

NOVEMBER 2019 ISSUE

HASTINGS DISTRICT FLYING CLUB

PROP WASH



Photo courtesy of Richscape Photography

AERIAL FIRE FIGHTERS

Note from The Editor

Aerial Fire Fighters

**VERONICA LIND**

Editor, Marketing and
Communications for Hastings
District Flying Club

FIRES NEAR ME,

was the app I depended on since 27 October 2019 when the first glimpse of fires started in Port Macquarie. Yes, it was scary as the fires quickly spread towards the north of Queensland and the south of Taree. Some describe the scene as an apocalypse and as the fire fighting aircraft zoomed above us, I felt as if I was in the middle of a war zone. The ground and aerial fire fighters did a great job. Rich Shaw of Richscape Photography captured these aerial fire fighters beautifully. His photos will be displayed at HDFC Open Day on Sunday 24 November from 9.30am to 3pm. So come along to this Open Day when HDFC open its club house and hangar to the public.



Tim Hitchins, Deputy Captain of NSW Rural Fires North Shore will be speaking at HDFC's Award and Presentation Dinner on 30 November. Tim learnt to fly with HDFC since 2013 and we are honoured to have Tim as our special guest speaker this year.

The HDFC committee has agreed that Propwash has evolved to more than just a newsletter for our club members. It's becoming a magazine with readers across the world. That is something that I, as the Editor of Propwash since August 2015, am very proud of, so let us celebrate this achievement as we near the end of 2019. Thank you for all your stories and I continue to look forward to receiving more of them for our little regional aviation magazine! Send them to editor@hdfc.com.au

Enjoy Propwash
Veronica
editor@hdfc.com.au

P.S. Don't forget to order HDFC 2020 calendars for \$19



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HDFC OPEN DAY

HDFC's clubhouse and hangar doors will be open to the public on Sunday, 24 November 9.30am to 3pm

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HDFC AWARDS AND PRESENTATION DINNER

Guest Speaker: Tim Hitchens
Saturday, 30 November from 6pm
\$38 per adult and \$15 per child.
Register here - <https://www.hdfc.com.au/awards-presentation-annual-dinner>

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HDFC CHRISTMAS PARTY

Friday, 20 December from 5pm
Bring a plate to share



HASTINGS DISTRICT FLYING CLUB
P.O. Box 115, Oliver Drive, Port Macquarie, NSW 2444



TEL: (02) 6583 1695



www.hdfc.com.au



<https://www.facebook.com/HDFCPMQ/>



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PLEASE CONTRIBUTE YOUR ARTICLES TO

Veronica Lind at editor@hdfc.com.au



Presidents Report November 2019



**PRESIDENTS REPORT
NOVEMBER 2019
BY ROD DAVISON**

Visibility is essential for pleasurable VFR flying.

Unfortunately visibility is something we have been short on around PMQ in recent weeks. The thick smoke haze and gusty winds have heavily impacted our flying activities. Cancelled flights have become the norm resulting in frustration and even depression. To combat this we must look forward to the day the smoke finally clears with exciting times ahead.

Delivery of our second Sling in the new year will complete the transition to an all Sling fleet following the recent sale of both the Foxbat and CTLS. Flying opportunities will increase with the availability of two aircraft. Sling 23-1624 has proven very popular since delivery in June, logging approximately 300 hours.

Coinciding with the arrival of the second Sling will be a rebranding of promotional material. Trial Introductory Flights will now be known as Discovery Flights with a price increase to \$150. Brochures, Gift Vouchers and website will feature the Sling aircraft.

A new payment system for student pilots was introduced on 1st October. It combines the instructor payment with the aircraft hire as one lump sum payable to the HDFC. The current dual rate for the Sling is \$210 comprising \$60 instructor component and \$150 aircraft hire. Instructors will then invoice the club. This simplification will hopefully be appreciated by all involved.

Twenty one members attended the 2019 HDFC AGM. Those present were well informed on the current status of the club via reports by the President and Treasurer. The retiring committee were re-elected unopposed. Congratulations and thanks to those volunteering their ongoing service to the club.

Premium Unleaded is the preferred fuel for the Rotax 912ULS. We currently use 100LL Avgas. A change to mogas would not only be cost effective but also involve less maintenance. Committee is keen to introduce a new fuelling system. Investigation of various processes appear to limit us to the use of fuel cans. Anyone with expertise in the area please talk with one of our technical looking bods. We are particularly interested in the safe and easy transfer from can to tank.

