

Jump to 2022

# PROP WASH

HASTINGS DISTRICT FLYING CLUB NEWSLETTER

MARCH 2022 ISSUE



Photographer: Richard Tustin





# BOBCAT FORMATION



Alex McNaught  
WWW.ROVING-EYE.COM



VERONICA LIND, Editor, Marketing and Communications for HDFC

## NOTE FROM THE EDITOR

### MARCH 2022

It's been a busy 2021 despite COVID. We had a record number of 24 first solos. Our skies were really busy especially on one Saturday we had more than 100 skydivers, Bobcat Formation, commercial flights and students flying that morning.

I was totally caught by surprise when some daredevil skydivers jumped nude! Some jumped for the very first time from a helicopter. Affinity Aviation did a good job getting them all into action systematically and safely.

I did enjoy this edition of Propwash as we had different aspects of aviation, so I hope you will enjoy it too.

Congratulations to Bruce Dunlop, Pilot of the Year 2021 and Steve Schwartz, Student Pilot of the Year 2021.

Businesses are now invited to advertise on Propwash. Your ad and article get a bigger boost with another magazine Brilliant-Online too, for free. So for HDFC members, that is a huge bonus to reach out to a total of 50,000 readers.

Continue to send comments and articles to [editor@hdfc.com.au](mailto:editor@hdfc.com.au)

**Happy Flying,**  
**Veronica Lind, Editor, HDFC**





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## PRESIDENT'S REPORT MARCH 2022

Welcome to 2022 and hopefully light at the end of the COVID tunnel. News is currently filtering through on the termination of QR codes, social distancing and indoor masks. That is not to say the Covid-19 virus has disappeared, with no doubt we will need to live with this virus for some time to come & will need to continue to be cautious.

Our club has weathered the Covid storm reasonably well. Whilst socialising has been severely curtailed, there has been little disruption to flying activities. In fact, the last two years are among the busiest the club has experienced. So it is with optimism we look to the rest of 2022.

The second half of this year will see the arrival of our new Sling 2 aircraft. It will either be an addition or replacement for 1624, depending on demand and finances. Both our Slings are working hard despite the inclement weather of late. The Foxbat has departed to its new home at Kempsey. It was on a 6 month cross-hire agreement with the club, which terminated in December. We thank Brian Chow for the use of his aircraft and wish him good luck with the establishment of his new flying training school.

The 2021 Annual Presentation Dinner was a roaring success with 80 people socially distancing in the hangar. Recognition of sixty pilot achievements reflected a great year. These included 22 First Solo's, 12 Recreational Pilot Certificates, 9 Passenger endorsements, 5 GA to RA conversions and 3 Cross Countries. Congratulations to all recipients with a special mention of Pilot of the Year, Bruce Dunlop, Student Pilot of the Year Steve Schwartz and Club Person of the Year, Bob Needham.

Thirteen high quality flying scholarship applications made life difficult for the selection panel. Following careful deliberation the successful candidates were Cooper Dimon and Oliver Taylor. This year RAAus membership was also included due to the kind donation by Sue and Clyde Stubbs of their Fly & Spy prize money.



*Rod Davison,  
President, HDFC.*



Congratulations to Cooper and Ollie along with a huge thanks to all applicants for the interest shown as well as the time and effort in organising applications.

Camden Haven Airfield was sold at auction during December. The new owners are aviation enthusiasts from Queensland. Approval has been granted for our club to continue use of the airfield with some future fly ins proposed. We wish the new owners every success in their new venture.

The Australian International Aviation College (AIAC) are hopeful of resuming operations shortly. Opening of the Australian border will allow the arrival of international students. No doubt our skies are about to get busier. We will work with the college to keep safe.

The clubs model aircraft collection has been bolstered by the kind donation of around 50 models by Darren Mowett. We are highly appreciative of this kind gesture and also thankful to Benn Farrawell who facilitated the donation.

The landing fees included in our aircraft hire are only applicable to Port Macquarie. Kempsey has now introduced a landing fee of \$11.50. Any landing fees incurred by club aircraft will be invoiced to the hiring pilot. This also applies to other airports such as Armidale and Taree.

Security of our clubhouse, hangar and adjoining tarmac has been beefed up with the installation of 7 surveillance cameras. Protection of club assets is paramount and I would encourage all members to be vigilant in the observation and reporting of any incidents.

As the Covid restrictions lift, flying away opportunities will improve. The Committee is keen to organise such events with Luskintyre, Palmer's Island, Wallis Island and South Grafton high on the list. Member input on possible locations would be appreciated. The upcoming Fly & Spy fun flying event presents the perfect opportunity for mates to enjoy the flying camaraderie of club flying. Check out the details and organise your team now.

Meanwhile, the regular club events are back. We would love to see members getting involved in the monthly Pilot Proficiency Days with lunch, as well as Friday night socials and sausage sizzles. Remember, this is your club and is only as good as you make it.

**Rod Davison, President, HDFC**

**President@hdfc.com.au**



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[www.hdfc.com.au/event-details/fly-spy-2022](http://www.hdfc.com.au/event-details/fly-spy-2022)

Flying dates from 5th to 26th March  
Presentation Dinner on 26th March 6pm



As usual, HDFC members come together on Australia Day with a barbecue, sitting back and enjoying the Australian lifestyle, enjoying the spirit of the Aussie larrikin and enjoying the company of aviators.











# THE SKY'S THE LIMIT FOR OLIVER TAYLOR

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*Oliver Taylor first solo*

### RECENTLY AWARDED A FLYING SCHOLARSHIP FROM HASTINGS DISTRICT FLYING CLUB, OLIVER (OLLIE) TAYLOR CHATTED WITH US ABOUT WHAT THIS MEANS TO HIM AND HIS FUTURE.

When asked how he felt when he first found out he had been awarded the scholarship Ollie smiled and said, "I was having dinner with Mum and Dad, sitting there thinking I didn't get it. Then the phone rang and it was Rod. He told me I got it, I was over the moon. Totally happy, I told my parents straight away. It was a great family moment."

Ollie told us that it was a fairly simple online process to apply for the scholarship. Just fill out the online application form, stating why you love flying, provide your academic record and really show your desire to fly.

### WE HAVE BEEN GIVEN OLLIE'S SCHOLARSHIP SUBMISSION AND HAVE TAKEN A SNIPPET TO SHARE:

"I am very interested in WW2 (especially the aviation side of WW2), however my main hobby is aviation (of course). I spend most of my time at work or school, but when I am at neither, I like to

watch aviation related movies, watch aviation related videos, plane spotting, and even designing model aeroplanes (even the sling) on fusion360."

Having an interest in all things aviation goes all the way back to Primary School days for Ollie, who is only 16 years of age now. Having a close friend who was in commercial aviation and a brother studying to be a Bachelor of Aviation at University, were definitely influences. Plus watching movies like Top Gun added to his interest and instilled in him that he was going to learn to fly one day.

He started his flying lessons at the tender age of 15 with his Mum and Dad's full support and encouragement. They paid for the initial tuition and drove him to and fro.

Ollie is currently in year 10 attending Hastings Secondary College Westport Campus where he plans to finish year 12 and obtain an ATAR. He will be studying standard English, advanced maths, PDHPE, physics, engineering studies, and graphics technology in his senior years.

Upon completing his schooling, Ollie intends to either obtain a Commercial

Pilots Licence, join the AirForce as a pilot, or study Aerospace Engineering at University. Currently, he works alongside his parents Tania and Rob at the family business, Lighthouse Beach Post Office, as much as possible during school holidays and after school hours. This helps pay for Ollie's flying.

Currently flying under the Hastings District Flying Club with Mike as his instructor, Ollie is passionate about flying. He has over 20 hours of flying up his sleeve and will have his Recreational Pilot Certificate soon if all goes to the youngster's plan. Ollie needs to complete various courses in the future, such as navigation training and passenger endorsement to edge him closer to getting a Recreational Pilot License.

Flying is definitely in this youngsters sights, either commercial or in the military, wherever it takes him he is happy.

Ollie's Mum and Dad are very supportive, paying for half of Ollie's flying lessons to date. This was a major factor for Ollie applying for the scholarship, to ease the financial burden on his parents. The HDFC scholarship will allow him to now





Rob, Tania and Oliver Taylor

assist in him completing courses and furthering his aviation career.

### OLLIE'S FIRST SOLO FLIGHT

At just 15, Ollie's first maiden voyage so to speak has been a highlight of his life so far. During one of his flight lessons, instructor Mike told him he would be going solo soon. When he and Ray, CFI were happy with his progress, they will discuss it with him to do his first solo. When they landed, sure as eggs another instructor came out and jumped in the Sling2, HDFC's training aircraft.

Ollie remembers being very nervous, as he knew then and there that was the day he was going to do his solo flight if he did well with the other instructor (Ray, CFI) on board. He successfully completed three landings and takeoffs. When Ollie landed the third time, Ray exited the plane and said "off you go". So off he went - on 13th May 2021!

He says it was just like any other circuit he had done except now there was no one sitting next to him and that can be nerveing.

### OLLIE HIGHLY RECOMMENDS HDFC

If you want to learn to fly Ollie says to firstly join the Hastings District Flying Club.

**"It's a good way to go. Very affordable for flying. Very good instructors. And the people around the club are really, really, really good. There are lots of people to talk to about flying."**

HDFC has a fantastic social scene as well that has given Ollie and family many fun times. He told us, "There are lots of social get-togethers. The presentation night was one of the best nights I've ever had. It was very, very good. The stories and experiences I heard were amazing."

Ollie is working hard to complete his Recreational Pilot Certificate so he can fly by himself without an instructor.

"Our students always emerge more mature, disciplined, confident and responsible after they have gained their Pilot's Certificate. These characteristics stay with them for life and it sets them apart from others, even if they do not fly professionally. This is a wonderful privilege for every young individual.

Our goal as a flying school is to produce GREAT and RESPECTED Pilots. We do this by ensuring total aviation safety and disciplined airmanship through accurate and professional flying training and Pilot Proficiency Days. We are second to none among all RA-AUS Flying Schools and General Aviation Schools." - Ray Lind, Chief Flying Instructor and Club Captain since 1990

### THE BEST THING ABOUT FLYING...

"Being out there. It's a different view of earth. It's unreal. Different than a commercial flight. It's not the same. You are in a small plane, you can look out the window and you can have control," Ollie said. "You're in the air and you're in control in the air. It's just such a different feeling. You don't know the feeling till you are out there."

The dream...

