioning any names were a bit quieter, maybe went in a bit hard on the first night. Alyse (partner of a local farmer) and Neville the owner were again well organised and we all had another cooked brekkie. Don't know where all those eggs come from in the middle of nowhere. (Probably chooks Peter! Ed.) Don Rankin won the snoring hands down, Mick Watson in the bed next to Don resorted to ear plugs.

The flying from YHRD to YWHC was at last perfect, smooth with a tail wind. Most stopped at YWHC for fuel, especially Peely !! Dave Sedden and Gus thought they would show off in Dave's Piper Arrow and they over flew direct to YMIA. From YWHC to home was another nice flight to finish off a top weekend.

The whole trip went without a hitch except for some unforecast bad weather. But this just added to the adventure and gave us plenty to talk about over a couple of drinks. The weather seemed to get worse as the night wore on! All the planes performed flawlessly, only the plough losing a wheel was the only hiccup. The flying was awesome, we all arrived at strips with perfect separation and communication.



LEFT: The Tibooburra Pub proved to be a great first night stopover.
 LOWER LEFT: Strange wildlife to be seen at Hungerford.
 BELOW: The Royal Mail Hotel at Hungerford also did not disappoint.



Working Bee

A big thank you to all those who turned up to the working bee on August 18 to finish off cladding our shade area and storeroom on the northern end of hangar one. The frame had been completed by a working bee several weeks earlier. It was definitely a case of many hands make light work as the wind did its best to make life difficult for those handling the sheeting. An extra big thank you goes to The Roofing Centre Mildura and Ross Woodward who organized the materials at a significant saving to the club and led the construction work.



YES DEAR, I BOUGHT A JEEP!

The following amusing story is related by John Powell. It dates from around the year 2000.

Last March my wife caught me at a weak moment and sold my Thruster. I bought a Jabiru with the proceeds plus some more \$\$\$\$. As much as I love the Jabiru to fly long distance, I missed the fun flying of the Thruster. Being able to put it down in a paddock, to visit fellow members, have a cuppa and fly back to Wentworth. Although we had the Thruster for two years, and flew some 160 hrs in it, I had really only just learnt to put that machine where ever I wanted it. I felt I was truly the boss. You all know the history of the first few hrs flying the Jabiru! (Sounds like another story in need of retelling! Ed.). After lots of wishing that I could afford two planes, one for serious flying and one for fun flying, I saw an ad in a magazine for a part built kit for a Tyro Mk 1. It was 85% built but didn't come with engine or prop. I thought this could be the way to get a fun machine again. But it was already sold. Whilst talking to Ashley he said he would love something like that just to keep him current while seeing what else was around in a two seater. Then we spotted an ad for a Javelin for sale at Camperdown. As Murphy's law would have it, the week-end we were to fly the Jabiru down there the weather turned nasty. During the next week, a guy who had been looking at it for the past six months, swooped in and brought it from under our noses! Then a phone from Cliff who was in Orange with a furniture van telling us he has seen a Jeep - just what you boys need! So we told him to have a good look at it. Then here we were wondering if it was any good, how to get it home? We rang to see what Cliff thought, and was told she's a ripper machine and I have brought her home in the back of the furniture van. "It's a long way back to Orange when I was already there!" Us being anxious lads, we jumped in the Jabiru for the short flight to Swan Hill to inspect the Jeep. We took Cliff's word it was a good easy machine to fly as it was still in bits and pieces from its trip in the furniture van. Cliff wanted check a couple of things then he would fly it up to Wentworth for us. Knowing Cliff, as we all do, he would have this machine running perfectly for us.

With the Jeep finally in Wentworth, the big day arrived to have my first fly of it. Cliff took it for a quick circuit to make sure all was A1, then it was my turn. I thought this shouldn't be too hard as it is a tail dragger like the Thruster. After a briefing on the machine's characteristics from Cliff (this is where your security blanket is removed it being a single seat aircraft) I was ready. All systems checked and ready to taxi to runway 17, my favorite strip (remember the Jabiru?). Lining up the Jeep in the centre of the runway, final check all ok (butterflies in the tummy). Remembering where the stick should be, full power and the tail is up before we even move! In the air within 50ft! 500ft well before the cross strip! this feels good. I stayed above the airfield doing some turns and stalls, Cliff was right, this flies like a dream. Now to land this baby, speed back to 4000 revs 60kts, should land itself almost I was told. All looking good on final, remembering how the Thruster came down in a hurry, the Jeep seemed to come down even faster, everything looked fine, until the last 10ft, it was dropping fast! quick stick hard back! look down the strip! Oh I have lost this! I was thinking a real muff up! Waiting for the wheels fly out from underneath! mashed pod! but to my surprise, the little machine just rolled onto the ground as gentle as a new borne baby. Still shaking I taxied back to the hangar. I know I should have done another circuit but I needed a strong cup of coffee. Since then I have done approx 15 landings, some simulated motor outs & cross winds the jeep handles it all like a dream. and I cannot wait for the next time I fly the it. I strongly encourage any pilots wanting something cheap and fun to fly, to look at a little single seater, there are a lot around the \$4000 to \$6000 mark and keeps you current until your dream machine comes along. I am sure Ashley will have as much enjoyment out of flying the Jeep as I have. John Powell 6