Movement of the hangar doors is hindered by the poor state of the bottom running tracks. Opening and closing is difficult. Following investigations into a possible fix, we are now ready to proceed. The existing track will be removed, a new concrete pad laid with new, raised tracks attached. Volunteer labour is now being sought to complete this important project. Please help.

Peter Allen is the new Port Macquarie-Hastings Council Airport Business Manager. He has visited the club a couple of times and organised an Airport Stakeholders meeting. Peter is quite approachable and is aware of our operational needs and wishes. The provision of a parallel taxiway remains a top priority.

Twelve applications were received for the 2019 HDFC Flying Scholarships. The selection process is underway although trial flights are being disrupted by smoke. Three scholarships will be awarded with one being funded by the Ludriks and Baker families. We deeply appreciate this support. The announcement of successful candidates will be made late November.

Another successful CASA aviation safety seminar was hosted by the club recently. About 50 pilots took the opportunity to enhance their pilot skills with participation in the seminar. The simple fact is a better prepared pilot is a safer pilot.

Preparations are well underway for the HDFC 2019 Open Day. This event is a great opportunity for the club to showcase its facilities, activities and aircraft to the public. In a time of increasing community angst against airports and aircraft operations it is most beneficial that public awareness is heightened. Please encourage friends, neighbours, acquaintances to come along next Sunday 24th November.

Another year has almost passed which means it is again time to recognise the achievements and efforts of club members during the annual Presentation Dinner. Congratulations to award recipients. You will be notified prior, and we would really appreciate if you could be in attendance to receive the deserving recognition. The Presentation Dinner will be held in the clubhouse on Saturday 30th November.

Being the final Propwash of 2019, I would like to take the opportunity of wishing everyone an enjoyable festive season. Those affected by the bushfires, please stay safe and good luck.

Rod

PRESIDENT@HDFC.COM.AU

A large white aerial fire fighter aircraft with red and blue stripes is shown from a low angle, flying towards the right. It is dropping a massive, thick plume of bright red fire retardant that fills the lower half of the frame. The aircraft has the number '165' on its tail and 'C-51FK' on its side. The background is a clear blue sky.

Aerial Fire Fighters Heroes in every sense

With the recent fires I decided to head out and see if I could capture some of those fiery intense moments. What immediately struck me was the amount of air traffic. There was non stop buzz from the air.

When taking a photo I think of what emotion will I want to convey. In these photos, I wanted to capture the intensity of the fire, and also the overwhelming gratitude I was feeling towards the people fighting the fire.

The courage, skill, coordination and commitment shown by the pilots was a sight to behold. Continually going back into the fiercest part of the fire to try and contain it. Heroes in every sense.

Rich Shaw

Photo: Richscape Photography

Aerial Fire Fighters Photos by Richscape Photography will be displayed on HDFC Open Day at the club house on Sunday 24 November from 9.30am to 3pm



Helicopter Solo

DAVID COOKE

Four days of bad weather seemed to be over and after twenty hours of helicopter instruction it was coming up to solo time.

Hovering would come to me I was told, and it did.

Taking off and landing was a bit slower, however, and my feelings ranged from frustration to lack of confidence.

All my flying life I had been brainwashed to fear the instability of a helicopter and it took a lot of reassurance by instructor Neil Hughes to stop me squeezing the life out of the cyclic control. I was often left with indents in the thumb after a lesson and the dread that one day he would get out and leave me to it.

I spent nineteen hours performing emergencies: autorotations, stuck pedals, governor and hydraulic failures and low power approaches filled the lessons so that I complained that I never got to do an ordinary circuit.

In order to sharpen up my prelanding cockpit checks, Neil would distract me and pull a circuit breaker.

"You didn't notice you had no RPM indicator, Dave!"

I swore at him, but distraction was a tactic I used with IFR pilots when they practiced approaches, so I could hardly complain. I concentrated on trying to relax but it was not coming.

"Are you enjoying yourself?"

"Yes."

"Well, don't forget to smile and breathe."

As solo time neared, I started to have dreams about it.

One day we left the airport to do confined area operations. Neil selected a tiny field to the north of Port Macquarie. It looked about fifty metres across and was surrounded by fifty-foot trees.

"You're landing in there, Dave!" I could hardly believe it as we circled lower to assess the area for powerlines and cattle.

I am now on approach and from the angle I am coming in I can barely see where to land, so small is the area.

Safely over the trees we descend into the tiny paddock and hover.