To own his own plane, a classic Cessna. "I have to have room for passengers - Mum and Dad would be first in line," Ollie said.

**To know more about learning to fly with HDFC - <https://www.hdfc.com.au/flying-training-in-port-macquarie>**



# TREVOR KEE APPOINTED PRESIDENT OF ISIS FLYING CLUB

VERONICA LIND







*Gayle and Trevor Kee with Chris Hollis at Orchid Beach, Fraser Island*

The Isis Flying Club manages and maintains the Childers Aerodrome on behalf of the Bundaberg Regional Council

Trevor Kee is known as the magic designer and visionary behind TG's Child Care's award-winning gardens that have been providing the space for children to enjoy so many beautiful moments of Playing is Learning for Life.

Beyond his talents in landscape designing and creating natural spaces teeming with green life, Trevor's other skill is way up in the air.

Trevor has recently been appointed as President of the Isis Flying Club. We spoke to him about his other passion - flying.

### WHAT IS THIS FLYING CLUB ABOUT?

The Isis Flying Club essentially manages and maintains the Childers Aerodrome on behalf of the Bundaberg Regional Council. The club services

the recreational aviation community of the Isis District in Queensland, including Childers and its surrounding areas.

It is a magnificent 1000m all weather (east/west) grass runway with well set up club rooms. There are currently 14 owner/occupier hangars on-site, with future development sites available. Members can lease the land for their own hangar from the club at \$200 per annum (so that's less than \$4 per week)!

### WHAT KIND OF ACTIVITIES ARE CONDUCTED AT THE CLUB?

The Childers Aerodrome is an Ultralight flying community. However, we do not discriminate against general aviation. There are many active recreational aviators and clubs in South East Queensland nearby as well. There is a very special activity that takes place at this club.

**"Old Farts Day" is what Childers is famous for.**

Every Wednesday morning, up to 30 pilots from all around converge on our airfield to chew the fat and catch up together. It's a great get-together we all look forward to, and in good old-school fashion, everyone brings a plate for morning tea. You must be wondering why in the world did we name this weekly routine Old Farts Day - that's because "old farts" (we feel very young!), make the best leaders, entrepreneurs and pilots because of our experience and maturity!

There are usually activities on the airfield most days of the week. On weekends we are a lot busier as hangar doors are opened, planes are re-fuelled and people take to the skies.

### WHAT ARE YOUR PLANS FOR THE CLUB?

I want to foster fun, friendship and flying in our club. (We know where that FUN BUG comes from - TG's Child Care right?). And it's also really important we help maintain the physical environment to the high standards of the past.





We have quite a big event coming up as well this month (September) which is our 30th anniversary of the club. So we're busy preparing for that, and what's really fun is that day also happens to be international "Talk like a Pirate" Day!

### NOW THAT YOU ARE PRESIDENT OF THE CLUB, HOW WOULD YOU DO THINGS DIFFERENTLY?

I'd start by finding the club a better president! Actually, I want to extend an open invitation to anyone to drop in to experience good old country hospitality at its best, Queensland style. Can't get it anywhere else!

### CAN YOU TELL US A BIT ABOUT YOUR PERSONAL FLYING HISTORY?

I was four years old when I started flying. I had my Batman suit on and it lasted all of 1.6 seconds. It was a bit of a rough landing with my mouth full of dirt and a broken right arm.

That was a bit of a rocky start but in Easter 1994 I did my first hang glider solo flight in a Moyes Mars 190 off "Mystic Hill" in Victoria. And I couldn't stop flying since then. I moved from trikes to recreational flying and I achieved my Pilot Certificate on 26th July 2017, so that was a really big moment for me. My wife Gayle flies with me as well and she has been with me on nearly half of all my flying hours over the years.

### WHAT INTERESTING MOMENTS HAVE YOU EXPERIENCED IN YOUR FLYING?

We purchased a Vixen so that was a proud moment. It's not quite the same as buying a car. For me, a plane is like a trusty friend for life! It allows me to go on lots of weekend adventures with fellow aviators - once we even found a shipwreck!

Gayle and I were on one of our weekend pleasure flights over Fraser Island and we were just dumbfounded when we spotted the shadow of the luxury liner S.S. Marloo in the waters. It sank in 1914 and when we saw all 2,268 tonnes of it just lying quietly in the waters, it was unbelievable. It makes you want to take your plane up there and explore many more places! Who knows what you'll find! That find made us famous. We were on the news and on TV!



ISIS Flying Club Members, Old Farts Day



Trevor Kee hang gliding at North Brother in 1998





*S.S. Marloo wreckage*

"What a wonderful effort to add yet another incredible aviation achievement to his arsenal of skills. Trevor is not a newcomer to aviation as he has been flying his own Trike Aircraft for many years. However to adapt from 'weight shift' control to 'three axis' control is no easy matter as control is maintained with completely opposite movements. Trevor did his flight test this afternoon in quite rough flying conditions with a brisk crosswind but these conditions didn't really pose a problem for our seasoned pilot. Well done Trevor." - Steve Smith, then CFI, 26 July 2017 (Passenger Endorsement - 2nd Nov 2017)

Trevor Kee is the co-owner of TG's Child Care



*Gayle and Trevor Kee*



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# MEET MATT BOAG, PROFESSIONAL SKYDIVE INSTRUCTOR

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Matt Boag Skydiving/Wind Tunnel Coach

Hailing from the Gold Coast, Queensland, for the past 13 years, Matt Boag has around 2,500 skydives under his belt to date.

We chatted with Matt at the Skydive event held at Port Macquarie Airport. Although the skydivers present are mostly highly experienced, he was present to teach others how to improve their skill.

That's his day job. He is a skydive instructor, but this is the first event he has been at that uses a helicopter. He told us that not many skydiving operations get the luxury of having a helicopter at their disposal.

"A very cool thing to do, to be able to jump out of something that's not moving at all, it's kind of like getting into that dead end feeling. As opposed to an airplane, you're instantly hit by a bunch of wind whereas the helicopters are super quiet."

Matt also works inside vertical wind

tunnels. He has about 6,000 hours of tunnel time. Number one advantage of the wind tunnel is the safety side of things.

The maximum weight for a skydiver is 110kg. There are also age restrictions for skydiving with a minimum age of 14. However, if you are looking for something for those under that age, you can indoor skydive from three years upwards.

### THREE IMPORTANT THINGS

A part of the skydive community for many years, Matt says safety is the number one priority and most important thing, although number two is having fun. His number three reason for his love of the sport is the teaching side. He believes even if you have an enormous amount of skill you can always learn something new.

"You never really finish learning when skydiving, no matter how good you get there's always something new to learn," he said "There's always something new to try, and we keep everyone safe, the

number one priority."

Matt is a specialist free flyer. The discipline is an upside down style of flying. Called "Pre-flight", some say it is more difficult, but it's the most popular

### YOUR FIRST JUMP...

"I went tandem as you do for your first jump at a drop zone just like this," Matt said. "I told the guy when I was under the parachute with him 'man, I'm gonna do this forever.' He kind of laughed at me."

He needn't have laughed though as Matt proceeded to obtain his licence and then had fun skydiving for two years while gaining plenty of experience. He then went for a job in wind tunnels and then started to travel around and go to events instructing.

**Contact Matt Boag:**  
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[www.facebook.com/mattboagscoaching](https://www.facebook.com/mattboagscoaching)



# JUMP, EXPERIENCE THE THRILL OF FREE FALLING FROM 10,000 FEET

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*Photo Credit: All Beef Productions*





*Skydivers came from all over - Sydney, Brisbane and regional NSW*

What a Fabulous Event Held at Skydive Port Macquarie Across the Last Weekend in January 2022!

One hundred parachuters were jumping from two different aircraft - a Caravan aeroplane and a helicopter from Affinity aviation.

All experienced skydivers, but for some, it was their very first skydive from a helicopter.

Ten thousand feet up, hanging from a helicopter, then free fall and take in the scenery! The general consensus was,

**" WOW! LET'S GO UP AGAIN! THAT WAS SO COOL!"**

Brilliant-online joined in, albeit from the sidelines, chatted with some of the thrill seekers who all expressed their absolute passion for the exhilarating sport and turned our eyes to the sky to witness the spectacle in the sky over Port Macquarie.



*Skydivers getting on to plane ready to jump*





*Eduardo Fogaca, 200th Skydive at Port Macquarie*



Jumpers came from all over - Sydney, Brisbane and regional NSW, ranging in age from late teens to early 60's, male and female and we even spied a gorilla!

All skydivers who participated, the teams from Skydive Port Macquarie and Affinity Aviation and spectators are all to be congratulated for such a fantastic event.

We spoke with some of the skydivers whilst they were on the ground!

### **EDUARDO FOGACA, 200TH SKYDIVE AT PORT MACQUARIE**

Eduardo Fogaca added a page to his skydive resume by completing his 200th jump over the beautiful region of Port Macquarie.

Born in Brazil, he now lives in Sydney and is an avid skydiver. Not only was it his 200th jump, but it was his first from a helicopter. "The helicopter was pretty fun, a different experience," he said. "The freefall is different. It's very good because you don't feel the pressure from the air. You feel like you are falling and the air is not holding you up." Eduardo was in a group of seven people all jumping at the same time. The helicopter hovers, the skydivers take their positions, this particular time hanging by their legs from the helicopter feet, heads down!

The group did a formation jump, forming a star. "It was pretty fun," said Eduardo. "Hanging from the legs of the helicopter by our legs. Looking down at the beautiful beaches and letting the helicopter go. Up 10,000 feet. Very cool."

He skydives with a group of friends from his home in Picton. They all know each other and are basically at the same experience level. Because of this they are confident that they will make the formation.

**"I just love skydiving, the feeling is amazing."**

Eduardo told us it's all about having fun. "No pressure, just have fun, enjoy," he said.

Every skydiver has to start, do their first jump. You're always learning, he told us.



“ Events like this are great. The experienced trainers help us, they explain what we need to do better. We can see the videos of our jumps and see how it’s progressing. The instructors really help, so it’s good. It’s worth it. Life is good.”

#### MICHAEL KEDDIE: JUST BECAUSE OF THE HELICOPTERS

Michael Keddie travelled from the Central Coast to attend the Port SkyDive weekend. He says skydiving is good fun having been involved for a little over a year.

Asked why he likes the sport he said, “I am a bit of a rookie. Usually I jump with friends but sometimes that doesn’t work out. I was nervous of course the first time but once you get your head around it it becomes fun.”

