

JUNE 2021 ISSUE

PROP WASH

HASTINGS DISTRICT FLYING CLUB NEWSLETTER



**RAAF ROULETTES FLY
OVER PORT MACQUARIE
AT DUSK**



VERONICA LIND, Editor, Marketing and Communications for HDFC

NOTE FROM THE EDITOR

JUNE 2021

It's my pleasure again to bring you another edition of Propwash.

HDFC had their open day on Sunday 18th April, 2021 and I was very excited to cover the story at the event.

My team at [Vermilion Pinstripes](#) designed the signage on the front of the hangar facing the airport terminal plus the banners, and posters displayed at the club house.

We had the Z-Chords and Pam Hata entertaining us that day. I met 4-year old Henri who wants to join the club and has been coming on Fridays to meet the pilots and watch the planes. He's going to be our future pilot!

To top it all, I had an exclusive interview with Roulette 7 FLTLT Aimee Heal, the team's youngest and only female Roulette pilot. She explained about the aircraft the Roulettes, Royal Australian Air Force's aerobatic display team fly and her career. Read all about it on [page 14](#).

I would like you to continue to send me stories or feedback on Propwash.
Please write to the editor@hdfc.com.au

Happy Reading,
Veronica Lind, Editor, HDFC



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PLEASE CONTRIBUTE YOUR ARTICLES TO
Veronica Lind at editor@hdfc.com.au



**MEMBERS NEW AIRCRAFT:
BRISTELL 23-1131**

*Owners: Peter Elfar, Stephan
Tessede, Rod Davison
2017 model Approx 1,000 hours,
Avionics: Garmin G3X PFD,
Garmin G3X MFD, two Garmin
comms, mode S transponder with
ADSB, autopilot
Aircraft used by Liam Morley in
2018 to set youngest solo pilot to
fly around Australia record*

PRESIDENT’S REPORT JUNE 2021

Despite the lingering impact of COVID -19 HDFC has been extremely active during the first half of 2021.

Flying training accounts for most of the monthly utilisation average of 98 hours. An impressive achievement in spite of weather, flood and maintenance disruptions. I would like to again recognise the dedicated efforts of our flying instructor team. In many ways they represent the face of our club. Welcome back to Brian Chow who has rejoined the team following a stint at RAAus.

Other flying activities such as Pilot Proficiency Days and Fly-Aways remain an important part of the flying calendar. Five aircraft recently ventured to Kempsey Flying Club where the occupants indulged in a delicious breakfast. Thanks to Clyde and Sue Stubbs for hosting us once more at the Dexfield Park Pizza lunch on 30th May. It was too windy to fly in that day. Keep an eye out for future fun flying events at locations such as Wallis Island, Gloucester, Palmers Island, Luskintyre and further afield. This is what club flying is all about.

During February, BJ Crowley Plumbing, completed a remarkable rebirth of our 50 year old hangar. A new roof, wall and door panels were fitted in a timely manner considering the inclement weather. The makeover was completed with signage courtesy of RAAus and a painted floor courtesy of club members Glenn Cleary, Mark Crawford and myself. This project was made possible by a Community Building Partnership grant of \$27,000. Total project cost was \$52,000. The ‘new’ hangar was officially opened by Leslie Williams MP on Sunday 18th April in front of a large crowd.

Following acquittal of this project, the club has now applied for a \$15,000 grant to design and install a solar energy system. If successful, installation will occur January 2022.

The HDFC Open Day conducted on April 18th proved highly successful. A large crowd inspected club facilities, aircraft and displays. Adding interest was the large contingent of radio control and plastic models along with a drone display. The Roulette



*Rod Davison,
President, HDFC.*

PC-21 aircraft drew much attention as did the autograph session with all seven Roulette pilots. Musical entertainment by the Z-Chords and Pam Hata added to the carnival atmosphere while the BBQ boys were flat strap all day. A huge thank you to all the volunteers and aircraft owners along with our sponsors, RAAus and Port Macquarie-Hastings Council. The Open Day certainly showcased our club to the community. A brilliant day of aviation camaraderie was then capped off with an equally brilliant dusk performance by the Roulettes over the beautiful Port Macquarie foreshore.

Negotiations with Council over its Fly Neighbourly Agreement have been ongoing with the HDfC particularly concerned with a restriction on circuit training hours. We were successful in gaining a 6am start for Light Sport Aircraft but will have to accept the Sunday circuit training restriction. However, this will not apply to our Proficiency Days or private flying. There is also provision in the agreement for circuit training in certain circumstances.

Several individual members as well as the club submitted a response to the Airservices Australia proposal to lower Class E airspace along the east coast. Due to the large number of negative responses, Airservices scrapped its original plan and has now presented a modified version for discussion. There will be a change in airspace management. Hopefully, it will not hinder our operations and not degrade General Aviation safety.

The recent floods closed airport access for several days, interrupting club activities. Luckily, club facilities were not affected by the flooding with the new hangar coping with the deluge. However, club members hangaring aircraft at Camden Haven were not so lucky with about a metre of water through the hangars. Best wishes to those affected with a speedy return to normality.

Several club members have applied for the current round of RAAus scholarships. There were several categories including maintainers and instructors. Thanks to Brian Chow who coordinated many of the applications. Notification will occur late June. Good luck to all our applicants.

The August AGM is fast approaching. A new committee will be elected so now is the time to start considering what you can contribute to our club. Talk around and see what is involved. Every member is entitled to nominate.

Sadly, former member, Graham Bell recently passed away. Graham was a long time active member of the HDfC serving on committee as Treasurer and President. He was a keen competition pilot and enjoyed club flying trips. Sincere condolences to Tina, Lyn, Deb and extended family.

Geoff Litchfield, at age 90, has decided to hang up his headset. Geoff has lived a long and interesting aviation career with many stories to tell. You can read about these in his book entitled 'Flyboy' available at the club. It is a privilege to have Geoff as a member of the HDfC.

Finally, I would like to welcome all our new members. You have joined a friendly, vibrant club which shares your flying dreams. Hope to see you soon.

Rod Davidson, President, HDfC

President@hdfc.com.au



Former Navy fighter pilot Geoff Litchfield reflects on a lifetime of living in the clouds after 72 years as a pilot

FUTURE PILOTS

CAM, CHRIS AND HENRI



HDFC OPEN DAY 18TH APRIL 2021 - Veronica Lind

The hangar has faithfully served as home to many planes for the past 50 years. The newly refurbished hangar was unveiled as part of Port Macquarie's bicentenary 2021 celebrations. Leslie Williams MP, Member for Port Macquarie led the official opening of the hangar. She had the help of a boy from the audience who was more than delighted to lead the countdown in unveiling the new hangar! This boy did not expect this day to be historical when he woke up that morning. He is now recorded in HDFC's history!

GRANTED A HOME

The New South Wales Government contributed \$27,000 as part of a Community Building Partnership grant for the refurbishment of the hangar. The subsidy helped to make this new home come true for HDFC's planes. HDFC has a 63-year long aviation history and is a much-loved element of the community. It is great fun spotting planes in the sky from the HDFC family of planes.

Leslie Williams MP has been wonderfully supportive from the start, and she was delighted to drop by HDFC to share the good news when it was first made official that they were successful in gaining the grant for the refurbishment of the hangar. That was an important day for HDFC. Leslie Williams MP shared in the excitement and was thrilled to get into one of the red Slings on the ground to have a feel of what it is like to be in the pilot seat!

BJ Crowley Plumbing was awarded the contract for the refurbishment of the hangar. The Crowley's young boy, Billy Crowley is also a pilot. Billy received three awards in 2019. He obtained his Pilot Certificate on 21.2.19; (2) Variable Pitch Propeller Endorsement (Constant Speed) on 26.4.19 and (3) Passenger Endorsement on 7.5.19.

ALL ABOUT PLANES

It turned out to be a gorgeous day for the opening of HDFC's new hangar.



It was a bustling day under beautiful blue skies as families and friends mingled at the club house and outdoors. There were lots to do and there was something for everyone to be interested in.

Members proudly showed off their aircraft and clusters of people grouped around the planes to talk with the owners and sometimes even with the person who built the actual plane. In another area, there were queues to sign up for flights on HDFC's Sling2 aircraft. There were many eager to take to the skies in the 30-minute discovery flights.

Inside the club house and hangar, visitors viewed historical presentations, radio control models, and plastic aircraft models. Tim Hitchins showed off his drones while others had their model aircraft there. There were many questions from young and old on these amazing flying machines.

Many were also interested in getting information on flying training. CFI Ray Lind presented information on learning to fly and he even met up with his flying students past and present, like Chaitanya Randive and Jack Kalchbauer. You never know who your future flying students may be, and HDFC's event could well be fertile ground for budding pilots in the making, such as four and a half year old Henri who has set his sights high and wants to be a pilot! He was already very comfortable being in the pilot seat that day!

HOME FOR FLYING DREAMS

Many in the community have grown with HDFC through their flying training while others have made HDFC their home for their passion that takes them to the skies.

HDFC has been significant in promoting aviation, especially to the youths of the Hastings District. HDFC's history dates back to 1958 and since then it has been a flying club and Recreational Aviation flying school. It has its own hangar and club house at the airport. HDFC has a range of social and flying activities that bring everyone together, whether they be pilots, families or friends, everyone is welcome. Activities such as Pilot Proficiency Day, Tri Club Competition, Fly and Spy, Sausage Sizzles, Restaurant Nights etc. make HDFC a warm and friendly place for people to gather and share their flying dreams.



Many youths have trained at HDFC, confidently and proudly flown their first solo and gone on to receive scholarships to pursue their career in aviation. Some such as Jayden Barker and Harry Freudenstein were not old enough to drive a car but they totally conquered their first solo flight as part of their training with HDFC. Dior Toppazzini is an example of how deep HDFC's roots run. Her grandfather was an aircraft engineer on DC10s and her dad Doug is also a member of HDFC, maintaining HDFC's aircraft and built his own aircraft. There is a growing group of young people who are keen to learn, train and fly, the contagion just spreads and HDFC fulfils the key role of providing a professional, supportive space for youths to believe in themselves and go beyond their dreams.



TREATS FOR THE DAY

No event is complete without music, and visitors were thrilled to meet Z-Chords and singer-songwriter Pam Hata who got people up dancing and singing to her new music release WILD.

Another treat for the day was the Roulettes Aerial Display. Everyone gathered on the Town Green with bated breath to see these amazing pilots take to the skies and perform jaw-dropping aerobatics. Read more and see the Roulettes Aerial Display here: www.brilliant-online.com/amp/raaf-roulettes-fly-over-port-macquarie-at-dusk



KEEP LOOKING UP

Everyone who came together to make HDFC's event come true all went home feeling wonderful and satisfied. It was a great turnout to celebrate the opening of the new hangar and it brought many people together in the community to share their passion, curiosity and interest in aviation.

Keep looking up! You never know when you may know the pilot up there personally and can give a friendly wave from down below!

We are delighted that HDFC's new hangar is here to house many planes and breed pilots of all ages and backgrounds who share a genuine passion for the freedom of the skies.



RAAF ROULETTES FLY OVER PORT MACQUARIE AT DUSK

ROYAL TREATS ON THE GROUND AND
IN THE AIR

- Veronica Lind





Meet all seven Roulettes from left to right: Lachie Hazeldine, Ben Hepworth, Squadron Leader Jamie Braden, Nathan Stankevicius, Daniel Barclay, Mark Keritz and Aimee Heal

Port Macquarie was in for a treat on Sunday 18th April 2021. As part of Port Macquarie's bicentenary 2021 celebrations and the Hastings District Flying Club Open Day, the Royal Australian Air Force Roulettes were at the HDFC new hangar displaying their Pilatus PC-21 aircraft and signing autographs. The Pilatus PC-21 is one of the most advanced training aircraft in the world.