I am breathless, but before I can relax, Neil has me backtracking to the edge of the trees so that there is a longer run to take off. Up we go and the treetops pass under us.

"Wow!" I look forward to going home now.

"Do it again Dave!"

We do and scrape out. Neil shows me one circuit, which appears to be much safer, and then he makes me do a third.

"Much better."

"Can we go home now?"

We reenter the airport circuit and hover, land, hover, land till I start to do the procedures without overthinking it. As we air-taxi back to the hangar, I am led to understand that solo time is coming up.



Bad weather sets in. The next day is too gusty, the following day is windy and not a solo day. On the third day we start doing normal circuits until a rain storm blows in and we call it off.

This is starting to spook me. I am prepared for solo only to be delayed. I just can't imagine going solo. Every now and then Neil tells me I am doing well.

"Your radio calls are very good," he says.

"I have 13000 hours, Neil, radio is something I can do."

We come out to the helipad on the fourth day and do a few circuits.

Suddenly Neil is unbuckling his seatbelt. How clearly I remember that December day in 1958 when I went solo in the Airforce.

"I'm getting out this time Dave. You'll notice a difference without me. When you lift off, the nose will want to rise. Put the cyclic forward and a bit to the left. You will climb quite quickly too."

I feel strangely relaxed. The inevitable has come. Finally my hands respond to plea to relax and enjoy. I unhunch my shoulders as the Hughes Helicopters orange T-shirt moves away. What faith he has!

Up into the hover I correct for the lack of weight and suddenly I am accelerating through translational lift and then I hear another helicopter moving to the big H.

I press the transmit button.

"Helicopter taxiing at Port Macquarie will you be long at the helipad. I am down wind on my first solo?"

"No worries, mate, I'll get out of your way", he replies

I thank him. Then from another aircraft in the circuit, "Hey Dave, have you left someone behind?" Yes, I think, as I look down at the airport and see Neil pretending not to look in my direction.

The other helicopter disappears from view as I turn on to final over the busy terminal building where an airliner is loading its passengers.

The landing is surprisingly reasonable despite overshooting the helipad by ten metres and Neil wanders back and climbs aboard.

"How did you go?" Hey, wasn't he watching? I smile. I have done it. A little bit of confidence comes over me and I feel a milestone has been passed. I think of the naysayers who said why are you doing this at seventy-seven years of age.

Why not?

I ring my friend, an ex Navy helicopter pilot but all he says is, "Helicopters don't fly. They're just so ugly the earth repels them!"

I beg to differ. The Robinson is beautiful.

David Cooke

First Solo, July 2019



Flashback 1959

KEN SANDERS



I knew Barry Abbott when he was training at Royal Newcastle out of District Park aerodrome at Newcastle. Royal Newcastle Aero Club operated from there before moving to Rutherford in the early 60's.

Checking my log book, I see that I did a check flight with Barry on 26th Jan 1959. If my memory is correct I think Barry had just obtained his instructors rating. The aircraft was a Auster Autocar J5-b VH-RNB. Photo above shows this aircraft at YPMQ on Sunday 1st March 1959. I had flown some friends to Port for a day at the beach. The other photo is at the terminal/clubhouse waiting for a taxi.

It is interesting to note the activity in the background involving a Tiger Moth.



Committee Members 2019

From left: Steve Smith, Vice President and CFI; Bruce Dunlop, Secretary; Ray Lind, Vice President and Club Captain; Rod Davison, President; Doug Toppazzini, Maintenance; Veronica Lind, Marketing and Communications; David Toulson, Treasurer; Mark Crawford, Facilities; Mike Bullock, Events (absent)

Hastings District Flying Club (HDFC) had their 62nd Annual General Meeting on 21st August 2019

and they have announced the installation of a new committee. HDFC continues to soar high encouraging young and old to take to the skies and share their flying dreams. Their emphasis on aviation safety, airmanship and comradeship has produced highly professional and respected pilots through the years. HDFC is a vibrant club that brings aviators, friends and families together to share their flying dreams in the Port Macquarie- Hastings District.

President Rod Davison led the AGM and concluded the meeting thanking all members for their unique individual contributions to making the club a strong and vibrant one. HDFC holds a strong financial position and membership continues to be stable. HDFC's strongest point is its involvement in the community with many flying and social activities encouraging youths to take a keen interest in aviation. Currently HDFC owns a Sling and a second Sling will arrive in the new year.