Having jumped from helicopters before, Michael didn’t want to miss the opportunity and came to the event especially for the helicopter jumps. He told us, “ When you jump from the helicopter the air is still, it’s a different feeling, you lose your stomach!”



*Skydive naked, All Beef Productions*



*using their parachutes as backrest - BRILLIANT*





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# SEE THE WORLD FROM A WHOLE NEW LEVEL AND EXPERIENCE THE THRILL OF SKYDIVING

**brilliant**  
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*Photo Credit: All Beef Productions*





*Skydiving definitely gets the heart pumping. Photo Credit: All Beef Productions*

Whether it's your first time, you're an experienced adrenaline-junkie or skydive on a regular basis, skydiving definitely gets the heart pumping.

Parachuting or skydiving can be performed as a recreational activity or a competitive sport and is also widely considered an extreme sport due to the risks involved.

Imagine the feeling of free-falling from incredible heights before the parachute opens and you float your way back down to earth. The rush you'll experience as you travel up to 200km/hr free falling for 60 seconds will be a feeling you remember for years to come.

If it's your first time, you may be feeling a little nervous and scared but that's completely normal. Once your parachute opens and you enjoy the 5-7 minute float to the ground, your fears will drift away as you take in the view from above.

### WHAT SHOULD YOU KNOW BEFORE GOING SKYDIVING?

Whether you've never skydived before or you consider yourself a pro, there are a few important things you need

to remember including that there are certain weight restrictions and guidelines in place.

The maximum weight for a skydiver is 110kg. There are also age restrictions for skydiving - the minimum age is 14, however if you are looking for something for those under that age, you can indoor skydive from three years upwards.

It's also important to note what you should wear on the day. It is recommended to wear comfortable and loose clothing (taking into account the weather on the day) as well as wearing sensible closed shoes. These need to be secure to save them flying off during the dive. It's a good idea to leave any valuables on the ground so they don't fall off during the jump!

### IS IT SAFE TO SKYDIVE?

How safe is skydiving? Skydiving isn't without risk, but is much safer than you might think. According to statistics by the United States Parachute Association, in 2018 there were a total of 13 skydiving-related fatalities out of approximately 3.3 million jumps

### WHY DO PEOPLE SKYDIVE?

People choose to skydive for many different reasons. Skydiving is visually stunning. Flying in formation with friends, the plane disappearing above you, the thrill of the parachute ride, the smile that just stepping out of a plane puts across your face - all are reasons to skydive.

### WHAT ARE THE BENEFITS OF SKYDIVING?

The good chemicals we create such as adrenaline, serotonin, and dopamine are driven to action by skydiving which can have both immediate and lasting effects. The various internal chemistry stimulated by freefall can help with things like sleep and digestion, but also aid depression and improve general mental health.

The most prominent effect of skydiving on the brain is the release of the neurotransmitter dopamine. Dopamine is most closely tied to feelings of pleasure and the brain's reward system. After a skydive, the flood of this 'feel good' neurotransmitter can produce feelings of euphoria.



## ARE SKYDIVERS CRAZY?

Most people would agree, skydiving isn't something you do everyday. But while skydiving is an extreme sport and it does get your adrenaline pumping, it's not a crazy thing to do.

Skydivers aren't crazy! They are sensible, calculated people who know exactly what they're doing and do it with total precision.

## WHY DO PEOPLE CRAVE TO SKYDIVE?

There's an endless amount of reasons as to why someone would choose to jump out of a perfectly good airplane. Is it mostly for the freedom or for the thrill? Is it to find a sense of belonging with a small community filled with people like them? Or can it be used as a form of therapy, to clear the mind and create positive emotions? There are so many reasons why people want to skydive!

Why people skydive often depends on how frequently people skydive. Most first time tandem skydivers are looking for a once in a lifetime experience and choose to make their skydive for the thrill of it. They want to cross an item off of that proverbial bucket list.

Experienced skydivers, people who participate in this sport and make hundreds of skydives a year, have found a way to turn this sport into a lifestyle. They tend to seek out this crazy sport of skydiving because of the community, confidence and therapy it provides. It's fun!

## HISTORY OF SKYDIVING (PARACHUTING)

After Louis-Sébastien Lenormand demonstrated a rigid-frame parachute for the first time in 1783, the first high-altitude parachute jump in history was made by André-Jacques Garnerin, the inventor of the frameless parachute, on 22 October, 1797.

Garnerin tested his contraption by leaping from a hydrogen balloon 980 metres above Paris. Garnerin's parachute bore little resemblance to today's parachutes, as it was not packed into any sort of container and didn't feature a ripcord.





The first intentional free-fall jump with a ripcord-operated deployment was not made until over a century later by Leslie Irvin in 1919. While Georgia Broadwick made an earlier free-fall in 1914 when her static line became entangled with her jump aircraft's tail assembly, her free-fall descent was not planned. Broadwick cut her static line and deployed her parachute manually, only as a means of freeing herself from the aircraft to which she had become entangled.

The military developed parachuting as a way to save aircrew from emergencies aboard balloons and aircraft in flight, and later, as a way of delivering soldiers to the battlefield.

Competitions date back to the 1930s, and it became an international sport in 1952.

In World War II, thousands of combatants across the globe experienced exiting an aircraft and parachuting to the ground, either as a paratrooper dropped into combat or as flight crew escaping a crippled aircraft. Some servicemen discovered that it was enjoyable, and after the war ended kept jumping.

The National Parachute Jumpers and Riggers was born in 1947. This group would later become the Parachute Club of America and finally its current iteration: the USPA (United States Parachute Association). Parachuting as a sport had begun to go global.

In the 1970s, sports skydiving became very popular thanks to a quick-release system of the main parachute based on the three rings or rings, designed by engineer Bill Booth, that allowed anyone to use it - the 'High Performance' canopy.

In 2021 a supersonic parachute was deployed to land a payload on Mars.



Source: Wikipedia - Parachuting in the late 19th century (Józef Dzikowski, Poland)



Photo Credit: Richard Tustin

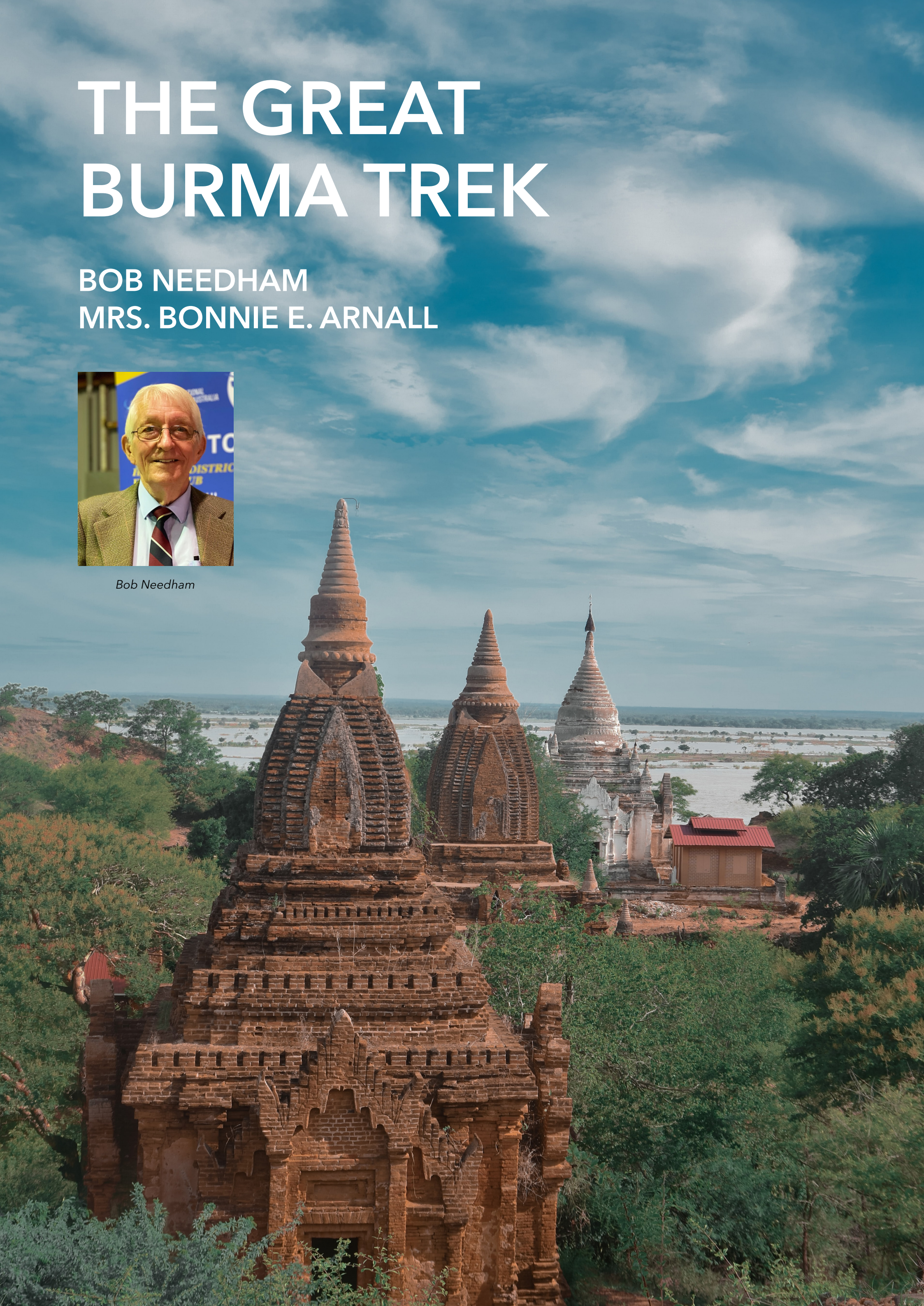


# THE GREAT BURMA TREK

BOB NEEDHAM  
MRS. BONNIE E. ARNALL



*Bob Needham*







*The Shwedagon Pagoda, Rangoon, Burma.*

**I am lucky not to have been born in Burma. That, you might say, applies to many people of my generation but in my case, as The Duke of Wellington said of the battle of Waterloo, "It was a close-run thing"**

My mother was born in Rangoon and my father was born in London. He met her in Rangoon whilst serving as a Corporal in the Kings Royal Rifle Corps. In 1938 he and his regiment returned to England leaving my mother behind in Rangoon. Some months later and with war clouds gathering my mother followed him, unaccompanied, to England. She arrived on a cold winter's morning at Tilbury Docks on the 9th of January 1939 aboard the S.S. Sagaing.