At 5 pm, the Roulettes, Royal Australian Air Force's aerobatic display team, flew over Town Green with bated breath to see these amazing pilots take to the skies and perform jaw-dropping aerobatics that consist of a number of manoeuvres flown in various formations at low level. They are an extension of formation, aerobatics, low level flying, and airmanship skills, taught to Air Force pilots and developed throughout their career.

The Roulettes fly as low as 250 feet (80 m) at speeds of up to 370 knots to 685km/h and pilots can experience up to 6 'G', or 6 times, the force of gravity during a display. Flying as close as three metres apart, the team showcases the level of visual judgement and hand-eye coordination that pilots in the Air Force are able to achieve.

Roulette pilots are Qualified Flying Instructors who work at the Central Flying School, based at RAAF Base East Sale in Victoria. Between displays,

they teach other Air Force pilots to become instructors.

MEET THE SEVEN ROULETTES

We got to meet all seven Roulettes from left to right: Lachie Hazeldine, Ben Hepworth, Squadron Leader Jamie Braden, Nathan Stankevicius, Daniel Barclay, Mark Keritz and Aimee Heal.

Roulette Squadron Leader SQNLDR Jamie Braden has over 5000 hours flying time! Jamie grew up in the Yarra Valley in Victoria and began flying when he was 16 years old.

Roulette 2 FLTLT Nathan Stankevicius grew up in Brisbane, QLD and was fascinated with all things aviation from as early as he can remember. This is his very first season with the Roulettes.

Roulette 3 FLTLT Daniel Barclay grew up in Caloundra on the Sunshine Coast, QLD. He began flying ultralights at the age of 14 out of Caloundra Airport, where he first developed a passion for flying.

Roulette 4 FLTLT Ben Hepworth grew up in Hobart, Tasmania and began flying at age of 16. This is also Ben's first season with the Roulettes.

Roulette 5 FLTLT Lachie Hazeldine grew up in Korumburra, Victoria and joined the RAAF in 2001 completing a degree in Aviation Technology at the

Australian Defence Force Academy.

Roulette 6 FLTLT Mark Keritz grew up in Vermont South, Victoria and began flying at age of 16.

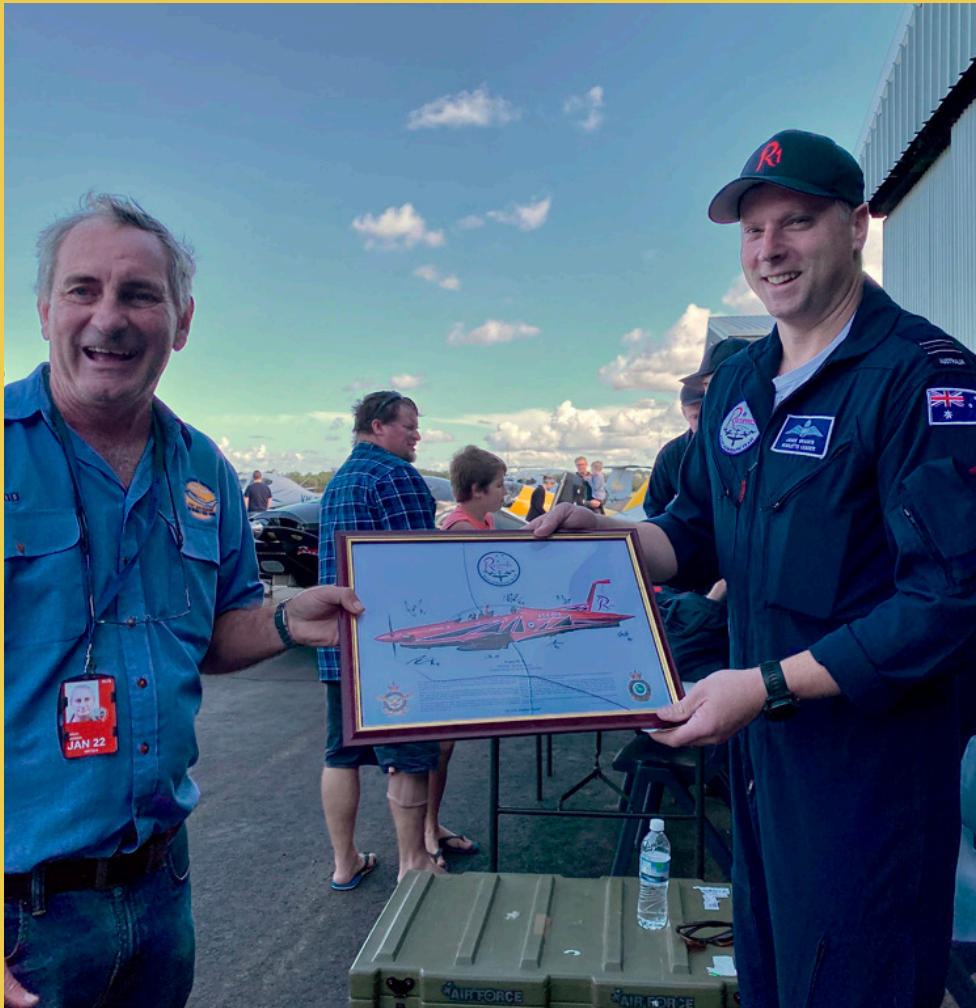
Roulette 7 FLTLT Aimee Heal is the team's youngest and only female Roulette. Aimee grew up in Bundaberg, Queensland. She started flying at the local aero club at 16 years old.

The Roulettes had some lovely chats with the audience and also signed merchandise. The Roulettes definitely stole more than a few hearts that day with their performance and inspired children and youths to get curious about flying.

Everyone who came together to make HDFC's Open Day come true all went home feeling wonderful and satisfied. It was a great turnout to celebrate the opening of the new hangar and it brought many people together in the community to share their passion, curiosity and interest in aviation.

Keep looking up! You never know when you may know the pilot up there personally and can give a friendly wave from down below!

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EXCLUSIVE INTERVIEW: ROULETTE PILOT AIMEE HEAL FLIES IN HER SEVENTH HEAVEN

- Veronica Lind

Flight Lieutenant (FLTLT) Aimee Heal is Roulette Seven with the Air Force Roulettes. They are the Royal Australian Air Force's aerobatic display team which was established in 1970. That year was also when they had their first public display at RAAF Base Point Cook.

The Roulettes are a six-aircraft, seven-member team and they complete two display seasons each year. These displays are flown around Australia and the pilots demonstrate different precise formations, graceful aerobatics, low level flying and jaw-dropping airmanship skills. Their displays never fail to inspire awe and enthusiastic applause from the crowd. These pilots make it seem like the aircraft weighs next to nothing in the air.

Recently the Roulettes were in Port Macquarie to do a display and it was the first twilight show flying in the Pilatus PC-21. Veronica Lind spoke to Aimee Heal to learn more about what the Roulettes do and what it is like to be a pilot.

TRAINING TO TAKE TO THE SKIES

FLTLT Aimee Heal is the only woman on the team and also the youngest. She grew up in Bundaberg, Queensland where she started flying at the local aero club at 16 years old.

She joined the RAAF after completing high school. She attended the Australian Defence Force Academy where she completed her Bachelor of Science. Straight after her degree, Aimee headed off to start on her pilot training course.

She graduated from 231 Pilots' Course in 2013 having flown the CT4 and PC-9, and was posted to RAAF Base Townsville to fly the King Air 350 with 38SQN. Two years later, Aimee deployed to Vanuatu on Operation Pacific Assist. She was then posted to 33SQN, RAAF Base Amberley to fly the KC-30A MRTT later that year.

Since then, Aimee has participated in military exercises both in Australia and overseas.

Aimee recalls her early training days when the tiny cockpit felt claustrophobic. It took a bit of time getting used to it. For those who love flying, this tiny space soon begins to feel like their natural environment. During training, the student goes in the front seat and the instructor is in the back. When one is flying solo, the front seat is where they would go.



Flight Lieutenant (FLTLT) Aimee Heal

Aimee now flies the Pilatus PC-21 and has been doing that since the start of 2020. She loves flying this aircraft as it is highly responsive and includes all the modern systems a large aircraft has and still has the aerobatic capability of a training aircraft.

Aimee's favourite part of flying the aircraft is in creating formations. It is a skill that requires a lot of fine-tuning and practice because it degrades over time. Pilots who do formation are always driven to attain perfection, which is notoriously difficult to achieve. Constant practice is necessary to keep their skills fresh and steady.

On the Roulette team, Roulette One is the leader and together with Roulettes Two, Three and Four make up one formation team doing manoeuvres while Roulettes Five and Six work together and Roulette Seven (which is Aimee) does the transits and takes the aircraft wherever they need to go.

ONE OF THE TEAM

Being the only female pilot on the team does not mean Aimee gets treated any differently. It is not so much about being one of the boys, but about being one of the team. She shares the same passion and dedication as her other teammates and is equally as committed in doing a good job honing their skills.

The community finds it intriguing to have a female pilot though!

Perhaps there is no need for a stereotype of what a pilot is like and while it may be nostalgic to think about Tom Cruise and his cool Ray-Bans, it is also very inspiring to meet someone like Aimee who has a bright, fresh, professional and down-to-earth demeanour and is quietly modest about her skills in making a huge machine twirl graceful pirouettes in the air to her command.

SUIT UP

Pilots wear special clothes when they fly. We do not need our real life pilots to look like a random extra who just walked off the set of Top Gun. We need our pilots to be well protected when they are up in the air.

Pilots wear a G suit which is an extra pair of pants that is worn over the top. This suit has air bladders and is plugged into the aircraft. The air bladders inflate and push against the leg muscles and the abdomen. Pilots tense their muscles against that suit to keep the blood from pooling in the lower body, pushing the blood up in the upper body to reduce the likelihood of pilots blacking out. There is a vest that pilots wear which includes a life jacket with survival equipment in it. Next is the helmet, oxygen mask, visor and gloves. Pilots are well protected from head to toe.

Remember the cockpit is already a tiny space. To climb in with all the extra weight of the protective gear is not exactly slipping into a bathrobe at the spa.

PILATUS PC-21 FACT FILE

Aimee has had experience flying the biggest to the smallest aircraft and that says a lot for someone so young. She loves the PC-21 for its versatility and power.

The PC-21 is a Swiss-designed and built training aircraft, widely used by the airforce, the army and the navy. All the pilots are taught on this aircraft. This is the model that a pilot would first go solo in, which is a treat as it is a high performance aircraft.

The PC-21 has two ejection seats also referred to as 0-0 ejection seats, meaning at 0 knots 0 feet on the ground, the seats can safely eject the pilots. There is a limit on the pilot's height and weight for the ejection seats, though the PC-21 is still much bigger than its other cousin, the PC-9.

The PC-21 goes at 370 knots, 685 km/h, allows low flying to 150 feet with 16,000 shaft horsepower which is a really powerful one. It can pull up to 8G and

has roll rates of 200 degrees per second.

The PC-21 weighs approximately 3600 kg and holds 1200 pounds of fuel which allows the plane to go for two hours without refuelling. Each wing also allows the attachment of wing tanks which hold an extra 800 pounds of fuel. This can stretch the flight time to nearly four hours, which is a rather long time to be strapped into the seat.

There are pods attached to the wings called ESG (External Smoke Generators) which create the smoke trails seen during flying displays. The utility of these pods goes beyond the aesthetics as they also ensure safety, as each aircraft can avoid each other's weight turbulence when doing manoeuvres and making it easy to rejoin when they split in the formation.

So the next time you hear that familiar loud zoom in the distance, look up and remember to wave to the Roulettes from down below! Who knows, your children may be inspired to follow Aimee's trail and take to the skies one day too...





Ian Moss with his model aircraft

THE PORT MACQUARIE RADIO CONTROLLED AIRCRAFT CLUB INC SEEKING NEW FLYING FIELD

In 1984 a Radio Controlled flying club was founded in Port Macquarie to provide members a place to enjoy the challenge and mateship of building and flying radio controlled model aircraft.