Rod Davison, President of HDFC talks about the celebration of HDFC's 60th Anniversary with pride:

"In September 2018, HDFC celebrated 60 high-flying years. HDFC has been going strong through the decades because of the dedication and passion of our members. Each member brings their unique professionalism, be it those in aircraft maintenance or our certified instructors. We all want to bring value to HDFC and keep the club vibrant, rejuvenating every year with new and young aviation enthusiasts."

"Last year we awarded flying scholarships to Maxwell Mangan, Nicolas Tessede and Abbey Sheather-Welsh. This is vital to HDFC's continuing success where we encourage young aviators to train with us before progressing to commercial aviation. We have the right expertise with highly dedicated and respected instructors to guide new youths in aviation. We know we are able to provide them with a solid foundation to give them a step ahead in their flying career."

HDFC holds an important place in the Port Macquarie-Hastings area as their myriad of social activities draw the community together, young and old, families and friends and all with the aim of sharing their love for flying. Flying activities, including Flying Competitions attract those around Australia as well as overseas. Whatever the activity, HDFC is there to bring people together.

As HDFC bids a fond farewell to life member Col Harvey, Ron Walesby and ex-member Judy Johnson, it is always looking up with pride in building future young talents to take to the skies and build generations of respected and highly trained pilots.



**CFI Steve Smith handing over HDFC's
Foxbat 24-8685 to its new owner Stephen**

Foxbat 24-8685 sold.

Foxbat 24-8685 was sold for \$60,500 including GST. It departed to Atherton on Monday 7th October and arrived at its new home on Wednesday after a 14-hour flight with its new owner, Stephen.

Sling 2 23-1624

Proving very popular. Just approaching its third 100 hourly since arrival June 14th. The need for a second aircraft was highlighted with a prolonged 100 hourly in September. Apologies to those students and pilots inconvenienced while necessary work was carried out including a mandatory 600 hour gearbox inspection.

Sling 2 FU-KHG

Delivery of our second Sling 2 is now scheduled for the new year. This aircraft is desperately required. The aircraft is a 2013 model with 343 hours total time airframe and engine. The big difference to our current machine is the Rotax 912 iS engine.



bonnyhillsbeachhouse.com.au/weathercam



NEW Aviators' live cams installed at Bonny Hills.

They will show weather trends at 10nm South of YPMQ. An additional camera shows LIVE images and can be rewound to review the day. Just press PLAY and you can review Video recorded since 4am or click LIVE to get real time feed.

OzRunways have access to the 3 "1 minute" cameras, but not this new one (yet).

<https://www.bonnyhillsbeachhouse.com.au/weathercam/>

Thank you Michael Toohey!



AUSTRALIAN SPORT PILOT

Sport Pilot STOP.

We are sorry for the loss of the editor of Australian Sport Pilot, Mark Smith, who tragically passed away at the end of July. There will not be further issues of this magazine. Australian Sport Pilot will not be processing future renewals or accepting new subscriptions to their magazine.

The latest August 2019 issue can be read online - https://issuu.com/raaus/docs/sportpilot_aug19_final_web

For further information, you may contact Maxine Milera, Corporate Services Executive on her email admin@raaus.com.au

Designated Aviation
Ophthalmologist (DAO)
since 2001

Dr Ivan Young

MBBS (Adel.) FRANZCO
MID NORTH COAST EYE CLINIC
Ophthalmologist
Port Macquarie . Taree . Coffs Harbour . Grafton
Tel: 1300 898 935



Dr Ivan Young, a HDFC Flying Member and an Australian trained Ophthalmologist is a Designated Aviation Ophthalmologist (DAO) since 2001.

Pilots requiring an aviation eye examinations whose visual acuity in either eye is worse than 6/60 must provide a full ophthalmic report (CASA Eye Report).

Dr Ivan Young recently attended the Australasian Society of Aerospace Medicine (ASAM) 2019 conference in Sydney.

Please contact Dr Ivan Young at any of his eye clinics.
Tel: 1300 898 935

Taree Eye Clinic - 48-52 Manning St, Taree

Port Macquarie Eye Clinic - 163 Lake Road, Port Macquarie

Coffs Harbour Eye Clinic - 1/73 Albany St, Coffs Harbour

Grafton Eye Clinic - 1/12 King St, Grafton

Comradeship

SPECIAL THANKS FROM DOUGIE!

Thank you to those who offered help
with the 600 hourly inspection.

John Hayler

Steve Smith

Anthony D'Angelo

Mike Bullock

Allen Bradtke

They all provided great assistance
and helped greatly in accelerating
the maintenance process.