Whether this was all pre-arranged or her arrival on my father's doorstep in North London came as a complete surprise to him I will never know but the fact is that they were married 3 days later by special licence and I was born three weeks after that. Draw your own conclusions as you may but by any stretch of the imagination this could hardly be claimed as a premature birth! My mother was 26 years old at the time and had lived a life of leisure as the daughter of a British colonial civil servant. She had never done a hand stroke of work or been out of Burma in her life. So, this was an act of great courage on her part. Interestingly

she travelled on a passport obtained by making a false declaration. Her British passport, issued in Burma, clearly states that her name was Mrs. L. Needham and that she was the wife of a British subject. She was not. Her name was still Leila Arnall as shown on her marriage certificate issued in Islington, London, after her arrival in England. I have both documents in my possession. Why she felt this deception was necessary I can only guess but it certainly was a close-run thing that I was not born in Burma.

Now, why was this so lucky? Well, if I had been born in Burma, the chances are that my mother and I would still have been there when war was declared eight months after my birth. During the war travel to England from Burma was extremely difficult if not impossible so almost certainly we would have been there when the Japs invaded in early 1942. My grandfather Frederick Arnall died in Rangoon in 1941 but my grandmother was still there in 1942 when the japs came.





*Tilbury Docks 1939.*



*S.S. Sagaing pre-WW2.  
Sunk by aeroplanes of the Imperial Japanese Navy in Trincomalee Harbour in 1942.*



*Rangoon 1942.  
The docks and oil refinery in flames.*

My grandmother walked the Great Burma Trek as a refugee. The war in Burma remains a forgotten war. Still to this day it is not reported on very much. My gran walked out of north Rangoon as the Japs came into the city from the south. She left everything behind except for her favourite cat which she carried in a bag all the way to a refugee camp at Imphal in India.

She was three months on the Burma Road and at the end of it she was just a tiny bundle of skin and bone, but she never gave up. The route she took covered just under 2000 kilometers over the most inhospitable terrain imaginable and during the start of the monsoon at that. The refugees were strafed and bombed by the Imperial Japanese Air Force on many occasions. With the Japanese Army snapping at their heels the refugees died quietly and without publicity. They died in their tens of thousands, mostly of starvation, exposure, and disease. Men women and children, young and old, rich and poor. European alongside Asian alongside soldiers of the British Army. Death had no favourites on the Great Trek. It was one of the great humanitarian disasters of World War Two.

The British Army was in full retreat all jumbled up with British colonial, Indian and Burmese families, fleeing for their very lives from the Japs. My gran was over 55 years old at the time and came close to death by air attack, a train crash, exhaustion, exposure and starvation. Her brother and his wife, together with her nephew were all caught by the Japanese Army on Mingladon aerodrome, Rangoon, and shot. It is clear, on reading her memoirs of those terrible times, that had I been on the Great Trek with my gran and my mother I would not have survived. Only a handful of children did. I would have been three years old. So, yes, I am truly lucky to have not been born in Burma.

**Bob Needham.**



## BONNIE'S STORY

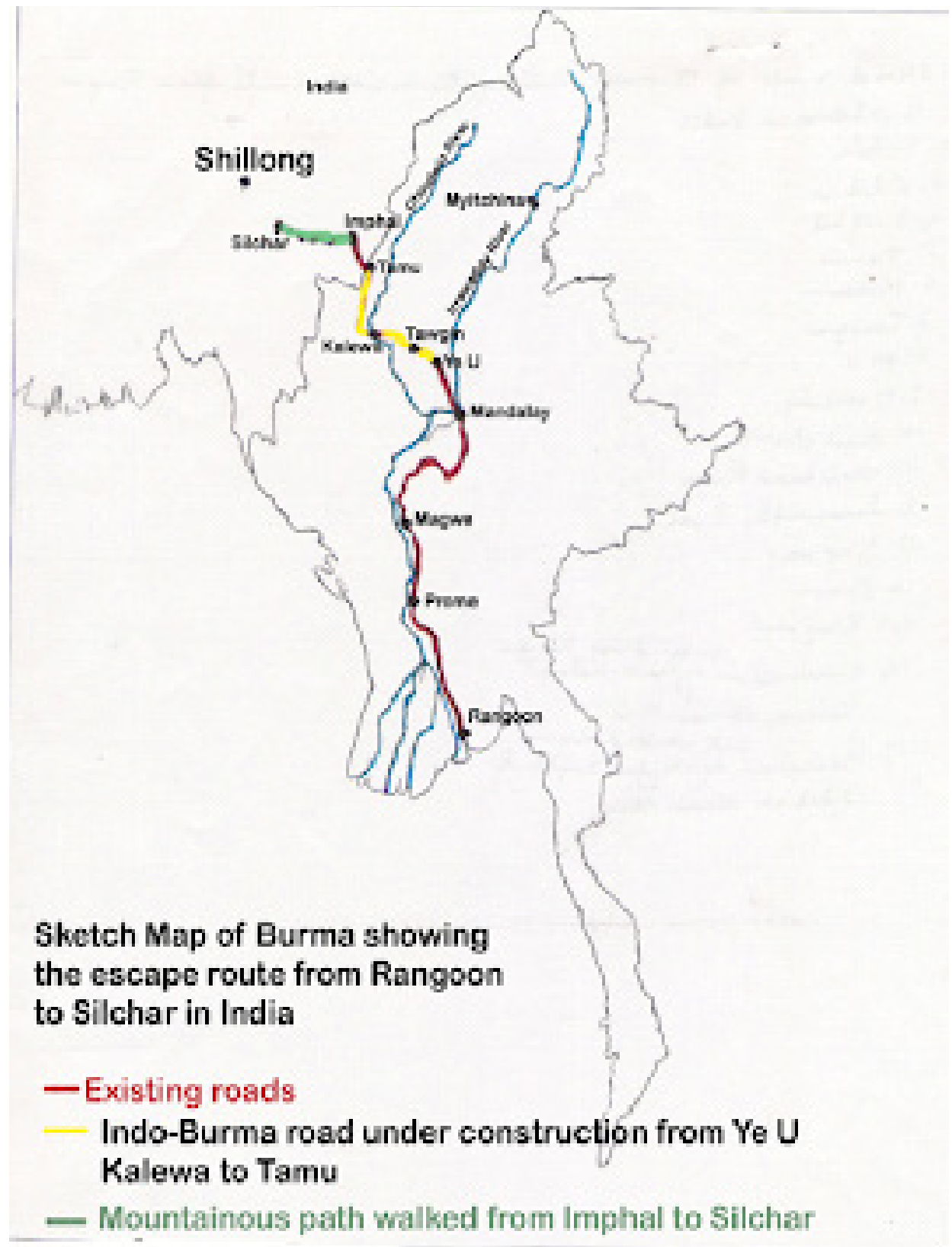
**Mrs. Bonnie E. Arnall,  
42, Huntsmoor Rd.,  
Tadley - Hants. U.K.  
Age - 69 at present -  
10.2.65.**

Widow of the late F.J. Arnall of His Majesty's Customs, Rangoon. Birthplace - Redruth

Cornwall, later of Everton, and daughter of the late Major Thomas Archibald Bay T.M.D. serving with the British Forces in Burma. This is how I happened to be in Rangoon when war was declared; age 52 years when I left Rangoon for the Burma Road.

Below is the TRUE story of my sufferings, sleepless nights and losses from December 1941 to May 1945. I arrived in India after my long walk lasting nearly three months of countless miles through jungles and up hills.

In November 1941 I left Rangoon to have a holiday in South India and, while there, I heard the news that war was declared by the Japanese and the British, so I made up my mind to return at once to Rangoon, knowing that my two sons Donald and Jamie would be called up for Military Service and that our home would be left unprotected. I went at once to book my passage on the first ship leaving Madras for Rangoon. The route we took was longer than usual and lasted about 10 days. This was because Japanese submarines were supposed to be in the Bay of Bengal. We arrived at the mouth of the Irrawaddy River on the 25th of December 1941. As we journeyed up the river the first sight we saw was the beautiful golden Shwe Dagon Pagoda, which is built on a small hill; it was glittering in the morning sun. We could now see burning villages and smoke all along the banks. It was only then that we learnt from the Ship's radio that Rangoon had been bombed on Christmas morning. The Japs let Rangoon know that they were going to bomb the city and give them 'plum puddings' for Christmas. This they did, just when all the people were out - some returning from Church. It was a busy



*Bonnie Arnall Burma Trek Route.*

day, also a day of death all over. I must tell you that my voyage across the Bay of Bengal were nights of terror, waiting for death perhaps from a submarine. We were in darkness all through the voyage, and no-one was even allowed to light a matchstick.

When I landed in Rangoon I was told by the Customs Officers that there were no conveyances, so I left my baggage at the Customs Office and started to walk all alone to my home on the cantonments, which was a good two miles. As I walked through the town the sight that I saw was terrible. Broken bodies of poor women, men and children all lying, some on the roads, some just entering their homes. Shopkeepers - their bodies lying across their open stalls and, worst of all, was the horrible smell from these unfortunate

people. In the cafes, which were also bombed, sat people at their tables - dead. It was a case of "in the midst of life, we are in Death". I was feeling ill, and sick, to see all this as I went along, and finally came near to my home. In the distance I could

2.

see crowds of people all gazing at something and, when I was near, I could see a huge crater - the result of a Jap bomb that was thrown that morning of Christmas at about 9 o'clock. There was not a sound in my home - my sons having been 'called up', but there were one or two people in a part of my home. Jamie was called up by the Air Force, and Donald joined The Battery. For a week I lived in terror all alone then news



came that all the convicts, lepers and insane people were going to be freed, as all the officials in charge had run away for safety, and there would be no-one to look after their welfare. This bit of news added to my nights of terror thinking that every moment someone would enter my door. It was only on moonlight nights the Jap bombers came over and when the siren went (a whistle blown by neighbours who acted as wardens) my dog and I ran downstairs to the shelter, which was dug in my garden. Along with me were a few Indian women and children, and one of my servants (the others having run away). These people kept on praying as long as the bombers kept flying over. This went on for a week, as there were no British bombers to stop them. Later on, one morning my son, Jamie, came in suddenly and told me I would have to leave the house as the pilot of the plane said he could try and find a place for me as he was flying on to India. On being told this I never suffered so much in my life. The thought of leaving a beautiful home, pet cats, a dog with puppies and poultry in the yard, which were to be left to the mercy of the invaders, or thieves. Before I left in the lorry, after being almost carried down by my son, he ran upstairs again and brought down my favourite cat, Tibby, and put her on my lap, as I was crying so bitterly. I must tell you that I carried Tibby through the whole of my journey, in a Burmese bag slung over my shoulder. On arrival at the airfield, the officer in charge then told my son that, as another officer had turned up, he could not find a place for his mother. My son then took me to a cousin living in Rangoon with her husband, who was a Sergeant in the Royal Army Ordnance Corps. She was Secretary to the Friends' Ambulance Unit, doing some work in Burma and who were at this time leaving for Upper Burma. These people were Quakers of America. They then agreed to take me along in their station wagon along with my cousin and her sister. It was the month of March that we left Rangoon, reaching Mandalay after a journey of about 4 days. From here we went on to May Myo, a Hill Station. When in May Myo the news came over the radio's loudspeaker that there was a big fight between the Japanese bombers and the American (there were a few here who came to help). This set me thinking a lot - and if anything had happened to my son as a few British planes were also in the fight. I had no idea at this time where my two sons were. We were at May Myo for a week during this period - the Japs came over every morning at 10 o'clock.