Our club has been successful and it is more than just a place to enjoy the hobby. It is a place to share life with friends, to give each other an interest

and perhaps new skills, it provides a safe place to meet new friends, and a place to enjoy the company and support of young and old alike.

There is a large experience base of Aeromodelers in our club that can help teach newcomers to build and fly balsa, plastic and foam aircraft. Powered by 2 stroke, 4 stroke and electric motors.

We are Members of an Australian body called the MAAA that gives us \$20,000,000 insurance, we are a responsible, respectful and organised club and are registered with the Fair Trading Authority and have a good relationship with the Council having held a Development Application on our last site for over 10 years without Council intervention.

We have fallen on difficult times where after over 10 years we now have to find a new flying field.

With the open land areas becoming few and far between we do need a large

clear place to pursue our hobby and would be open to anyone who can help us find a new home.

If you have or know of someone who has open land that we could use as a model aircraft field we would be extremely grateful.

Our members are from all walks of life and range in age from 13yrs to 89yrs.

Any assistance that we receive will be greatly appreciated.

PLEASE CONTACT:

Barry Neems 6582 5779 or
Ged Oldfield 0435 938 747

ONE MAN'S WAR

THE STORY OF AN AUSTRALIAN RAAF NAVIGATOR

- Robert J. A. Needham



*295 Squadron Royal Air Force Heraldic Crest & Latin Motto.
"Aid from the skies".*



*Operation Market-Garden, 17 September 1944
295 Squadron Short Stirling bomber taking off from RAF Harwell, Oxfordshire with a Horsa glider in tow.*



*R.A.F. Rivenhall, Essex, England, 1944.
Looking North West, showing runway 28 and many Squadron aeroplanes on the dispersal areas*



*R.A.F. Rivenhall. Derelict operations buildings in 2002.
From left to right, crew briefing room, office annexe, station office building. To the rear is the roofline of the base operations block. These buildings would have been awfully familiar to the young Australian Navigator, particularly the crew briefing room.*

THE FINAL MISSION

Place:	R.A.F. Bomber Command Aerodrome Rivenhall, near the village of Silver End, in the county of Essex, Southern England.
Date:	The evening of Monday the 2nd of April 1945.
Time:	21:30 hours.
Task:	Operation Fabian 22. Re-supply night drop to No. 5 Belgian S.A.S. in Holland.

As usual it was pitch black inside the aeroplane as the young 22-year-old Australian unerringly settled himself by feel into his navigator's position on the left of the aeroplane facing outwards and just behind the pilot's seat of the huge Stirling mark IV four engine heavy bomber. As he methodically organised his navigation equipment around him he could hear his new English skipper, Flying Officer Taylor, banging around in the cockpit just in front of him while the rest of the six-man crew were also taking up their various positions within the aeroplane.

Switching on the dim blue desk light in front of him he had a look at the weather notes he had taken at the navigators' weather briefing earlier on in the day. He noted with some satisfaction that the strong westerlies over the whole of Britain, which were being caused by a deep low to the east of Iceland, were going to help the heavy Stirling to lift off as the skipper would almost certainly use runway 28 for the take off. Not only was it the longest runway at R.A.F. Rivenhall but this evening it was almost into wind as well. The navigator pulled up the collar of his Irving flying jacket as it was getting decidedly chilly now that the sun had set. Earlier on in the day the temperature at the aerodrome had been twelve degrees Celsius coupled with low cloud and drizzle. Even so down at the Western Arms pub in Silver End village on the edge of the aerodrome, where the crew used to drink, the locals were saying yesterday that it was quite a mild spring this year. However, today the strong winds, low cloud and drizzle just did not seem to support that.

After Flying Officer Taylor had strapped himself into his Sutton Harness he called up each crew member for an intercom check after which they all waited, lost in their own private thoughts, for the engines' start time of 21:55 to arrive. This was always the worst part of any operation as often there was a last-



*No. 2 Initial Training School Huts
R.A.A.F. Bradfield Park, Lindfield, North Sydney*

minute cancellation or change of cargo or destination. As the minutes ticked by the young man allowed his mind to drift back to some of the events of the last few years since leaving the suburb of Bondi Junction in Sydney where he had lived and worked as a 17 year old pay clerk for the Advanx Tyre Company.

Like a lot of young Australians at that time he felt that he needed to do his bit for the "Old Dart" and so had volunteered for wartime service as aircrew with the Royal Australian Air Force at the age of eighteen. After having a medical and signing on at the Woolloomooloo recruiting centre in Sydney for navigator training, he was taken by bus, with other recruits, over the Sydney harbour bridge to No. 2 Initial Training School at R.A.A.F. Bradfield Park, Lindfield, in North Sydney. He was now a tiny cog in the gigantic Empire Air Training Scheme, residing at Hut 58 and with the lowly rank of Aircraftsman 2. He remembered this period of his life as being a kaleidoscope of parade ground drill, route marches, rifle range shooting and classroom lectures on such esoteric subjects as Dead Reckoning and Astro Navigation, Engines, Radio, Aerodynamics, Morse code, Meteorology, Aircraft Recognition and Air Force Law. These were just a few of the many things that the Air force nabobs at Royal Australian Air

Force Training Command Headquarters deemed necessary for him to know before sending him off to risk his young life in a bomber at night over the Third Reich of Germany.

On passing his final exams his posting to No. 6 Air Observers School, Prince Albert, Saskatchewan, Canada, was pinned up on the notice board. For a young man who had never left the shores of Australia before he found the prospect of this great adventure quite exciting.

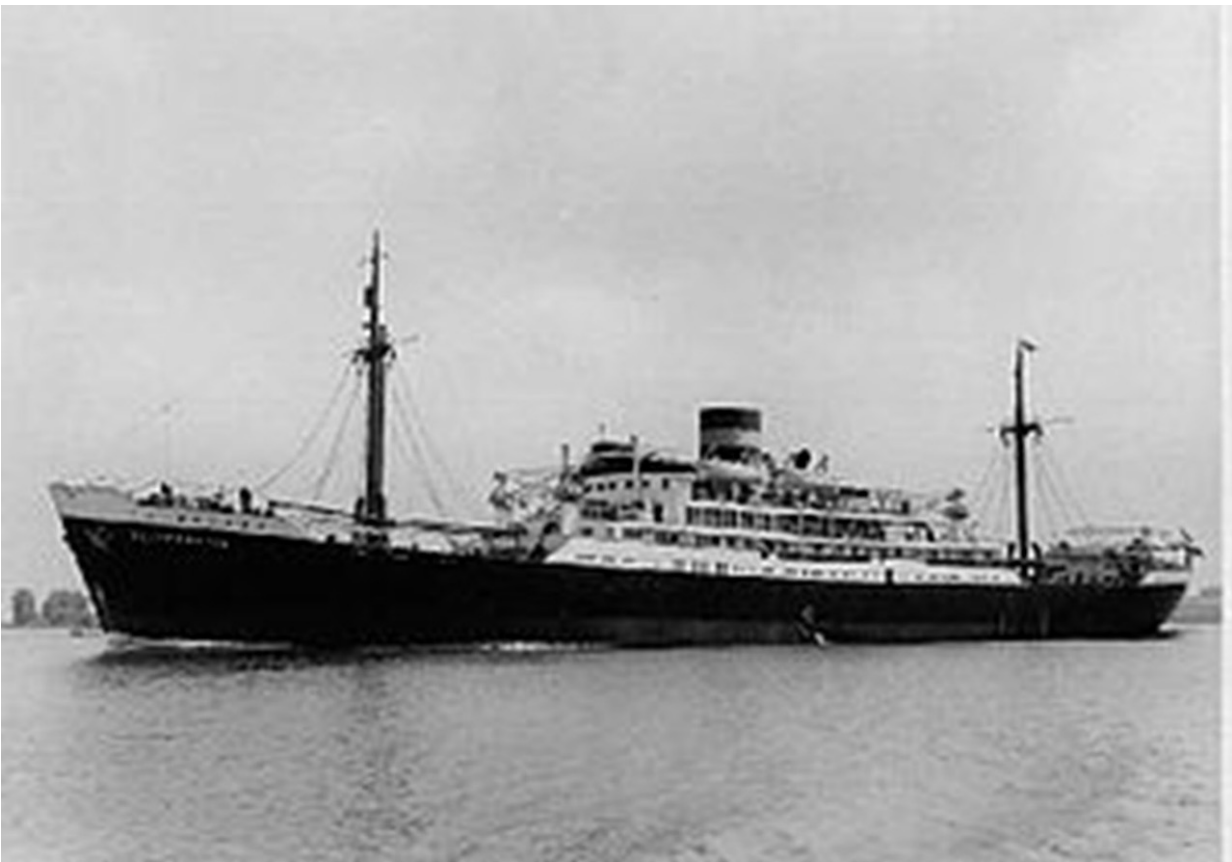
He embarked on the troopship M.S. Klipfontein together with 160 other aircrew trainees at Sydney on the 27th April 1942 and sailed the next day for San Francisco, California, en route for Canada. All that he remembered of the three-week journey was that the troopship, which had been a passenger liner on the Holland to UK to Kenya run before the war, was comfortable but totally blacked out at night due to the ever present possibility of being torpedoed by lurking Japanese submarines, particularly in the San Francisco area. Just a few months earlier, in late February 1942, the Japanese submarine I-17 had attacked the American mainland near Santa Barbara to the south of San Francisco by shelling an oilfield refinery; but what he mostly remembered of this period

was the excitement he felt on taking off from the R.C.A.F. aerodrome at Prince Albert, Saskatchewan for his first ever navigator's training flight in venerable Avro Anson No. 6073 on the 12th June 1942.

After that it did not stop. Apart from basic day and night high level and low level navigation flights, there were courses on Radio Aids, Astro Navigation, Bomb Aiming, Air Gunnery and Photography as he moved through the Empire Air Training Scheme system with postings to many of the R.C.A.F. bases scattered around Canada that specialised in these subjects. One incident which really stuck in his mind occurred on the 25th March 1943 when he was based at 34 Operational Training Unit at Yarmouth, Nova Scotia.

Now, as a 20-year-old Sergeant, he was the navigator/bomb aimer on board a Lockheed Ventura twin engine light bomber on a low level pre-dawn cross country, bombing and air firing exercise. It went horribly wrong. A turning point was misidentified in snow flurries and low cloud in the grey pre-dawn light. After a couple of hours flying, partially in and out of cloud, they became fully visual again over the ocean at low level and realised that they had no idea as to where they were. Fuel was running low so Tom Scott, the skipper, decided to head west and try to make a landfall somewhere in Canada before the engines stopped. After a harrowing fifty minutes of flying and with the fuel gauges knocking on zero the skipper briefed the crew for a landing in the ocean. They all knew that the 14,000 Kilogram Ventura did not have a particularly good reputation in this regard and was said to sink like a stone so the young navigator strapped in tight, reviewed the emergency evacuation procedures in his mind and waited for the engines to fail. At that very moment and with the fuel warning lights flashing red, Tom Scott caught a glimpse of the beach through the grey morning gloom. With a relieved yell of "Strap in tight lads, brace yourselves we're landing on the beach", he set up the Ventura for an immediate wheels up landing.