*Naga Hills cross over point at Tamu.  
Burma into India (12,500 ft).*



*Naga Hills Burma.  
Bonnie Arnall was here as a refugee in 1942.*



Before they came my cousin and I used to cook a small meal, and then go out a mile and sit under some large trees in a deserted area until the bombers flew back to their base. Then we returned to our room - a small one in a broken-down shop. My other cousin left with General Stilwell's army, along with the Quakers, to go on to Lashio in Northern Burma, where the lead mines were in the Lashio hills, hoping to get an aeroplane to India, but without success. After the bombers went back to base, we went out to see what destruction they had done and, to our horror, we could see dead and dying all over, some in trenches, and some on the roads, even poor horses and other animals.

### 3.

In the evenings the bombers never came as the mist was too great for them over the hills. Before we left for Mandalay again, I went to see the Air Force officers stationed at May Myo, telling them I was the mother of J. Arnall belonging to the Air Force, and asking if they could get me away, being all alone, as I heard some other evacuees were sent away to India. The Officer in Charge, a Captain, promised to get me away, but that is all, for I never saw him again until I was on the Burma Road. We now left May Myo to go to Mandalay, being the route to

India which we had to take. We were offered a place by the Military Accts. in some open trucks that were going to Mandalay. On the way to Mandalay, we had to climb a hill and half way up we heard the sound of bombers, so the driver of the truck stopped still until they passed over. May Myo, I must say, was a big military objective for the Japs who wanted to destroy the Military Posts and Railways. We reached Mandalay and when we arrived there, we found Mandalay in flames and almost raised to the ground. From here the evacuees, including my cousin and me, were put into some open railway trucks with the sun's rays on our heads, which was something terrible. We journeyed on, sometimes in the pouring rain, when halfway to Moniwa we had an accident - the driver of the train being evidently under the influence of drink, which led to the trucks running off the lines. Two trucks from the one my cousin and I were in rolled over, dragging the others with them. The speed that the train travelled was terrible, so all the passengers were being thrown from side to side. As soon as the front carriages stopped along with the engine, we all ran to see the damage done, and if we could help in some way. The screaming and crying of the wounded were heartrending. Some were under the trucks, and some pinned under the wheels. Some were calling to

us to help them. There were no doctors or even medicines available to treat them. My cousin and I went to help an unfortunate Indian woman, and to try and bandage her wounds with some clothes we had, but an officer called us away and told us to get onto the train at once - a most cruel act. The train left, leaving these wounded people alone until help could be sent to them. We arrived in Moniwa where there was a small camp. A short time after some of the wounded from the train disaster were brought in for attendance. For some days after this I could not sleep, as the cries of these poor souls kept ringing in my ears. From Moniwa we again moved on and crossed the Chindwin River by ferry and rested here a day where we managed to get something to eat and drink for payment to a Burmese stall holder. From here we walked to Kalewa, another village, where we got two coolies to carry our baskets which contained a few of our treasured possessions, such as family photos, a gold-plated French clock about 80 years old given to my mother by her mother as a wedding gift, money and a little jewellery. Stayed here a day, got something to eat, and then started our walk again until we came to another deserted village. It was here that three officers came up to us and asked us how we were faring. It was then that I recognised one of them - the Captain that I asked for a seat in the planes at May Myo. I thanked him very much for his kindness in getting me away!!! He said he was very sorry he could not find one available seat for me. I told him "Well you have taken my son for military service, but could not help his mother, but left her to find her way alone to reach India somehow". At the time when they arrived, I was making some tea which a kind evacuee neighbour

### 4.

gave me - a pkt. of leaves. I offered them some in old broken mugs left back by other evacuees, which they accepted very gladly and said it was hours since they had a drink. Of course, the tea had no milk or sugar, and it was made on a fire from the dry twigs of trees in the jungle. After drinking the tea, the officer promised to come back and take my cousin and me for only a few miles as they had to go on some duty. Well, they came the next day and we got into the Jeep with them. Also, our baskets were taken. After they left us on the road we started to walk



*Fleeing soldiers of the British Army and Burma residents.*





*Fleeing soldiers of the British Army and Burma residents.*

again until we came to another deserted village. We were then feeling very hungry and tired and a lot of pain in our feet. In this village there was no-one and nothing to buy. From the other evacuees we begged a drink, and one family gave us two tins of meat which kept us going for two days. We had a drink of water at this village. I thank Jehovah that I was often given drinks of coffee and baked bread by the Indian soldiers, who were deserters and running away to India. I must say that it was not only the Japs that people were running away from but also the Burmese dacoits, who were becoming very cruel to people of other countries. After a rest that night, the next morning I went to see what I could buy in the shape of food and drink from the other people around. At last, I lay down again with another lot of Indians. A cart drawn by bulls stopped near us and the driver said that there was a white man inside. The occupants of the cart said that they had found him lying by the roadside. We got him out at once and the Indian soldiers and I tried to revive him. He was in a bad state having

had a stroke of the sun. I had some Aspirin in my hut. This I gave him, and the Indian soldiers managed to force a hot drink of coffee down. It was only the next day that the fever had gone down a bit. We took the man to the hut. I eventually found that he belonged to the Gloucesters, on the move to India. Next day again I stood in the middle of the road and stopped a passing jeep with officers on the run. They stopped though being annoyed at having to do so. I told them here was a British soldier very ill and to take him away, which they did. At the next stop again in another deserted village I helped another British soldier, who was ill also and hardly able to walk. His legs and arms were a mass of sores caused by shrapnel of Jap bombs. I was told that these sores are very hard to cure as there was a sort of poison in the shrapnel. I had some Condi's and a bit of ointment with me and attended to him. As my cousin and I were trained by the St. John's Ambulance I always carried a small box of medicines with me. The next day I again stopped another jeep with two officers and told them that a soldier

was in my hut and unable to walk. The officers then came and took him away. I wonder where these boys are now, and some others, and if they are still alive in England. At this camp a little Indian girl, about 10 years old, died of fever, just near to where I slept. The parents were so distressed as they could find nothing to dig a grave.

Seeing their distress I went and got the loan of a wood chopper from a neighbour, with which they did the needful. I was heartbroken to see this child being carried on her father's shoulder to be buried in the jungle. Another sleepless night!!! We next stopped at an open space and rested for the night. The silence, and noise of the frogs and crickets, were terrible - no sleep could we get. Next, we arrived at the village of Tamu which was also deserted, and the scenery around the hills was wonderful. We crossed over a rope bridge here from one hill to another. At this place a bus came from



5.

somewhere and two officials in charge there put us in. In the hurry to get in one of my baskets was left behind containing my gold-plated clock. I only missed it after getting out at the stop which we were taken to - about 10 miles. From the next stop we got two Naga coolies to carry our baskets, my cousin going first. They walked very fast, and I missed them and I never saw my cousin until we reached Calcutta. She told me in Calcutta that she lost sight of the coolies, so this was the last of my worldly possessions gone. From now on I was alone going along with other evacuees - mostly Indians. My possessions now were my cat slung on my shoulder, tied in a handkerchief some jewellery, money, and medicines. I got milk etc. for my cat from a young Persian couple with a baby, whom I made friends with. After a time, I missed them on the Road. I carried on feeling very tired, and my feet aching, also hungry. I asked an Indian to cut me a nice stout bamboo; this I now used to help me up the inclines. The Naga hills were very high in places, and it was dreadful to look down into the valley below, which one could hardly see. On the Road now I saw many awful sights as the people were feeling the walk they had done; some old people staggering along and kids crying. One old man was sitting by a tree on the roadside holding an umbrella. Everyone ran to look at him and, when I went up near him, I could see he was quite dead. I could not stop my tears from coming. I passed on and later found a running river. I stopped and, behind some bushes, I took off my frock, washed and dried it. While it was drying, I did the same to my under-linen. In this stream one could see the dead bodies of other evacuees floating, but we had to use this water as no other streams were to be seen. For days I went on, not knowing the day or the month, having made no record since I left Mandalay. I got a drink and a bit of food, now and again, from friendly evacuees and, with Jehovah's help, I carried on. Whenever we saw fresh water running from the side of a rock, we all made a dash for it, to quench our thirst. After some days I reached Imphal, a rather big place where some troops were stationed. I had a rest and a bit of food. The officials here took the evacuees a few miles out, left us then to carry on our walk. I must say that they took us out in lorries that they had spare. I walked on again until I reached Kohima - another fairly big place, had another rest and

a meal and carried on until I reached Dimapur. Here all the evacuees were put on a train and taken to Sanhati. As soon as the train reached the station, we were all given a paper bag with sandwiches and a mug of tea. We then went on a short distance, got out, and were put on a ferry which took us across the river Brahmaputra. On the other bank a train was waiting to take us into Calcutta. On arrival at Calcutta, we were taken to a large Convent which was given for the use of evacuees arriving from the Burma Road. Here we were given a bath, clean clothes and shoes. When I arrived here my frock was almost in rags, and my shoes almost in pieces. We were given a wonderful meal. Each of us was given a bed to sleep on. You can just imagine the wonderful sleep I had, no fear at all this time when I laid my head down. It was here I met my cousin whom I lost on the Road halfway to India. She then told me the story how the coolies ran away, so she went on with friends whom she knew in Rangoon. Before this she told me that my two sons, Jamie and Donald, came every day to see of my name was on the Arrival Board, as evacuees were arriving every day and this notice enabled relatives to see if their people had arrived.

6.

Two days later my two sons came in and at last I saw them, after three months of torture thinking what had become of them. I thanked Jehovah that their lives and mine had been spared and that he had brought us to safety. They both had suffered like myself, as both had to find their way also to Calcutta, by the Chittagong Coast. From Calcutta, after a stay of a few days where my sons bought me clothes etc., I went on to Madras in South India to stay with two cousins who were widows living in a small town not far from the Military Station of Bangalore. The name of the town was Ranipet. I was not two days there when I fell seriously ill with Malaria Fever and I was a month in bed looked after by my cousins, and an American doctor. My recovery was very slow due to the exertion I had travelling so many miles on foot, and the starvation I endured. I must tell you that my cat, Tibby, died two years after my arrival at Madras. Now my days of nightmares were over, and my mind at peace, and when I could no longer be afraid and could not hear the wild animals in the jungle. We did not see any as the tramp of the evacuees had driven them into

the deep jungle. After four years living in Madras while the war continued, I returned to Burma in 1946 after the Peace Treaty was signed in September 1945. In India I was supported by the Indian Government as my sons were still on duty and could just send me a small allowance. After a month I joined my sons in Rangoon.

We stayed about a year then made up our minds to make our home in England, another reason to re-join my two daughters who were married and living there. At this time, it was very unsafe to live in Burma as dacoity was rife, so we left for England.

This is the end of my story which I have written as best as I could at the ripe old age of 69. Those awful 3 months I endured on the Road will always be in my memory. I do not believe that 9 out of 10 people in England knew what the people of Burma suffered, with no planes or troops to protect them. It was just a game of Chance 'Live or Die'.

The words below appeal to me always:

**"Lead kindly light  
amid the encircling  
gloom  
Lead thou me on  
The night is dark, and  
I am far from home  
Lead thou me on  
Keep thou, my feet; I  
do not ask to see  
The distant scene;  
one step enough for  
me".**

**Mrs. Bonnie E. Arnall  
(An Evacuee from Burma)**



A QantasLink Dash 8 aircraft is shown from a front-three-quarter view on a runway. The aircraft is white with blue and red accents. The word "QantasLink" is overlaid in white text on the upper part of the aircraft's fuselage.

# QantasLink

## QANTASLINK PRESENTATION BY CAPTAIN ANDREW LEARMONTH, FLEET SAFETY INVESTIGATOR, QANTASLINK

- BRISBANE, QUEENSLAND AT CASA AV SAFETY SEMINAR.

For those who missed the recent CASA Aviation Safety Seminar, here's a summary of Andrew Learmonth's talk about collaborating with QantasLink's pilots to ensure aviation safety.

- As aviation emerges from the COVID pandemic in 2022, we are likely to see increased flying at non-towered aerodromes. This ramp up in flying is likely to increase the likelihood of situations where airborne conflict could occur. QantasLink met with local YPMQ operators to help reduce the risk of airborne conflict and understand any challenges they may face during RPT arrivals.
- Two types of Dash 8s fly to YPMQ: the Q400 and "classic" Dash 8-300. The Q400 is faster and uses a callsign with 'Delta' at the end. This callsign indicates it has greater speed and rate of climb than the other type of company Dash 8.
- Runway considerations: QantasLink aircraft limited to a 25kt taxi speed. 15kt turning speed. Q400 aircraft are required to use runway end turning node due to their weight. This may delay aircraft landing on runway 21 while they await the Dash 8 to vacate.
- Most arrivals from Sydney, however some operations from Brisbane. Pilots will either conduct a visual circuit, conduct a straight-in approach (normally 5nm final) or track via an instrument approach.
- Circuits: Dash 8s will typically join downwind at 1500 feet, approximately 160 KIAS (Dash 8-300) to 190 KIAS (Q400). Downwind spacing approximately 2.5 nm from runway. Aircraft will normally turn to intercept a 3nm final (approx. 900 feet AAL).
- QantasLink pilots will typically make a radio broadcast on the CTAF 30nm from the aerodrome, commencing an instrument approach or joining final for a straight-in approach (normally 5nm at approx. 1500 feet); or joining the circuit (normally crosswind or downwind, 1500 feet), then turning final.
- QantasLink crew may contact CTAF traffic to arrange a separation plan. Mutual separation means appropriate separation for both aircraft. If a recommended plan is not suitable for you, please speak up and provide a new suggestion.
- Considerations for local traffic: QantasLink crew may not be aware of local locations or VFR waypoints. A distance and bearing may be easier to understand.





Ray is so happy to see this in the park at Wagga Wagga!!!

## CFI REPORT MARCH 2022

The year 2022 has begun with a huge flurry of flying activity for HDFC. Our two Slings have consistently flown over 100 hours per month, despite periods of acute wet weather and strong winds. We continue to get many new enquiries about learning to fly as well as our strong base of current students who diligently continue their training as they get closer to their final goal of a Pilot Certificate and beyond.

Our busy Flight School can always accommodate new, well-trained Instructors and in this vein we can now add Bruce Dunlop to our list of Instructors. Bruce has just completed a gruelling Instructor Rating with Bob Needham and he can now apply his outstanding flying skills and Instruction knowledge to his teaching with new students. Bruce is no stranger to flying with and mentoring other pilots. He has gained a huge deal of experience over the years while flying as a check pilot in the Pilot Proficiency Days (PPDs). Well done, Bruce and welcome aboard as our newest Instructor.

Since our last Presentation Night in November, our students have been very busy with their progression through their training. The following list gives an indication of the exciting progress they are making.



Ray Lind,  
CFI



# PILOT ACHIEVEMENTS

**Liam Ross** achieved his first solo 3.12.21. Liam was one of the scholarship winners from 2020 so it was great to see him finally gain his First Solo status. Hopefully he will now move quickly through with the rest of his training.



**Max Roods** gained his Pilot Certificate on 12.12.2021. He achieved this goal in a minimum number of hours and has turned out to be a very mature, accomplished and proficient pilot.



**Naveen Lingaiah** gained his Pilot Certificate on 16.12.2021. Naveen had to work very hard to reach his Flying Goal but he finally made it through sheer determination.



**Aarohi Deshmukh** achieved her First Solo on 17.12.2021 complete with a lovely landing.





**Jett Cherry** passed his Pilot Certificate Flight Test on 31.12.21. Jett had been training on the Foxbat so he only just managed to reach the required standard before the Foxbat was removed



**Bhavna Hinduja** achieved her First Solo status on 13.01.2022. She proudly and successfully flew her first solo circuit in Sling 23-1624.



**Lachlan Kelly** very happily flew his First Solo circuit on 26.01.2022. He completed the exercise with a perfect landing, keeping the nose elevated, the column back and landing nicely in the middle of the runway.



**Nik Jotsingani** gained his First Solo status on 27.01.2022. He is the husband of Bhavna so he wanted to keep up with her progress as quickly as possible. endorsement now gives him.



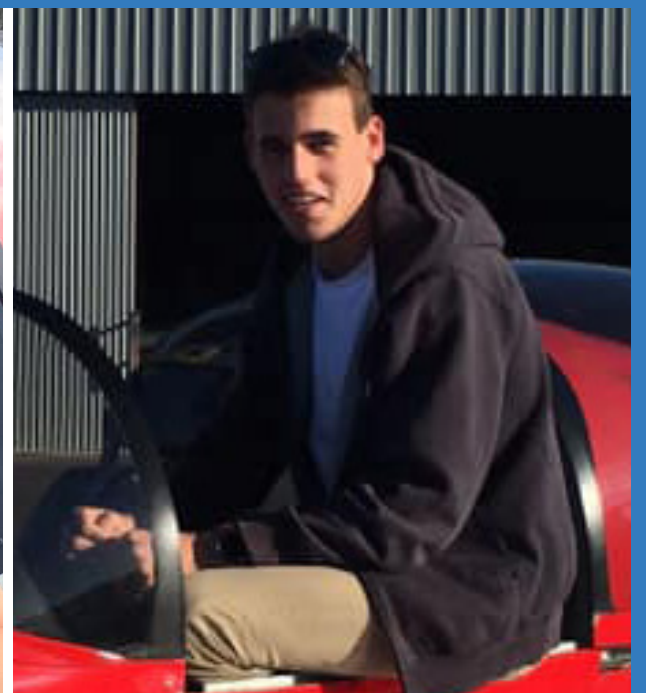
**Bodhi Hinchcliffe** gained his Passenger Endorsement status on 13.01.22. He now understands the huge responsibility that this endorsement now gives him.



**Jacob Dowd** gained his Passenger Endorsement status on 29.01.22. He had done lots of preparation and gave a very detailed Passenger Brief before our flight.



**Harry Freudenstein** and **Jayden Barker** (both previous scholarship recipients) have now completed their second Navigation Exercise in their quest to gain their Cross Country Endorsement. Unsatisfactory weather prevented both of these pilots from progressing further over the holidays.



**Cooper Dimon**, one of our scholarship winners very proudly and efficiently flew his First Solo circuit on .....





**Steve Gooch** experienced the thrill of his First Solo flight on 18.2.22. What an achievement and the happiness clearly shows on Steve's face!



**Ollie Taylor**, also one of our scholarship winners, gained his Pilot's Wings on 19.2.22. He completed the sequences covering the demanding Pilot Certificate Flight Test to a very high standard.



## SAFETY IN ACTION

Every flight we do holds potential safety issues so our absolute vigilance and care is essential at all times; on the ground as well as in the air. It is our responsibility to keep all of our operations as safe as possible.

To assist in keeping our refuelling operations as safe as possible, Chris Doak, one of our students has now fixed a 'wind up' spool to carry the antistatic wire. This is a much safer option as it prevents the wire getting into a complete tangle with continuous use. The spool is proving to be reasonably successful but Chris is very keen on stopping the slight over run we get on the wire sometimes.

Our engineers, Doug Toppazzini and Jon Bown continue to do an absolutely sterling job in keeping our two very busy aircraft safely flying. We are very lucky to have such talented and skilled engineers helping us continually; not only for the scheduled 100 hourly services but also the unscheduled maintenance that usually occurs at the most inconvenient of times. Doug and Jon always do their utmost to get us back into the air as quickly as possible.