Just over two years later as he sat waiting in the darkened and silent Stirling bomber at RAF Rivenhall waiting for the green Very Light to be fired for engine start up the navigator sensed the silence around him. In his imagination it seemed to be the same healing and



Troopship M.S. Klipfontein

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of bombing, gunnery, exercises, etc.)	Time carried forward:-		
						147 25 47 15		
						Flying Times Day Night		
2.3.43		VENT 952	SGT. SCOTT	NAV.	RADIO RANGE MAP READING	2	05	
8.3.43		VENT 186	SGT. SCOTT	NAV. - B.	CROSS COUNTRY - PHOT. BOMBING	3	40	
9.3.43		VENT 943	SGT. SCOTT	NAV - B	CROSS COUNTRY - PHOT. - BOMBING	3	25	
11.3.43		VENT 878	P/O MORDEN		RANGE FAMILIARISATION		40	
11.3.43		VENT 889	SGT. SCOTT	NAV - B - G	L.L. BOMBING - GUNNERY - LANDED GREENHOLD	2	05	
12.3.43		VENT 889	SGT. SCOTT	NAV.	RETURNED TO BASE		40	
12.3.43		VENT 173	SGT. SCOTT	NAV. B.	H.L. BOMBING	1	30	
14.3.43		ANSON 232	SGT. SCOTT	NAV.	SEARCH FOR MISSING A/C	1	45	
14.3.43		ANSON 222	SGT. SCOTT	NAV.	SEARCH FOR MISSING A/C	1	05	
15.3.43		VENT 889	SGT. SCOTT	NAV B.	L.L. BOMBING & GUNNERY	1	30	
18.3.43		VENT 889	SGT. SCOTT	NAV. B.	L.L. BOMBING 500'		15	15
19.3.43		VENT 983	SGT. SCOTT	NAV B.	H.L. BOMBING 19000'	1	25	
19.3.43		VENT 889	SGT. SCOTT	NAV B.	LL BOMBING 500' & GUNNERY	1	05	
21.3.43		VENT 989	SGT. SCOTT	NAV B.	LL BOMBING 500' & GUNNERY	1	05	
21.3.43		VENT 983	SGT. SCOTT	NAV. B.	LL BOMBING 100' & GUNNERY		00	
22.3.43		VENT 886	SGT. SCOTT	NAV B.	LL BOMBING ENGINE O/S		35	
23.3.43		VENT 889	SGT. SCOTT	NAV. B.	LL BOMBING 500' & GUNNERY		50	
24.3.43		VENT 886	SGT. SCOTT	NAV. B.	LL BOMBING 500' & GUNNERY	1	15	
25.3.43		VENT 889	SGT. SCOTT	NAV. B.	DAWN X COUNTRY FORCED LANDED ON BEACH SAGODA	1	40	2 40
28.3.43		ANSON 6894	SGT. PEOLAR		RETURN TO YARMOUTH FROM DENFIELD		45	
29.3.43		VENT 923	SGT. SCOTT	NAV. B.	L.L. BOMBING 500' & 100' & GUNNERY	1	10	
29.3.43		VENT 923	SGT. SCOTT	NAV. B.	L.L. BOMBING 100' & GUNNERY		30	30
TOTAL TIME						177	25	40

The Navigator's logbook showing Ventura crash on 25th March 1943

blessed silence that he had felt sitting in the Lockheed Ventura on that cold March day in 1943 when the two mighty 2000 Hp. Pratt and Whitney engines had stopped operating after the crash. He also remembered with a smile the surprise they all felt when the first person who happened along greeted them in a strong American accent. It appeared that he was in command of a detachment of the U.S. Coast Guard that was investigating a rumour of an enemy aeroplane crash landing in the area. He informed the crew that they were not in Canada but on Old Orchard

Beach, Saco, near Portland, Maine, in the good old U.S. of A. It soon became apparent to the navigator that wartime Air Forces were not much bothered about forced landings in friendly foreign countries. After a couple of pleasant days off in Portland, Maine, the crew were returned to Canada by Greyhound bus. Five days after the crash they were aloft again flying out of Yarmouth in a Ventura practicing gunnery and low-level bombing skills from one hundred feet. The 7th April 1943 saw the navigator and the rest of the crew making their last flight in Canada. His logbook showed



*No. 8 course pass out picture. Penfield Ridge, Canada.
Taken 9th April 1943.*

that he had accumulated just over 183 hours of day and 51 hours of night flying training.

He finally graduated as a fully qualified Sergeant Observer/Navigator on the 9th April, 1943 together with the rest of Course No.8 which consisted of 15 complete crews. After a short leave it was time to move on to the next stage of training. He remembered looking forward to his posting to No. 42 Operational Training Unit at R.A.F. station Ashbourne in Derbyshire, England, but certainly not to the troopship crossing from Halifax, Nova Scotia, to England. The ship set sail on 9th of May from Halifax and a few miles off the Canadian coast joined up on the 10th with convoy HX238 out of New York. This time it was a North Atlantic crossing which he knew was a vastly different place at the end of April 1943 to the Pacific in mid May 1942. At this time the North Atlantic was an exceptionally dangerous place to be. The Battle of the Atlantic was raging at its height with U boat Wolf Packs sinking allied merchant shipping all over the Atlantic daily. As he boarded the ship he well remembered the rumour that about two weeks earlier the cargo/passenger ship M.V. Amerika had been torpedoed and sunk. Apparently the Amerika had sailed from Halifax bound for Liverpool.

37 R.C.A.F. trained aircrew bound for their final training with the R.A.F. were drowned out of a total of the 53 aircrew personnel on board. Quite apart from anything else the weather in the North Atlantic up around Iceland could be atrocious at this time of the year with heavy seas, icebergs, snow, and fog making life miserable; so it was with a sense of relief that the convoy finally arrived at Liverpool docks without any losses in a howling westerly gale on 22nd May 1943.

Clear in his memory were his first sights of war-torn Britain caught through the grimy windows of the train and the back of assorted RAF trucks as the crew travelled down to the No. 11 RAAF Personnel Despatch and Reception Centre housed in the Metropole Hotel at Bournemouth on the south coast of England. Grey, windy and dirty it was, but the people seemed to have a sense of purpose and good humour about them for all that. He thought this must be the British stiff upper lip that he had heard so much about.

On arrival at the Hotel Metropole on the 24th May the crew were greeted by the sight of the wrecked Hotel which had been bombed the day before as they journeyed south from Liverpool.

He realized that he had dodged yet another bullet when the locals told him that nearly 200 people, mostly Allied airmen staying at the Hotel, had died in the Luftwaffe raid of the day before. It was the deadliest wartime raid on the town to date. 26 Focke Wolf 190 fighter/bomber aeroplanes had dropped 25 high-explosive bombs, destroying 22 buildings, and damaging a further 3,000.

The unit was moved to Brighton where they were billeted at the world-famous Grand Hotel and then it was off to RAF Darley Moor in Derbyshire. Darley Moore was the satellite aerodrome for No. 42 Operational Training Unit at RAF Ashbourne located a few miles away to the north. Typically British, they made him do 30 hours of basic day and night dead reckoning navigation and map reading in an ancient Avro Anson before allowing him onto the course proper at the Ashbourne base. He remembered thinking that it was a bit of an imposition at first but quickly realised how necessary it was, particularly as during the black out at night or flying in mist you could easily fly right past a large city without even knowing it was there. Meanwhile his skipper, Sgt. Scott, was converting onto an obsolete Armstrong Whitworth Whitley bomber at RAF Ashbourne where the crew finally met up

again to continue their crew training.

The training courses seemed to come thick and fast after that and quite frankly some were a bit of a blur, but he did remember a Paratroop and container dropping course at No. 3 Parachute Training School at RAF Ringway near Manchester and somewhere in there were air to air and air to ground gunnery courses as well.

One very memorable course was a glider towing course at No. 21 Heavy Glider Conversion Unit at RAF Brize Norton in Oxfordshire because he scored 3 rides as a passenger in a heavy lift Horsa glider. Not his cup of tea, he smiled to himself, as he checked his watch in the darkened Stirling and was surprised to see that there was still 20 minutes to run for start-up. That being the case the young Australian tried to relax and allowed his mind to drift back once more over the events of the last three years of his life. With all these courses under his belt he was always quick to point out to ordinary navigators that he was not just a navigator but a qualified Observer. He wore the "Flying O" half wing Observer's Brevet on his uniform with pride as, apart from being a trained navigator, he was also a qualified Bomb Aimer, Air gunner and Radio Operator. In late October came the great day with a posting to B flight of 295 Squadron. Based at RAF Hurn in Dorset the squadron had just taken delivery of Armstrong Whitworth Albemarle Mark 2 aeroplanes. He and his English skipper were both Flight Sergeants now and they and the crew quickly settled into the life of an operational RAF squadron with even yet more training on radio navigation.

Finally the payoff came for the years of training. On the night of the 5th/6th April 1944 they took off on their first operational flight, Operation Butler, in their very own allotted Albemarle, No. 1436. The aeroplane had the 295 Squadron code 8E together with the identification letter O painted on the side and the distinctive B flight yellow spinners together with a Goofy the dog cartoon painted on the nose. They had been tasked by the Special Operations Executive (SOE) as a single aeroplane to make a supply drop to the Norwegian resistance onto a secret drop zone (DZ) in German occupied Norway. He recalled that it had been a very black night and the navigation quite difficult with low cloud and snow



Luftwaffe bombing of the Metropole Hotel, Bournemouth, 23rd May 1943.

flurries in Norway, but the 20-year-old navigator's long training finally paid off. He had found the target in the middle of nowhere and identified it as the Butler Resistance Group's DZ when they flashed a code from a single torch light at the aeroplane. At least he hoped it was from the resistance and not from the Gestapo after a possible betrayal of the Group. They had done the drop and completed the task but with these SOE operations you never really knew if it had been successful or not as the SOE were a very secretive bunch. This became the norm for so many of these SOE tasked flights that the crew did later to resistance DZ's in German occupied Norway, Denmark, France, and Holland. But they had done the business and got there and back and he had his first three and a half hours of operational flying to show in his logbook.

The crew's next two operational flights were truly history in the making. They flew on Operations Tonga and Mallard on D Day 6th June 1944. These two airborne operations were an integral part within Operation Overlord, the allied invasion of German occupied Europe. This momentous day will forever be referred to by WW2 historians as "The Longest Day". This certainly was the case for the crew of 295 Squadron's Goofy the Dog.

It was standard practice for the Royal Air Force to send aircrew off into battle with a full stomach. This meal usually consisted of a breakfast of egg and bacon before takeoff which was quite a treat as eggs and bacon were almost

unobtainable in war torn Britain of 1944. For Goofy's crew breakfast took place around 22.00 hours in the dying hours of the 5th June and was followed by final briefings for Operation Tonga. The crew took special note of the allied identification Aldis Light codes of the day as the Royal and American Navies were well known amongst allied aircrew as being particularly trigger happy. Weather over the English Channel and target area was not the best but General Eisenhower had given the green light for Operation Overlord and it was all systems go for the invasion of German occupied Europe. At the briefing they were informed that they would be part of the Harwell contingent of the third airborne wave of Operation Tonga. This consisted of 21 Horsa gliders to be released over Landing Zone "N" near Ranville, Normandy. Their charge was a Horsa with the call sign of "Chalk 79", because the number 79 was chalked on the side of the glider. Chalk 79 was to be flown by Staff Sgt. P.J. "Tug" Wilson and Sgt. H. Harris of the British Army Glider Pilot's Regiment. It carried motorbikes and a jeep together with a loaded trailer plus signals troops of the 6th Airborne Divisional Headquarters.

Just before climbing aboard their respective aeroplanes the airmen and soldiers of Goofy the Dog and Chalk 79 gathered round on the tarmac to wish each other luck. Someone produced a copy of General Eisenhower's Orders Of The Day which they read by the dim light of a shielded torch. The young Australian navigator would never forget General Eisenhower's opening paragraph.

"Soldiers, Sailors,
and Airmen of the
Allied Expeditionary
Force: You are about
to embark upon
the Great Crusade,
toward which we
have striven these
many months. The
eyes of the world
are upon you. The
hopes and prayers of
liberty-loving people
everywhere march
with you".

Goofy's Harwell take-off time had been briefed for 01.30 in the early hours of June 6th. The timing was critical because at the same time similar formations of aeroplanes with their Horsa gliders in tow would be taking off from the nearby RAF stations of Brize Norton and Tarrant Rushton. They were to form up as the entire third airborne invasion wave at a rendezvous point (RV) on the south coast of England near Worthing before setting course for Normandy to saturate the Ranville drop zone with 68 Horsa gliders carrying airborne troops of the 2nd battalion of the Oxford and Buckinghamshire Regiment and four giant Hamilcar gliders carrying tanks. The young navigator knew that this would be a test of his professional skills and smiled with satisfaction as he logged the airborne time of 01.30 hours in his navigators log just as the skipper, Tom Scott, raised the undercarriage on becoming airborne for France.