# Presentation Night Winners 2021

By RAY LIND,  
Club Captain Hastings District Flying Club

## FIRST SOLO FLIGHT (TROPHY AND CERTIFICATE)

1. Connor Warneken 04.12.20,
2. Jayden Barker 28.1.21,
3. Sam Kennedy 3.2.21,
4. Julian Gillmore 8.2.21,
5. Chai Randive 8.3.21,
6. Mark Al kinani 8.5.21
7. Jedd Goggin 10.5.21,
8. Ollie Taylor 13.5.21,
9. Naveen Lingaiah 4.6.21,
10. Max Jambor 3.7.21,
11. Ivo Smyly 14.7.21,
12. Solomon Elfar 14.7.21,
13. Pat McDonnell 18.7.21,
14. Max Roods 13.8.21,
15. Luke Goodman 30.8.21,
16. Matt Horton 30.9.21,
17. Lloyd Kopecny 6.10.21,
18. Jett Cherry 8.10.21,
19. Brandon Conway 3.11.21,
20. Chris Doak 17.11.21
21. Dawen Shi 24.11.21
22. Rob Breskal 25.11.21

## PILOT CERTIFICATE (WINGS AND CERTIFICATE)

1. Steve Schwartz 6.3.21,
2. Aaron (AJ) Crawford 2.5.21,
3. Peter Elfar 14.5.21,
4. Jabyn Boddie 11.6.21,
5. Harry Freudenstein 3.7.21,
6. Jayden Barker 7.7.21,
7. Sam Kennedy 30.7.21,
8. Max Jambor 2.8.21,
9. Lloyd Kopecny 19.10.21
10. Jedd Goggin 6.11.21
11. Bodhi Hinchcliffe 7.11.21,
12. Jacob Dowd 7.11.21.

## PASSENGER ENDORSEMENT (CERTIFICATE)

1. Abbey Sheather-Welsh 27.1.21
2. Steve Schwartz 23.4.21,
3. Max Jambor 3.8.21,
4. Harry Freudenstein 7.8.21,
5. Jayden Barker 31.8.21,
6. Sam Kennedy 10.9.21,

7. Jabyn Beddoe 20.9.21,
8. Lloyd Kopecny 21.10.21,
9. Peter Elfar 26.11.21

## CROSS COUNTRY CERTIFICATE

1. Charles Hopley 28.6.21,
2. Peter Elfar 8.7.21,
3. Steve Schwartz 27.9.21

## PILOT CONVERSION

1. Stephan Tessede 5.12.20,
2. Oskar Pecyna 26.2.21,
3. Peter Haxell 7.9.21,
4. Dan Imhoff 5.10.21,
5. Nick Muller 5.10.21

## SCHOLARSHIP WINNERS

1. Ollie Taylor
2. Cooper Dimon



Rod Davison presenting flying scholarships to Cooper Dimon and Oliver Taylor



**STUDENT PILOT OF THE YEAR**

Steve Schwartz

**PPD WINNERS AND PLACE GETTERS****SPOT LANDING**

1st Rod Davison(10),  
2nd Mark C (5),  
3rd Harry Freudenstein (4)

**FORCED LANDING**

1st Mark Watson.(13),  
2nd Steve Schwartz and  
Rod Davison (10)

**PROFICIENCY PILOT OF THE YEAR**

1st Rod Davison (11),  
2nd Steve Schwartz and  
Mark Watson (10)

**PILOT OF THE YEAR**

Bruce Dunlop

**CLUB PERSON OF THE YEAR**

Bob Needham

**CLUB STIRRER**

Mary Pavicich



Steve Schwartz pilot of the year 2021



Rod Davison Flying Competition winner 2021



Bruce Dunlop, Pilot of the year Harry Bellot



Bob Needham, Club Member of the Year



Mary Pavicich, Stirrer of the Year



# Captain's Report

## JANUARY FLYING COMPETITION 2022

By RAY LIND,  
Club Captain Hastings District Flying Club



We enjoyed lovely, fine weather for our January Pilot Proficiency Day (PPD), 2022. We also had the great pleasure to welcome two brand new pilots to join us for the PPD with Jayden Barker and Max Roods testing themselves out for the first time with the proficiency exercises.

We had eight (8) pilots take advantage of the HDFC cheap flying rates to help maintain proficiency and currency for our members.

### 1000' SPOT LANDING

In this exercise the pilot has to fly a perfect circuit commencing with complete taxi checks covering the brake test, instrument function test, column hardback for taxiing and the EFATO self brief. The four checks gain the pilot 20 points. Once airborne, correct altitudes, speeds and checks must be maintained, completing the exercise with a landing in the scoring boxes on the big white touchdown markers. This is great circuit practice where our pilots can test their accuracy.

1st Steve Schwartz 130 pts,  
2nd Rod Davison 105 pts,  
3rd Jayden Barker 95 pts.

### RIVER BASH

This exercise tests the pilots' coordinated flying skills at low level. Each pilot flies up the Maria River at 600', keeping the aircraft exactly in balance while maintaining a position exactly in the middle of the river.

1st Steve Schwartz / Rod Davison 62 pts,  
2nd Mark Crawford 59 pts,  
3rd Bodhi Hinchcliffe 57 pts.

This is always a very popular exercise as it's exciting to fly just above the Maria River at such a low level and requires real pilot skill in keeping the aircraft coordinated and balanced at all times.



*Rod Davison on 306 points.*



*2nd Steve Schwartz 245 points.*



## FORCED LANDING

The Forced Landing was carried out from above the field at 2000' and had to include all trouble checks. Only one pilot was able to touch down in the scoring boxes today but everyone made it back to the airfield successfully. Rod Davison actually landed exactly in the middle of the white touchdown marker which earned him 50 pts. Very accurate flying, Rod.

1st Rod Davison 99 pts,  
2nd Steve Schwartz 43 pts,  
3rd Max Roods / Bodhi Hinchcliffe 41 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 at the completion of the landing whilst maintaining a position exactly in the middle of the runway to score a maximum of 20 points for each landing.

Today we did two (2) landings, (Max 40 pts) and our impressive pilots were:  
1st Rod Davison 40 pts. (Rod obviously did some very good landings at the completion of each exercise)  
2nd Jayden Barker / Max Roods 30 pts.  
3rd Bodhi Hinchcliffe / Mark Crawford 20 pts.

## OVERALL

Congratulations to our two first time competitors, Jayden Barker and Max Roods for their outstanding flying efforts.

1st With some totally outstanding and accurate flying, our winner earned himself the new monthly trophy in the form of the impressive PPD Mug.

Our winner was:  
Rod Davison on 306 points.  
2nd Steve Schwartz 245 points.  
3rd Jayden Barker 217 points.  
4th Bodhi Hinchcliffe 207 points.

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



3rd Jayden Barker 217 points.



4th Bodhi Hinchcliffe 207 points



# Captain's Report

## FEBRUARY FLYING COMPETITION 2022

By RAY LIND,  
Club Captain Hastings District Flying Club

Lovely clear skies welcomed our February PPD for 2022. We had eight (8) pilots compete today who all took advantage of the great flying rates of \$100 an hour for these specialised days. Everyone gains from our PPDs which are designed to maintain our pilot's currency, confidence and competency while possibly taking them out of their comfort zone at times.

### BLIND CIRCUIT / SPOT LANDING

In this exercise we cover the instrument panel to simulate a total instrument failure and the pilot has to fly a perfect circuit gauging his heights and speeds using outside visual references only. The pilot then has to finish with a perfect landing in the scoring box. This activity shows the pilot that flight can take place perfectly safely despite a total instrument failure using attitude alone.

Our highest scoring pilots were:

1st Bodhi Hinchcliffe 106 pts,  
2nd Steve Schwartz 99 pts,  
3rd Mark Watson 89 pts.

### RIVER BASH

This exercise involves a coordinated Flying Exercise up the Maria River at exactly 600'. The pilot has to keep the aircraft in balance with the rudder (extremely important) during all of the turns whilst maintaining a position exactly over the middle of the river. This requires a high level of concentration and focus from the pilot.

1st Mark Crawford 62 pts,  
2nd Mark Watson / Steve Schwartz 59 pts,  
3rd Harry Freudenstein 59 pts. All of our pilots flew very accurately in this exercise



1st Rod Davison 261 points.



as seen by the high point scores.

### FORCED LANDING

This exercise simulates a total engine failure while just approaching the airport. We commenced the exercise from A020 today and the pilot then had to glide the aircraft safely to a suitable landing area while going through all of the necessary trouble checks.

1st Rod Davison 99 pts,  
2nd Jayden Barker 90 pts,  
3rd Mark Watson 76 pts.

### BONUS POINTS

These points are gained for perfect landings regardless of whether the pilot touches down in the scoring boxes. The landing has to occur with the column hard back whilst maintaining a position exactly in the middle of the runway, main wheels straddling the centre line and the aircraft rolling straight. These three elements will earn the pilot a maximum score of 20 points for each landing. Our impressive pilots today were:

1st Bodhi Hinchcliffe / Rod Davison 40 pts,  
2nd Mark Watson, Mark Crawford,  
Jayden Barker and Jacob Dowd all scored 20 pts.

### OVERALL

Scores were reasonably close but even with all of our pilots improving consistently, no one could defeat our veteran maestro, Rod Davison!

1st Rod Davison 261 points.  
2nd Jayden Barker 242 points.  
3rd Bodhi Hinchcliffe 240 points.

**Congratulations to all of our pilots who participated during this important day's flying. It is also very exciting to see more and more of our new pilots joining us for our Pilot Proficiency Days.**

**Watch out Rod.....These guys are out to get you soon!!**



2nd Jayden Barker 242 points.



3rd Bodhi Hinchcliffe 240 points

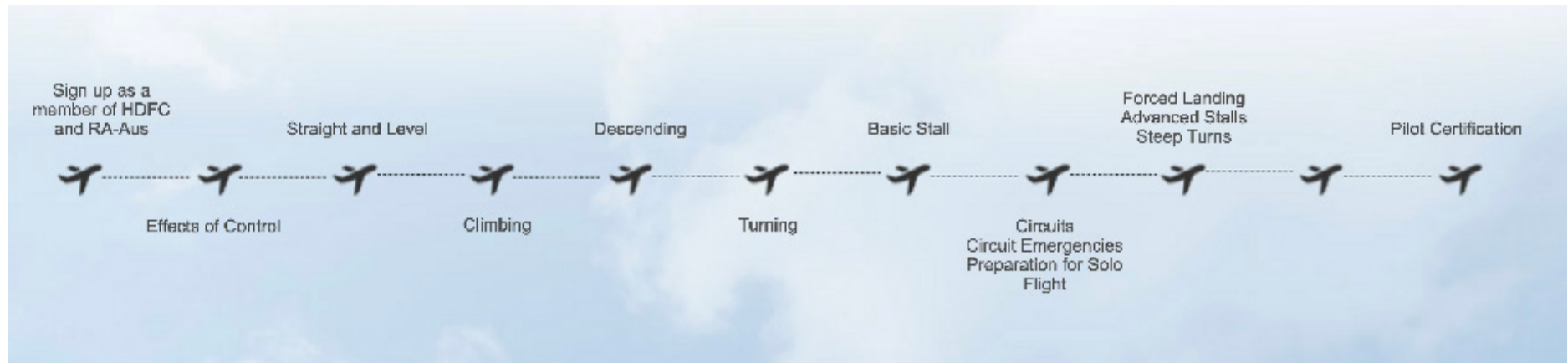


# FLYING TRAINING IN PORT MACQUARIE

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](http://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 \$189/year plus \$25 joining fee  
>18 \$275/year plus \$25 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 Sling2 or Foxbat.

For more course details contact:  
[lindflight@gmail.com](mailto: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.

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## WEATHER TIPS FOR PILOTS AND OTHERS

Do you only listen to the forecasts to decide whether it's a good day to fly or stay home? How about making up your own mind with some of these indications.

The first thing to do is to have a look at the sky. Are any clouds taller than they are wide? If so, bad weather is more likely.

Here is another. The more different cloud types you can see, the worse the forecast.

The smoother and flatter the bases of the clouds are, the better the weather

is likely to be. Jagged or spiky cloud bottoms indicate that rain has started or is more likely.

Now it's time to shift our focus to the wind. Look at the windsock or go for a walk, say around the block, Feel the wind and compare it to the forecast one which says what direction it is supposed to be coming from and how strong it is supposed to be. It is likely to be a lot different to what you have felt around you..

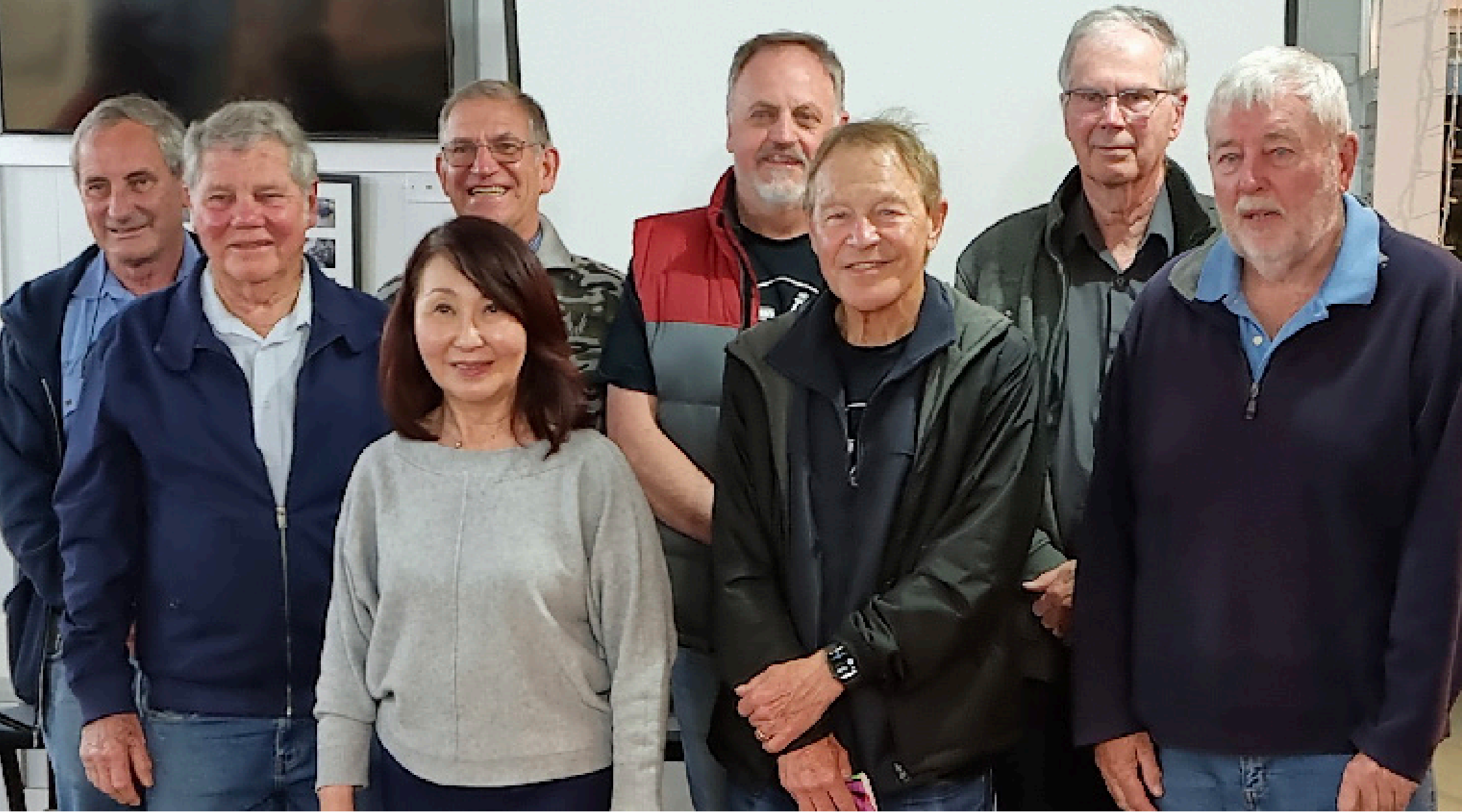
Now remember that the wind changes dramatically with height and once we appreciate that we can start finding clues. If the wind carrying the lowest clouds changes direction, it means a massive weather change is on the way. A major change in wind direction means that a front is about to go through. Rain and strong winds are almost guaranteed and storms become much more likely.

Rain showers are more often in the afternoons. However, if you see cows or sheep packed into a corner of a field and avoiding high ground, then bad weather could be on the way.

Perching birds are also worth watching. They tend to face into the wind. Their feathers aren't ruffled and it makes taking off easier, so, if we see the birds are perching one way at breakfast and another way at lunchtime, we can tell that the wind has changed and rain is possible before nightfall.

Don't ask yourself if there is a weather sign out there, there always is. Just ask yourself what it is trying to tell you says Tristan Gooley in his book *The Secret World of Weather (Spectre)* from which these excerpts have been taken.





WE INTRODUCE YOU TO THE NEW HDFC COMMITTEE MEMBERS

Top left: President Rod Davison, Vice-President and Facilities Manager Steve Smith, Aircraft Maintenance Jon Bown, Events Co-ordinator Steve Schwartz, Secretary Bruce Dunlop; Marketing, PR and Communications Veronica Lind; Vice-President, CFI and Club Captain Ray Lind, Treasurer and Public Officer David Toulson.

## WELCOME NEW HDFC MEMBERS

### NOVEMBER 2021:

Bert Lambertus  
Nirav Rajguru

### DECEMBER 2021:

Clifford Hoeft  
Ethan Unasa

### JANUARY 2022:

Cooper Dimon  
Callan Gibson  
Damien Burleigh

### FEBRUARY 2022:

Lisa Stephen  
Jed Kirkman  
Lachlan Kelly Rejoin

We want to feature a HDFC's member profile. Please send to [editor@hdfc.com.au](mailto:editor@hdfc.com.au)





# 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](http://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](http://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.hdfc.com.au/news](http://www.hdfc.com.au/news)





Photographer: Veronica Lind

## 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 2022

FORTNIGHT BEGINNING	TEAM	PHONE
28/2 TO 14/3	STEPHEN GOOCH	0410701662
	CLIFF HOEFT	0423966070
14/3 TO 28/3	ETHAN UNASA	0431442796
	OLIVER TAYLOR	0466073505
28/3 TO 11/4	SOLOMAN ELFAR	0448501450
	COOPER DIMON	0497096019
11/4 TO 25/4	CHRIS DOAK	0428468564
	ALASDAIR THOMSON	0401521717
25/4 TO 9/5	JACOB DOWD	0409927763
	BODHI HINCHCLIFFE	0434030017
9/5 TO 23/5	HARRY FREUDENSTEIN	0481294284
	AAROHI DESHMUKH	0469813130
23/5 TO 6/6	JAYDEN BARKER	0478607211
	LIAM ROSS	0421835880
6/6 TO 20/6	STEVE SCHWARTZ	0423909869
	NIRAV RAJGURU	0425570012
20/6 TO 4/7	ROB BRESKAL	0466225433
	NAT BURGIO	0437996233

## HDFC HOSPITALITY ROSTER 2022

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

4th March	Jon Bown	8th April	Ray Lind
11th March	Rod Davison	15th April	Jon Bown
18th March	Bruce Dunlop	22nd April	Steve Smith
25th March	Steve Schwartz	29th April	Steve Schwartz
1st April	Rod Davison	6th May	Bruce Dunlop





# 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
Secretary	Bruce Dunlop   T: 0414 594 223   E: secretary@hdfc.com.au
Treasurer	David Toulson   T: 0418 668 355   E: treasurer@hdfc.com.au
Editor, Marketing and Communications	Veronica Lind   T: 0407 779 828   E: marketing@hdfc.com.au
Facilities Manager	Mark Crawford   T: 0415 554 619   E: mc.1961@bigpond.com
Senior Flying Instructor	Mike Bullock   T: 0414 580 246   E: mrbullock@iinet.net.au
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

## HASTINGS DISTRICT FLYING CLUB

P.O. Box 115, Port Macquarie, NSW 2444  
T: (02) 6583 1695 | E: president@hdfc.com.au

[www.hdfc.com.au](http://www.hdfc.com.au)



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## HASTINGS DISTRICT FLYING CLUB

is where Aviators, their families and friends come together  
to share their flying dreams since 1958

Since 1958, the Hastings District Flying Club (HDFC) Port Macquarie  
brings aviators, their family and friends together  
to share their flying dreams.

HDFC encourages air-mindedness and interest  
in aviation 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 two Slings which is available for hire by  
HDFC Members for \$150/hr (including GST).

A monthly flying competition to improve professional pilot proficiency  
and Steak and Sausage Sizzle lunch is held at the club house  
on the 3rd Sunday of each month.

## HASTINGS DISTRICT FLYING CLUB

P.O. Box 115, Port Macquarie, NSW 2444  
T: (02) 6583 1695 | E: [president@hdfc.com.au](mailto:president@hdfc.com.au)  
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