The next entry in his navigator's log as they crossed the English coast was the estimated time of arrival for Landing Zone N at Ranville. This brought another smile to our navigator's face. "Spot on time" he muttered under his breath. "This is going to be too easy".

He spoke too soon. Unfortunately, they never got there!

Just after crossing the English coast
they flew into light cloud and drizzle.
No problems there and not unexpected
but a moment later there was a loud

Time carried forward:-						485:30	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (Including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
3.6.44	1500	ALBEMARLE O 1436	P/O SCOTT	NAV	AIR TEST	25	
5.6.44	0900	ALBEMARLE O 1436	P/O SCOTT	NAV	LOCAL FIRING	40	
6.6.44	0130	ALBEMARLE O 1436	P/O SCOTT	NAV	OPERATIONS TONGO FRONT ROVS GLIDER RELEASED OVER ENGLISH COAST		50
6.6.44	1950	ALBEMARLE O 1436	P/O SCOTT	NAV	OPERATIONS MALLARD (GLIDER)	3	15
11.6.44	1500	ALBEMARLE O 1436	P/O SCOTT	NAV	AIR TEST	55	
14.6.44	1000	ALBEMARLE O 1436	P/O SCOTT	NAV	AIR TEST	35	
17.6.44	1030	ALBEMARLE O 1436	P/O SCOTT	NAV	LOCAL GLIDER TOW	40	
18.6.44	0930	ALBEMARLE O 1436	P/O SCOTT	NAV	COLLECTED GLIDER FROM NETHERAVON	45	
20.6.44	1030	ALBEMARLE O 1436	P/O SCOTT	NAV	AIR TO SEA FIRING	35	
23.6.44	1030	ALBEMARLE O 1436	P/O SCOTT	NAV	LOCAL GLIDER TOW SW BRISTOL		
24.6.44	1030	ALBEMARLE O 1436	P/O SCOTT	NAV	LOCAL GLIDER TOW		
TOTAL FLYING TIME MONTH OF JUNE							
DAY NIGHT							
ALBEMARLE 10:50 1:50							
GRAND TOTAL 12:40							
Training Fltr							
for R.F.T. 295 SQUADRON S/L.							
TOTAL TIME...						10	50
						498:10	

D day invasion of France, 6th June 1944
The Navigator's logbook showing Operation Tongo & Operation Mallard



*View from cockpit of a Horsa glider under tow
by a Stirling bomber*

crash followed immediately by the twin engine Albemarle bomber suddenly yawing violently left and entering an uncontrollable vertical spiral dive down towards the grey waters of the English Channel. Pandemonium broke out as the skipper wrestled with the control column and throttled back on the two 1,600 Horsepower Bristol Hercules engines in an attempt to regain control of the stricken Albemarle before it plunged into the English Channel. The navigator and the rest of the crew, pinned in their

seats by the G force, could only hope that Tom would recover from the dive in time as they were all keenly aware that no one survives that type of crash. What had happened was that one half of the tow rope attached to each wing of the Horsa had parted causing the glider to yaw hard left and it was now being towed sideways by its right wing.

The enormous air resistance had pulled the tail of the Albemarle round to the right and caused it to enter a vertical

spiral dive to the left.

The pandemonium in the Horsa was even worse. As the two pilots in the glider, Staff Sgt. Tug Wilson, and Sgt. Harris, tried to regain control of their Horsa the troops in the back were being thrown all over the place in a shouting jumble of bodies, rifle, and motorcycles. Fortunately, the Jeep and trailer were both tied down.

At the same time in the Albemarle the young navigator could hear his skipper, Tom Scott, yelling over the intercom "Cast him off" and a few seconds later "He's pulling me down".

As he sat in the Short Stirling bomber at RAF base Rivenhall recalling the events of last year on that fateful morning of June the 6th in the Albemarle over the English Channel, the navigator could not be sure if the glider or the tug aeroplane had cast off first.

Nonetheless it was a close-run thing as the Duke of Wellington had said after the Battle of Waterloo. The reality was that Tom Scott only just managed to regain control of the Albemarle seconds away from it slamming into the cold waters of the English Channel. The crew of Goofy the Dog lived to fight another day and that day was not over yet by any means. Meanwhile the pilots of Chalk 79 had managed a classic ditching into the dark waters of the English Channel without the loss of any of their precious cargo of Headquarters signalmen.

Later on that same day the crew of "Goofy the Dog" were briefed for an 18:50 take off for Operation Mallard. Their task, together with other 295 Squadron aeroplanes, was to airlift the remaining troops of the 2nd battalion the Oxford and Buckinghamshire Regiment who had not been air lifted on Operation Tonga earlier in the day due to lack of tug aeroplanes. This time the Horsa gliders were to be released over Landing Zone W.

Just before take-off for Operation Mallard our young navigator, over a mug of tea and sandwiches, was standing around yarning with the glider troops of the 2nd Btn. Ox and Bucks Regiment and the RAF aircrews of 295 Squadron when, out of the crowd, the crew and soldiers of Chalk 79 appeared.

He could not believe his eyes as he had last seen Horsa Chalk 79 with the signal's



View inside the fuselage of a Horsa Glider. Troops were not strapped in & motorcycles were often carried down the centre between the soldiers.

personnel of the 6th Airborne Divisional Headquarters and Staff Sgt. Tug Wilson and Sgt. Harris of the British Army Glider Pilot's Regiment heading straight down in the dark towards the English Channel. He never imagined for one moment that they could survive.

Tug Wilson recounted that he had landed his glider successfully in the English Channel near Worthing with no injuries to crew or passengers. After a couple of hours in the water they had all been rescued by an RAF Air/Sea rescue launch and finally transported back to RAF Harwell. They were all keen to go again and unbelievably they had been assigned to be towed to Landing Zone W by Goofy the dog and crew.

The navigator of Albemarle Goofy the Dog was very much aware that, on this most historic of days, they were towing the same bunch of very brave British Army soldiers to France for the second time in one day.

As he was thinking back over the events of D Day the sleepy-eyed navigator was rudely jerked back to the here and now by the ear-splitting roar of four mighty 1,300 HP double bank Bristol Hercules radial engines starting up. The noise was coming from the Short Stirling heavy bomber parked in the dispersal area next door about to set off on a

secret night mission over Europe. You never knew what other 295 Squadron aeroplanes were up to on these S.O.E. or S.A.S. tasks and you did not ask. He quickly checked his navigator's chronometer and realized that he had dozed off for a moment during his reverie of his D day operational sorties. 21.45 hours. Still ten minutes to go for their start-up. Perhaps a square of chocolate from his in-flight rations would help to stop him dozing off? He knew that once the skipper started their engines he would be totally on the ball as usual. As he chewed on the square of chocolate his mind started to drift back once more to some of his other operational sorties.

On 17th September 1944, "Operations Market 1" was part of an airborne operation to seize and secure bridges over the lower branches of the Dutch Rhine at Nijmegen and Arnhem in German occupied Holland. The squadron by now had converted to Stirling 4 engine bombers and our young Australian was the navigator in a new Goofy. Goofy 2 was coincidentally another O for orange aeroplane and the old Goofy 1 crew had been joined by flight engineer Sgt. Noble in the new Goofy. The new Goofy was one of 25 Stirling bombers from 295 squadron towing gliders containing troops of the 1st Airborne Division to Nijmegen on



*D Day. Evening 6th June RAF Harwell Aerodrome.
Men of the 2nd Battalion Oxfordshire and Buckinghamshire Regiment preparing for Operation Mallard (Landing Zone W).
Our navigator would not have been too far away from this group.*

the river Waal. His recollection was that it was a "piece of cake operation," with good weather and practically no enemy opposition.

A few days later the 20th and 23rd saw him flying on "Operations Market 4 and Market 6," dropping resupplies to the beleaguered "Red Berets" of the British Army. The Red Beret Parachute troops had been pinned down at the Arnhem Bridge by the 9th and 10th SS Panzer Divisions of the German Army commanded by Generalfeldmarschall Walter Model. These operations were vastly different affairs from Market 1 and involved a total of 31 aeroplanes of the squadron. The weather was bad on both occasions and heavy flak was active on the run ins and over the drop zones. By now the Germans had woken up to what was happening and had brought in extra 20 mm flak guns to deal with the allied resupply aeroplane which they knew would be coming.

The flak was particularly heavy on Market 6 with most aeroplanes receiving battle damage. Over the two operations one 295 squadron aeroplane was shot down with the loss of all crew, and one landed safely at Ghent in Belgium with both of its inner engines shot to pieces.



*D day 6th June 1944
Troops disembarking and preparing for action at Landing Zone W
after their Horsa glider has crash landed through a wall.*

Tom Scott, the skipper of "O for orange", was known as a bit of a gung-ho type within 295 squadron and this reputation was reinforced very clearly when Tom decided, after dropping the containers at Arnhem, to fly the heavy Stirling bomber down at ground level to allow his Air Gunner W/O Perry and Wireless Operator/Air Gunner W/O Page to give a helping hand to the Red

Berets by shooting up the attacking German Panzer troops. The navigator's recollection of this event was that on seeing trees and buildings flashing past his tiny navigator's window he left his navigators position to gain a better view of what was going on outside.

While standing between his Pilot "Scottie" Scott and Sgt. Noble, the

Flight Engineer, they all heard the nerve shattering crash of a heavy 20mm anti-aircraft shell hitting the port side of the fuselage of O for orange.

The Navigator could still recall his utter disbelief when, on turning round to look behind him, he saw the navigator's position that he had been occupying just a few moments before had disappeared completely.

All that was left was an enormous hole in the side of the aeroplane together with a jumble of electrical wires, direction finding radios, maps and sheets of aluminium wreckage flapping around in the slipstream. Something told him that there would be lots of beer in the NAAFI canteen that night!

The Navigator found out later just how lucky he had been. Losses covering all the RAF squadrons that had operated at Arnhem including 192 Squadron were recorded as 18 aeroplanes shot down, 368 aircrew killed in action and 79 aircrew captured or missing. In total 295 Squadron had flown one hundred and six sorties to Nijmegen and Arnhem, resulting in the loss of three squadron aircraft, seven aircrew, two despatchers, and seven men taken prisoner.

And then there was Operation Varsity. The Rhine crossing. The great allied invasion into the heart land of Nazi Germany. At 06:00 hours on March 24th 1944 the green light was given for the biggest airborne operation in a single day ever to take place. Aeroplanes carrying the British and American troops of Operation Varsity took off from aerodromes in England and France to form two huge airborne armadas. The American one consisted of more than 1,500 aeroplanes and gliders carrying more than 9,000 American soldiers. The British one consisted of 1,200 aeroplanes and gliders carrying 8,000 British soldiers. The two armadas met up in the skies near Brussels, Belgium, and after turning to head for the Rhine parachute dropping zones and glider landing zones it formed a column that took two-and-a-half hours to pass a single point. It was protected by some 2,153 Allied fighters from the U.S. Ninth Air Force and the RAF.

As he sat waiting in Stirling W for whiskey at RAF Rivenhall for the 21.55 start-up time planned for Operation Fabian the young Australian Navigator relived operation Varsity in his mind all

						Time carried forward:	
						113.20	155.45
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (Including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
2.9.44	1150	STIRLING O 446	P/O SCOTT	NAV.	AIR TEST	20	
3.9.44	1400	STIRLING O 446	P/O SCOTT	NAV.	AIR TEST	30	
5.9.44	1400	STIRLING O 446	P/O SCOTT	NAV.	AIR TEST	15	
6.9.44	1030	STIRLING O 446	P/O SCOTT	NAV.	AIR TEST	25	
8.9.44	1130	STIRLING O 446	P/O SCOTT	NAV.	LOCAL HEAVY GLIDER TOW	30	
10.9.44	1100	STIRLING O 446	P/O SCOTT	NAV.	LOCAL HEAVY GLIDER TOW	45	
11.9.44	1030	STIRLING O 446	P/O SCOTT	NAV.	LOCAL GLIDER TOW	110	6
11.9.44	2210	STIRLING O 446	P/O SCOTT	NAV.	OPS AS DETAILED SOE "JOHN 94"		
13.9.44	1505	STIRLING O 446	P/O SCOTT	NAV.	LOCAL GLIDER TOW	35	
14.9.44	1500	STIRLING EO 137	P/O SCOTT	NAV.	LOCAL GLIDER TOW	35	
16.9.44	1000	STIRLING O 446	P/O SCOTT	NAV.	LOCAL FORMATION	140	
17.9.44	1130	STIRLING O 446	P/O SCOTT	NAV.	OPS AS DETAILED (D.O.M.) (GLIDER) MARKET I	30	4
18.9.44	1930	STIRLING H 995	P/O SCOTT	NAV.	OPS AS DETAILED SAS "TIMON I" (ARNHEM)	4	
20.9.44	1530	STIRLING O 446	P/O SCOTT	NAV.	OPS AS DETAILED RE-SUPPLY MARKET II (ARNHEM)	4	
23.9.44	1430	STIRLING O 446	P/O SCOTT	NAV.	OPS AS DETAILED RE-SUPPLY MARKET VI	30	
TOTAL FLYING TIME MONTH SEPTEMBER							
						DAY	NIGHT
STIRLING						18.15	11.05
GRAND TOTAL						29.20	
						TOTAL TIME ... 18.15 11.05	
						29.20	

Operation Market Garden September 1944.
The Navigator's logbook showing his flight to Nijmegen and Arnhem in Holland



During the battle, a German 20 mm Flak gun at Arnhem awaits the arrival of RAF re-supply aeroplanes ready to shoot them down.

over again. He remembered that, as they approached the River Rhine, the skipper had complained about a light haze that was beginning to form up at ground level making map reading difficult. To help him out the navigator had gone up to the cockpit with a map and stood between the skipper and the American war correspondent they were carrying. His intention was to talk the skipper onto a final visual run for the 295 Squadron glider landing zone near the German village of Hammikeln. As he looked out of the cockpit, he intuitively knew

that the sights that met his gaze would be indelibly burnt into his memory for all time. Kaleidoscopic events were happening all around. Stirling W for whiskey, leading 38 Group, was surrounded by thousands of aeroplanes as far as the eye could see stretching out to the far horizon. On top of that, as the old RAF saying would have it, "the flak was so intense you could almost walk on it". A flash out of the corner of his eye caught his attention. It was a Spitfire going down inverted with a trail of white glycol streaming from its Merlin engine. A moment later

a Hamilcar glider received a direct hit and as he watched in horror the tank it had been carrying together with some soldiers tumbled out into space as it broke up. Finally, with a sense of relief he identified the 295 Squadron drop zone and pointed it out to his skipper. At that moment, a Halifax four engine bomber from another Squadron flying close by blew up and the Horsa glider it had been towing flew through the wreckage and broke up in mid-air. He did not see any survivors parachuting from either the tug aeroplane or the glider. Finally, just as the skipper releasing their Horsa glider over the Hammilkeln landing zone and joined the other tug aeroplanes all streaming back to safety west of the Rhine, the Navigator caught a glimpse of a German Messerschmitt 109 fighter aeroplane, billowing thick black oily smoke, being chased by four RAF Typhoons.

If he survived the war he knew, in that moment, that he would never be able to talk nor express his feelings about these sights of death and destruction to the people back home in Sydney. They just would not understand and would probably think that he was telling tall stories anyway.

On return to RAF Rivenhall crews were told that the losses for the day were comparatively light considering the number of aeroplanes involved. Both air forces, British and American, had suffered casualties. A total of 56 aeroplanes were shot down during the battle of the 24th. Many more were damaged by anti-aircraft fire and 16 bombers from the American Eighth Air Force were also shot down during supply drops.

Suddenly the intercom crackled into life as Flying Officer Taylor once more checked in with the crew of Stirling Z for zebra standing in its dispersal bay at RAF Rivenhall and informed them that he had been given a green light from the tower to start-up for Operation Fabian. Our now wide-awake navigator checked his chronometer as the engines were being started by the skipper and the Flight Engineer and sure enough the time was spot on 21.55 hours. 15 minutes later he recorded a take-off time of 22.10 hours in his navigation log and settled down for his last operational flight of the war. On landing back at Rivenhall aerodrome after a reasonably easy four-and-a-half-hour night flight to Holland and back dropping containers to number 5



Navigator's position in a Short Stirling Bomber.
Facing outward, immediately behind the pilot on the left of the aeroplane.

						Time carried forward: 475:05 191:25	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (Including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
3-3-45		19	F/O R.S. SMITH	NAV.		1	00
14-3-45		O 446	F/O TAYLOR	NAV.	144 GLIDER TOW EXERCISE "VULTURE" DIVERTED TO STANTON HARCOURT	3:30	
16-3-45		O 446	F/O TAYLOR	NAV.	STANTON HARCOURT - BASE	40	
18-3-45		W 120	F/O TAYLOR	NAV.	LOCAL MASS LIFT	40	
20-3-45		W 120	F/O TAYLOR	NAV.	LOCAL MASS LIFT	1:20	
24-3-45		W 120	F/O TAYLOR	NAV.	OPERATION "VARSITY" GLIDER - HAMMILKELN (WAA CORRESPONDENT)	5:00	
30-3-45		W 120	F/O TAYLOR	NAV.	GLIDER RETRIEVAL FROM METHWOLD	1:15	
TOTAL FLYING TIME MARCH 1945							
						DAY	NIGHT
STIRLING						13:25	NIL
TOTAL						13:25	
W.M. Stewart							
B.F.F. 295 SQUADRON S/L.							
						TOTAL TIME	13:25 NIL

The Rhine crossing 24th March 1945. Operation Varsity. The Navigator's logbook showing glider tow to Hammilkeln east of the Rhine in Germany.



The Rhine Crossing.
Stirling bombers towing Horsa Gliders on operation Varsity 24th March 1945.

Belgian S.A.S. he had completed his final mission pf a standard tour of operations with the RAF.

At this stage of the war a tour consisted of 20 operational sorties after which it was considered that the aircrew member had done more than enough and was given a much-needed rest tour. Often in a training roll. In his case his 20 sorties consisted of a total of 91 hours and 20 minutes of often highly dangerous operational flying and because the end

of the war was just around the corner he was repatriated back to Australia for demobilisation. He had done his bit for the Old Dart. Of the 21 young men that started out training with him in Canada he was one of the lucky seven to survive through to the end of the war.

On return to Australia in September 1945, like so many of his war time peers, this 23-year-old battle hardened war veteran was a staunch supporter of the Australian Labour Party. He became a

Free Mason but also held strong atheist beliefs. He did not talk much about his war time experiences but I was privileged to glean most of the facts for this story over many a cleansing ale with him around the Hastings District Flying Club bar plus the usual research on the internet and from his family. Over time I also came to realize that he was, in fact, an Anglophile with a great respect and admiration for the people of Great Britain. Probably gained from his war time service with the RAF.

So, who was this young Royal Australian Air Force navigator?
His name was *Colin Barclay Harvey*.

POSTSCRIPT:

Colin Barclay Harvey was born on the 7th February 1923 at the war memorial hospital, Waverley NSW. The old Navigator finally hung up his flying boots and goggles for the last time at the age of 96 on the 12th June 2019 at Cooma, NSW in the Snowy Mountains.

Col was a family man, married to his wife Irene. Together they had two children, Robert, and Vanessa. In his youth he was marked out as being a very bright young lad and was sent to the gifted children's class at Woollahra High School in Sydney. On return to Australia after the war he worked for the Water Conservation and Irrigation Commission in Sydney until 1950. On moving to Port Macquarie, he became a successful part owner businessman in the local Holden, and Toyota car dealerships. Col obtained his Private Pilot's licence through the Hastings District Flying Club and was the club's honorary treasurer for 17 years. At club annual dinners, under the nom de plume of "The Prop Swinger", he was well known for his amusing anecdotes concerning the various flying misdemeanours of certain flying club members during the preceding year. One little known fact that most were unaware of was that he was also an accomplished poet. He became a part owner in, first, a Beechcraft Musketeer and later an Aerospatiale TB10 Tobago and he very much enjoyed flying both of these 4-seater aeroplanes all over NSW, Victoria, and Queensland.

Albemarle & Sterling Crew Members who flew together on the Great Adventure.

Pilot.	Tom Scott - English
Navigator/Bomb Aimer.	Colin Barclay Harvey - Australian
Wireless Operator/ Air Gunner.	Hugh Page - New Zealander
Air Gunner.	Frank Perry - Canadian
Bomb Aimer.	Stan Becket - New Zealander
Flight Engineer.	H. Noble - English
Pilot.	H. Taylor - English. Replacement for Tom Scott at end of Tom's tour.



*18 year old Aircrew Cadet 420666 Colin Barclay Harvey.
No. 2 Initial Training School, R.A.A.F. Bradfield Park, Lindfield, North Sydney. 1942.*



The crew pose with Albemarle Goofy the Dog at R.A.F. Station Hurn, Dorset 1944. Standing from left, Pilot Tom (Scottie) Scott. Wireless Operator Hugh Page. Sitting from left, Air Gunner Frank Perry. Bomb Aimer Stan Beckett. Navigator Colin (Col) Harvey.

"Nothing makes a man more aware of his capabilities and of his limitations than those moments when he must push aside all the familiar defences of ego and vanity, and accept reality by staring, with the fear that is normal to a man in combat, into the face of Death." – Major Robert S. Johnson, USAF

"I Am Not There"

Modified by Bob Needham for a pilot's funeral.
With apologies to Author Mary Elizabeth Frye.

Do not stand at my grave and weep;
I am not there. I do not sleep.
I am a thousand winds that blow.
I am the diamond glints on snow.
I am the soft voice that will ease your pain.
I am the gentle autumn's rain.

When you awaken in the morning's hush,
I am the swift uplifting rush
Of quiet birds in circled flight.
I am the sparkle of stars in the night.
Do not stand at my grave and cry;
I am not there; I'm home. In the sky.

Photo Credit: Air Force Roulettes



MEMBER'S NEW AIRCRAFT:
Benn Farrawell's Jabiru 170



MEMBER'S NEW AIRCRAFT:
Jon Bown's Bristell



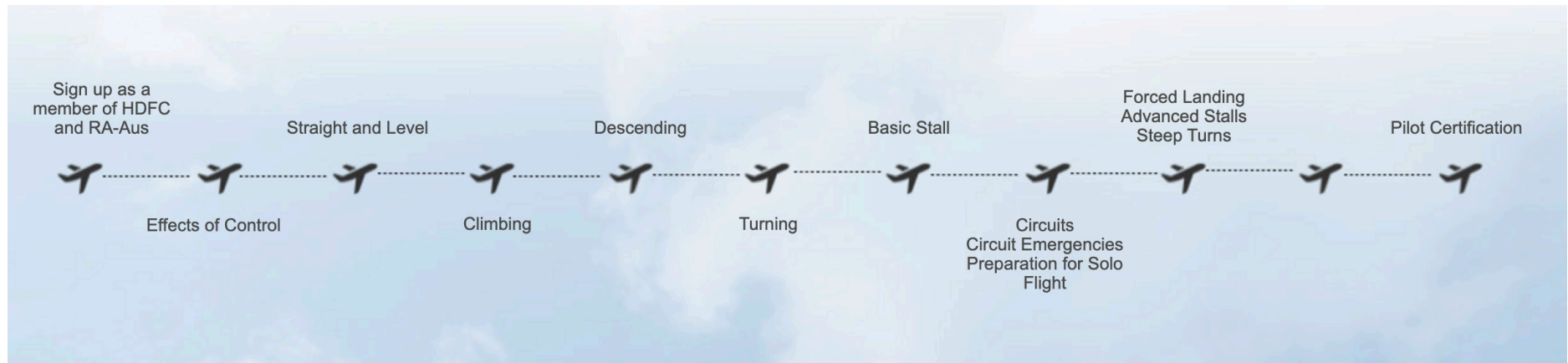
MEMBER'S NEW AIRCRAFT:
David Gray's Sling 4

FLYING TRAINING IN PORT MACQUARIE

The Hastings District Flying Club (Port Macquarie Recreational Aviation) is a leader in Recreational Flying Training specialising in professional pilot development.

Our enthusiastic team of highly professional and experienced flying instructors draws on experience from many facets of aviation and will ensure that your flying training is conducted thoroughly, professionally and to the highest standards.

Training is conducted at Port Macquarie Airport (YPMQ) in a friendly atmosphere.



TYPES OF FLYING TRAINING AT HDFC

TRIAL INSTRUCTIONAL FLIGHT (TIF):

A Discovery Flight is a fantastic way to experience what flying is all about. With one of our professional flight instructors at your side, you will actually get to fly our aircraft! During a 40 minute hands-on flight, you will learn the basics of taxiing, take-off and maintaining straight and level flight. Best of all, you can log the flight time in your pilot's logbook if you decide to continue training. Costs \$150 when flying in the Sling.

PILOT CERTIFICATE:

Pilot training course conducted in accordance with the RA-AUS Operations Manual.

GA PILOT CONVERSION:

If you are an existing GA pilot, why not think about gaining your Recreational Pilot Certificate. Minimum 5 hours including 1 hour solo.

RIGHT HAND SEAT SAFETY COURSE:

An excellent course for partners of pilots who fly regularly in the right hand seat. We will teach you aeroplane handling skills, how to land and emergency procedures.

ENDORSEMENT TRAINING:

- Passenger Carrying
- Cross Country
- High Performance

BIENNIAL FLIGHT REVIEW (BFR):

BFRs are available for existing RA-Aus Pilot Certificate holders.

GROUND COURSES:

- Basic Aeronautical Knowledge (BAK)
- Navigation and Meteorology
- * Ground courses are subject to minimum number requirements. Please contact CFI for course details

MORE INFORMATION:

www.hdfc.com.au/flying-training-in-port-macquarie

ESTIMATED FLYING TRAINING COSTS

Recreational Aviation Pilot Certificate (total estimated at \$5,000 minimum)

HDFC membership (must have):
\$100/year

RAAus membership (must have):
<18 \$179/year plus \$22 joining fee
>18 \$250/year plus \$22 joining fee

Basic Aeronautical Knowledge Theory Kit (BAK):
\$100

BAK briefings (must do) 12 topics, about 12-15 hours:
\$30/hour

Aircraft hire (25-30 hours):
\$150/hour (5% bonus available for 10 hours pre-paid)

Instructor (20-25 hours):
\$70/hour

What aircraft do we train in?

All ab initio flying training are in the Sling

For more course details contact:
lindflight@gmail.com

WANT TO KNOW WHAT FLYING IS ALL ABOUT?

**Buy a Discovery Flight
Voucher at \$150**

A 30-40 minute "hands on" flight
designed to allow you to experience
being a pilot to decide if you would
like to start flying training.

BUY NOW

<https://www.hdfc.com.au/on-line-store/Voucher-Trial-Introductory-Flight-p44667992>





Ray Lind with student, Mark Al Kinani

CFI REPORT JUNE 2021

Flying training for HDFC has continued at an inspiring rate, as we can see by the number of hours building rapidly on our two aircraft. Several new students have also just started out. Chris Doak, an ex glider pilot, made contact with us on the Open Day and is now training to gain his RAAus Certificate. Matt Horton has also recently started training with Mike as well as several others.

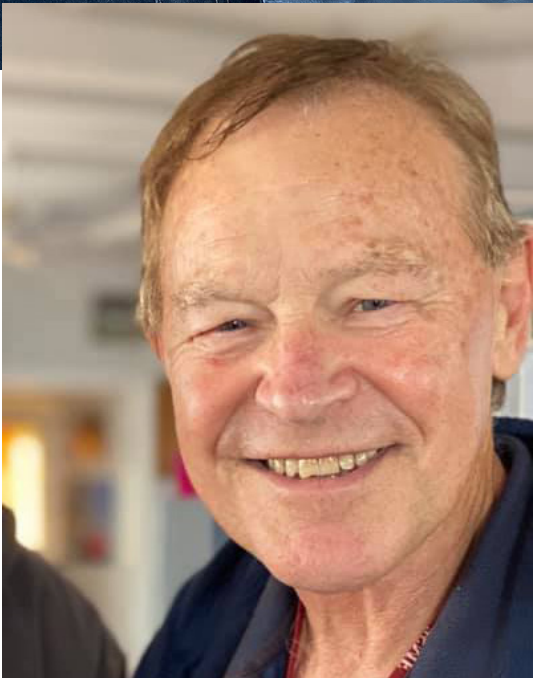
Our purchasing of huge quantities of mogas each week keeps our operating costs down as well as indicating the huge amount of flying we are doing. HDFC continues to attract lots of new students, many inquiries as well as a continuous run of new TIFs.

We have also been trying to accommodate our huge number of school students with early morning flights as well as afternoon flights when the weather allows but we never seem to have enough time slots for the two HDFC training aircraft. The month of February was particularly wet so we lost quite a bit of flying time but each aircraft still flew a healthy number of hours. Since then, with the clear autumn weather, our aircraft seem to be flying non stop.

Brian Chow has also rejoined HDFC as an instructor after serving a short time with RAAus. He has already organised some students to fly with him. Brian, although a relatively junior instructor brings lots of experience with him.

FIRST SOLO AND PILOT CERTIFICATE ACHIEVEMENTS

So far this year we have had many highlights with students continually excelling in their training efforts. Many others not mentioned below are also striving to reach their individual goals and are not far off achieving their 'wings' status or reaching their First Solo stage. In chronological order, the following students are our major achievers so far.



Ray Lind,
CFI

Jayden Barker, one of our scholarship recipients, made the best of the Christmas School Holidays and achieved his First Solo in record time on 28.1.21. Jayden is now continuing to progress quickly through his training but being a year 11 student, he is now very time limited due to his school assignments as well as sporting commitments.



Sam Kennedy proudly achieved his First Solo on 3.2.2021. Sam imagines himself one day as an Alaskan Bush Pilot flying with skis, floats or tundra tyres.



Julian Gilmore completed his First Solo circuit on 8.2.2021. Julian has also quickly moved through his training to achieve this milestone. He has made his grandfather and life member of HDFC, Hans Westphal very proud of him through his efforts.



Steve Schwartz passed his Initial Issue Pilot Certificate Flight Test on 6.3.2021. Steve has already shown his desire to improve his flying by participating in the PPDs. Steve also gained his Pax Endorsement on the 23.4.2021 and is very keen on starting his Cross Country Rating as soon as possible. Steve indeed has become one of our high achievers.



Chaitanya Randive achieved his FIRST SOLO flight on 8.3.2021. Chai was particularly happy with himself and showed true determination during his training in overcoming some early problems, especially with taxiing and in addition, struggling with the language in terms of his radio calls. Well done, Chai. We're very proud of you.



AJ (Aaron) Crawford was our second pilot this year to gain his coveted 'Wings' by passing his Initial Issue Pilot Certificate test on 2.5.2021. AJ has also overcome lots of obstacles to achieve this incredible milestone. He commenced his training on the Foxbat several years ago, had a long break then returned to complete his training. AJ has also made his father and committee member, Mark Crawford very proud. Great work, AJ!



Mark Al Kinani skillfully achieved his First Solo flight on 8.5.202. His delight and satisfaction showed on his face. Mark also had many difficulties with his training at first but his sheer desire to succeed and his love of flying helped him to persevere. Well done Mark.



Jedd Goggin achieved his First Solo on 10.5.2021. He has been taking leave from the Navy at set intervals and training full time to achieve this incredible milestone. Jedd is already displaying his professionalism through his outstanding radio work and situational awareness. Great work Jedd.



Peter Elfar was our third pilot this year to gain his 'Wings' by passing his Pilot Certificate test and receiving his Initial Issue Pilot Certificate. He achieved this milestone on 14.5.2021. It has been a very long road for Peter as he first commenced his training in the Foxbat with George Northey and Adam Booker. He then had a VERY long break before being 'bitten' by the bug again when he took the TIF that had been allocated to his son. Peter has now proudly gained his wings and in addition has bought his own aeroplane! What an incredible achievement for Peter on his remarkable and exciting journey!



Ollie Taylor achieved his First Solo on 13.5.2021. Ollie is showing his exceptional piloting skills already and negotiated a great crosswind landing even on his First Solo. Well done, Ollie!



The common theme which continually comes through with all of our student pilots is that they encounter many difficulties along the bumpy road to success. All of them grow immensely during their journey as they persevere, work hard and never give up despite some disappointments on the way. The graduating students can indeed walk tall and be proud of their huge achievements.

Our two Sling 2 aircraft have continued to be very popular with our students as well as our members, who battle to try and find any time slot for a booking. During good weather, both of our aircraft are sometimes totally booked and often our members are disappointed by missing out on a flight. This can be VERY frustrating! Also, with both of our training aircraft being so busy, there will always be unserviceability issues and occasionally both aircraft will be unserviceable. We are fast reaching the stage where I believe HDFC needs a third training aircraft! As our members gain their wings and learning to fly shows no decline in interest, we need to start planning for a new Sling 2 to join our fleet!

It is very gratifying to see HDFC excelling in its Flying Training and putting a huge smile on so many of our students' faces. All of our instructors are working hard to maintain the goals of HDFC and of course safety and professionalism are always paramount in every flight that we do.

Of course, success in our flying doesn't just come with the instructors. Many people work very hard behind the scenes to maintain this incredible volume of training. Clever, on going marketing keeps our students coming through the doors and some brilliant engineering keeps our aircraft flying when maintenance issues seem so daunting.

Let's be thankful that we have so many talented people contributing in so many ways to make our school run successfully. Safe Flying, everyone!

Ray Lind, CFI, HDFC

Captain's Report



JANUARY FLYING COMPETITION 2021

By RAY LIND,
Club Captain Hastings District Flying Club

Nine pilots flew in the first PPD for 2021. What a great way to start the flying year while regaining our flying currency and maintaining our confidence!

Today we welcomed Steve Schwartz for his first PPD. Steve is still a very keen student at this stage and he also flew very accurately and correctly. He came 2nd in the River Bash with 53 points. Mark Crawford, who hadn't flown for months, also competed for fun and also to regain his currency. Although a little out of practice on some flying aspects, he managed to draw hard on his training and managed to come 2nd overall on the day! Incredible effort!

We also welcomed Col Hayler down from Kempsey flying the C172, VH-TDK. Rod Davison decided to fly the Cessna to 'keep his hand in' and he actually came 1st on the day with some superb and accurate flying! Mark Watson, who always tries to fly in the PPDs for his currency also flew very well and came 3rd overall in a good, solid flying display.

So individual events were:

1000' SPOT LANDING

1st Rod Davison 94 pts, 2nd Mark Crawford 89 pts, 3rd Col Hayler 85 pts.

RIVER BASH

(Coordinated Flying Exercise Up the Maria River)
1st John Cleland 59 pts, 2nd Steve Schwartz 53 pts, 3rd David Mitchell and Rod Davison 48 pts.

FORCED LANDING

1st Mark Crawford 82 pts, 2nd Mark Watson 79 pts, 3rd Rod Davison 75 pts.

OVERALL

1st Rod Davison 227pts, 2nd Mark Crawford 215 pts, 3rd Mark Watson 193 pts.

This was a wonderful flying day for our club members and finished up with our presentation and a delicious lunch prepared by Veronica and Fran.

Thank you everyone for your very dedicated contributions. This is what makes our Club so great!



1st Rod Davison 227pt



2nd Mark Crawford 215 pts

Captain's Report

FEBRUARY FLYING COMPETITION 2021

By RAY LIND,
Club Captain Hastings District Flying Club

We enjoyed lovely, fine weather for our February PPD, 2021 with the usual slight crosswinds and bumps. Today we did all of our exercises in the circuit area due to fog residue over the river areas.

We had four (4) pilots take advantage of the HDFC cheap flying rates to help maintain proficiency and currency for our members. We also welcomed student pilot, Steve Schwartz along for his second PPD.

PARTIAL ENGINE FAILURE / SPOT LANDING

In this exercise we reduce the power to 3000RPM on the Downwind Leg to simulate a partial engine failure. The pilot then has to immediately assume the best glide speed and keep the aircraft in the air long enough to make it back to the runway and the scoring boxes.

Our highest scoring pilots were:

1st Mark Crawford 81 pts, 2nd Mark Watson 74 pts, 3rd Rod Davison 65 pts.

1000' SPOT LANDING

In this exercise the pilot has to fly a perfect circuit with correct altitudes, speeds, checks and complete the exercise with a landing in the scoring boxes on the big white touchdown markers.

1st Rod Davison 92 pts, 2nd Steve Schwartz 90 pts, 3rd Mark Watson 67 pts.

FORCED LANDING

The Forced Landing was carried out from above the field at 1500' and had to include all trouble checks.

1st Rod Davison 79 pts, Mark Watson 48 pts, 3rd Steve Schwartz 44 pts.

BONUS POINTS

These points are gained for perfect landings regardless of whether the pilot is in the scoring boxes. The landing has to be smooth and take place with the column hard back whilst maintaining a position exactly in the middle of the runway to score a maximum of 20 points for each landing.

Today we did three (3) landings, (Max 60pts) and our impressive pilots were:

1st Mark Crawford and Rod Davison 50 pts. 2nd Mark Crawford and Steve Schwartz 40 pts.

OVERALL

1st With some totally outstanding and accurate flying once again was, Rod Davison with 276 points. 2nd Steve Schwartz 236 points. 3rd Mark Watson 229 points.

Congratulations to all of our pilots who participated in this important day's flying to help maintain proficiency, currency and confidence.



2nd Steve Schwartz 236 points



3rd Mark Watson 229 points



Next Pilot Proficiency Day is on 20th June

Unfortunately, due to unsatisfactory weather or aircraft unserviceability, we have had to postpone our last few PPDs. This is most regrettable because many of our pilot members rely on the cheaper flying and excellent flying mentoring during these events to maintain currency.

We will be holding our next PPD on June 20, always the third Sunday of the month. Lets see many of our pilots attend to maintain their currency and confidence. See you there.



MAINTENANCE REPORT BY STEVE SMITH

Apologies to all those pilots and trainees who have had their bookings changed or cancelled recently. It has been a very frustrating time on the weather and maintenance front.

I guess we are victims of our fastidiousness not to compromise on the maintenance standards of our aircraft. We are very fortunate to have Doug Toppazzini as our head of engineering. His skills are amazing. There is very little that he can't tackle. Mike Bullock has been assisting him and hopefully he will gain his L2 this year.

We carefully watch aircraft hours to make sure that we always have one serviceable aircraft.

Heading up to Easter things were awry. Firstly March floods closed the airport for

over a week. With Easter coming up and a split of only 30 hours between aircraft we had the prospect of both aircraft requiring 100 hourly and gearbox checks. Fortunately 8470 had enough hours to get us through Easter.

The only person this side of Melbourne who can do gearbox checks is in Taree. Unfortunately he was taking an extended Easter break! Hence both aircraft were on the ground for a week.

The current situation is very different. The 100 Hourly on 1624 revealed that at the tails of both aircraft had contacted the ground and done panel damage. Doug has done a magnificent job of strengthening the area around the tail buffer of both aircraft.

SO WHAT IS WRONG WITH 8470?

When we purchased this aircraft we were aware that there was some minor delamination in the mounts of the undercarriage. The factory advised it was ok to continue, but that they would provide a new undercart (it is one piece).

The parts have been very slow arriving

and are currently being flown from South Africa. However, in the time being the legs have cracked thereby grounding the aircraft.

SO WHAT ARE THE ISSUES:

1. Parts that we were told would be available in Australia, often have to be imported with long delays.
2. Pilots are not reporting heavy landings (including tail strikes). This is important - any event must be recorded on the maintenance release and an Occurrence Report sent to RAAus.

The Committee under the leadership of Chief Engineers Doug Toppazzini will always maintain our aircraft to the highest standards and never compromise on safety, hence the sometimes frustrating down times experienced.

**Steve Smith, Maintenance
Controller, HDFC**

MEMBERS NEW AIRCRAFT:
New aircraft coming for the Hopleys



**WELCOME NEW
HDFC MEMBERS**

Mark Peterson
Oskar Pecyna
AaroHi Deshmukh
Cameron Mynott
Max Jambor
Nathan Hurst
Xavier Redding

Bill Butler
Christopher
Doak
Jedd Goggin
Leanne Smyly
Ivo Smyly
Max Roods

BASIC RULES FOR AIRSIDE ACCESS

- You must hold and display a valid ASIC
- You must have a valid reason to be airside (this is fairly stringent under security regulations).
- You may escort passengers without ASIC directly to/from your aircraft ONLY.
- Your ASIC is not approval to be airside or let anyone access airside. It is ID ONLY.
- An ASIC holder must challenge any person who does not display an ASIC or appears to be unauthorised.



AIRCRAFT FOR HIRE FLIGHTS



Sling - \$150/hour (\$180/hour for non-members)



Cessna 182 VH-DUZ - contact David Mitchell



MEMBERSHIPS

JOIN THE CLUB - If you wish to join us as a member of the Hastings District Flying Club, please download our Membership Kit here:
<http://goo.gl/jlK4C7>

Flying membership - \$100
 Social membership - \$40
 Junior membership - \$11

PAYMENT OF ACCOUNTS

Members who direct deposit account payments are reminded to reference their deposit with their name. This includes deposits made at Regional Australia Bank branches.

The bank details are:
Regional Australia Bank, Hastings District Flying Club,
BSB: 932 000
Acct No: 500021367

You can also pay your account with EFTPOS or a Visa or MasterCard, but you will need to come to the club. We are unable to take such payments over the phone.

MERCHANDISE


Visit our online store - www.hdfc.com.au/online-store
 Shirt - \$35
 Broad brim hat - \$25
 Cap - \$20
 Cloth badge - \$4
 Come Fly With Me Book - \$5
 Fly Boy Book by Geoff Litchfield - \$20

FLIGHTS

Discovery Flight - \$150 - purchase online www.hdfc.com.au/online-store/Voucher-Trial-Introductory-Flight-p44667992 or call us
 Hangar rental - \$190 per month

FOLLOW US

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 www.instagram.com/hdfcpmq

 www.hdfc.com.au/news



AIRCRAFT WASHING

It is the individual pilot’s responsibility to care for our valuable aircraft. This not only involves washing and keeping them clean and tidy but also in general movement of any aircraft within the hangar. Treat our aircraft as your very own because as a member you have part ownership of these aircraft. Please take care of them and help us keep our costs down by looking after them.

WHY AN AIRCRAFT WASHING ROSTER?

Our aircraft are our purpose. It is vital we care for these valuable assets. The benefits of regular washing and cleaning are numerous.

A roster is the best way to ensure this regularity.

WHY ME?

This email is being sent to all regular Sling pilots. The HDFC committee believes it is the responsibility of all pilots who fly club aircraft to ensure they are maintained in a clean and tidy manner.

Sharing the load benefits all and keeps costs down.

HOW DOES IT WORK?

Two people are scheduled on a

fortnightly basis. Washing can occur at any time during this period. The first person listed should contact the other to arrange a suitable time. Book the aircraft on the calendar.

If you cannot perform your duty in the allocated time period you may arrange a swap with another team. Any changes should be clearly shown on the noticeboard roster.

THE DUTY.

Both Slings are to be washed. This can occur simultaneously or one after the other. Division of labour is your choice.

A box of cleaning materials including instructions is in the hangar. Please read instructions especially with regard to Perspex.

When finished please date and sign the duty roster also found in the box of cleaning materials.

QUESTIONS?

Please contact me if you have any questions or problems concerning this roster. I will act as the coordinator.

Thank you for your assistance in sharing the load.

Rod Davison

AIRCRAFT WASHING ROSTER 2021

FORTNIGHT BEGINNING	TEAM	PHONE
4/6 TO 18/6	STEPHEN GOOCH	0410701662
	PATRICK MCDONNELL	0433033840
18/6 TO 2/7	MAX ROODS	0447904757
	OLIVER TAYLOR	0466073505
2/7 TO 16/7	CHARLES HOPLEY	0488680777
	JONATHON HOPLEY	0488680772
16/7 TO 30/7	CHRIS DOAK	0497539565
	NATHAN HURST	0405821746
30/7 TO 13/8	JACOB DOWD	0409927763
	BODHI HINCHCLIFFE	0434030017
13/8 TO 27/8	HARRY FREUDENSTEIN	0481294284
	RILEY LANGDON	0400153241
27/8 TO 10/9	JAYDEN BARKER	0478607211
	LIAM ROSS	0421835880
10/9 TO 24/9	STEVE SCHWARTZ	0423909869
	IVO SMYLY	0409631162
24/9 TO 8/10	CONNOR WARNEKEN	65863987
	JABYN BEDDOE	0478087533

HDFC HOSPITALITY ROSTER 2021

Duty is from 5pm to 8pm of a Friday evening. If unavailable arrange a swap.

4th June	Rod Davison	23rd July	Rod Davison
11th June	Steve Smith	30th July	Ray Lind
18th June	Ray Lind	6th Aug	David Toulson
25th June	Mike Bullock	13th Aug	Veronica Lind
2nd July	Rod Davison	20th Aug	Mike Bullock
9th July	Bruce Dunlop	27th Aug	Rod Davison
16th July	Steve Smith		

BBQ LUNCH ROSTER 2021

Volunteers needed for BBQ lunch during Flying Competition Sundays. For more information, contact Veronica Lind on +61407779828 or email marketing@hdfc.com.au

20 Jun	19 Sep
18 Jul	17 Oct
15 Aug	21 Nov



MANAGEMENT COMMITTEE & FLYING INSTRUCTORS

President	Rod Davison T: 0419 632 477 E: president@hdfc.com.au
Chief Flying Instructor	Ray Lind T: 0428 820 698 E: lindflight@gmail.com
Senior Flying Instructor	Steve Smith T: 0405 775 192 E: sfrqsmith@me.com
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Senior Flying Instructor	Bob Needham T: 0481 327 931 E: induna191@gmail.com
RAAus & GA Senior Flying Instructor	David Massey T: 0403.925.462 E: david@massey.nu
RAAus Flying Instructor	Rod Hall T: 0418 229 232 E: rod@jetfighter.com.au
Flying Instructor	Brian Chow T: 0428 697 010 E: chow1bri@icloud.com

HASTINGS DISTRICT FLYING CLUB

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brings aviators, their family and friends together
to share their flying dreams.

HDFC encourages air-mindedness and interest in aviation
in the youth of the Hastings district.

It operates a flying club and recreational
aviation flying school with a hangar and club house at
Port Macquarie Airport on the NSW Mid North Coast.

Friday night is Club Night from 5pm,
with a sausage sizzle every 1st Friday visitors welcome.

Club membership is \$100 (flying) and \$40 (social).
The club owns a Sling which is available for hire by HDFC Members
for \$150/hr (including GST).

A monthly flying competition and BBQ lunch is held at the
Port Macquarie Airport on the 3rd Sunday of each month.

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