COL HARVEY

Celebrating the life of
Col Harvey

Remembering Col Harvey.

Life Member, Col Harvey, passed away in Cooma on the 12th June. Col served on the HDFC committee for 19 years during the seventies and eighties. He is best remembered as club Treasurer, but also served as President and Secretary.

A celebration of Col's life was held in the HDFC clubhouse early July. About 50 people gathered for a pleasant afternoon remembering and giving thanks to this wonderful man.

1976 - 1977 : President

1977 and 1980: Pilot of the Year

1984: Fly away 4500 mile safari to the Gulf of Carpentaria embarked upon by Col Harvey, Arthur Jackson and Vern Polley.

RETURNING EXPIRED ASICS


Are you in possession of an expired ASIC that was issued by Recreational Aviation Australia? RAAus ceased issuing ASICs in September 2017, however ASICs issued by us prior to then are still required to be returned to us upon expiry.

As an ASIC holder, it is your responsibility to ensure the return of your ASIC when expired or no longer required, or to advise RAAus immediately should the ASIC be lost or stolen. You can return your ASIC to RAAus in person at our Fyshwick office, or by

mail to PO Box 1265, Fyshwick ACT 2609.

Failure to comply with Regulation 6.45 of the Aviation Transport Security Regulations 2005 can carry a substantial penalty.

Not sure where your ASIC came from? Your card will carry the logo of the issuing agency.

RAAus is an authorised collection point for ASICs obtained through Aviation ID Australia 

HDFC Coffee Club Fly Aways



The coffee club pilots from the Hastings District Flying Club headed down to Old Bar for breakfast on 29 September 2019 and spotted some Humpbacks on their way home!

Thank you Gayle Kee for the photos!



Ray, Veronica, David and John missed the Wallis Island fun as the Cessna wouldn't start!



33 aircraft arrived at Wallis Island on 15 June 2019 with the Taree Sky Divers.





Big HDFC turn out at Oshkosh 2019
See you again on 20 July 2020





Australian Government
Civil Aviation Safety Authority

CASA Safety Aviation Seminar, 23 October 2019

Expect the Unexpected

Teraya Miller again provided a most informative and thought provoking seminar to the PMQ aviation community. Hosted by the HDFC, a good crowd of around 50 pilots benefited from the safety message. Thanks to Benn Farrawell for ensuring participants were well fed with his Subway platters.



HDFC Big Day Out

Rod Hall's country retreat at Kindee provided the ideal location for the latest bout of HDFC socialising. Swimming, canoeing, exploring, eating, drinking, talking, relaxing. A great day out for lots of our members courtesy of Rod. A huge thanks for another highly enjoyable club activity.

Special moments with Qantas Captain Richard de Crespigny



On board QF1: Captain Richard de Crespigny with Veronica and Ray Lind

Veronica and I were so excited when we heard that the Captain of our flight QF1 from Sydney to Singapore on 9 October 2019 was Captain Richard de Crespigny.

He came over and had a chat with us. This guy is incredibly inspiring and friendly. We discussed his books QF32 and Fly! which were based on the QF32 experience nine years ago on 4 November 2010.

He said, "Come to the cockpit after the flight!". From that moment we couldn't wait longer than a minute with another 6 over hours to go before we reached Singapore.

Captain Richard de Crespigny is the Patron of Disabled Winter Sport Australia, The Quality and Safety Ambassador for St Vincent's Hospital. Co-Patron of the Uiver DC2 Memorial Community Trust, and Visiting Lecturer at the Australian Graduate School of Policing and Security.

You can purchase his books here - <https://flythebookcom.wordpress.com>

So at the end of our flight and arrival in Singapore, we made our way forward as directed earlier by Richard. We moved past the main cabin door and walked down the large internal staircase to the cockpit door. Captain Richard de Crespigny was waiting for us with a big smile and we excitedly moved into the cockpit of the A380. We met the first officer and the second officer who were also very friendly and gracious. Remember, they'd been sitting there for over six hours as well.

Richard showed me how to move the seat back so that I could move into the flying position. For such a large aircraft, the cockpit is relatively small. With the flying position, the seat is moved right forward so that the pilot can reach the rudder pedals. Visibility is quite good but your head isn't a great distance from the windshield.

What an exciting and satisfying experience to sit in this amazing pinnacle of technical mastery. Aviation has come such a long way since the very first flights in 1903. What a great privilege it was to meet Richard and to sit in his special "office" where such incredible things happen!



A very happy Ray Lind in the QF1 A380 cockpit



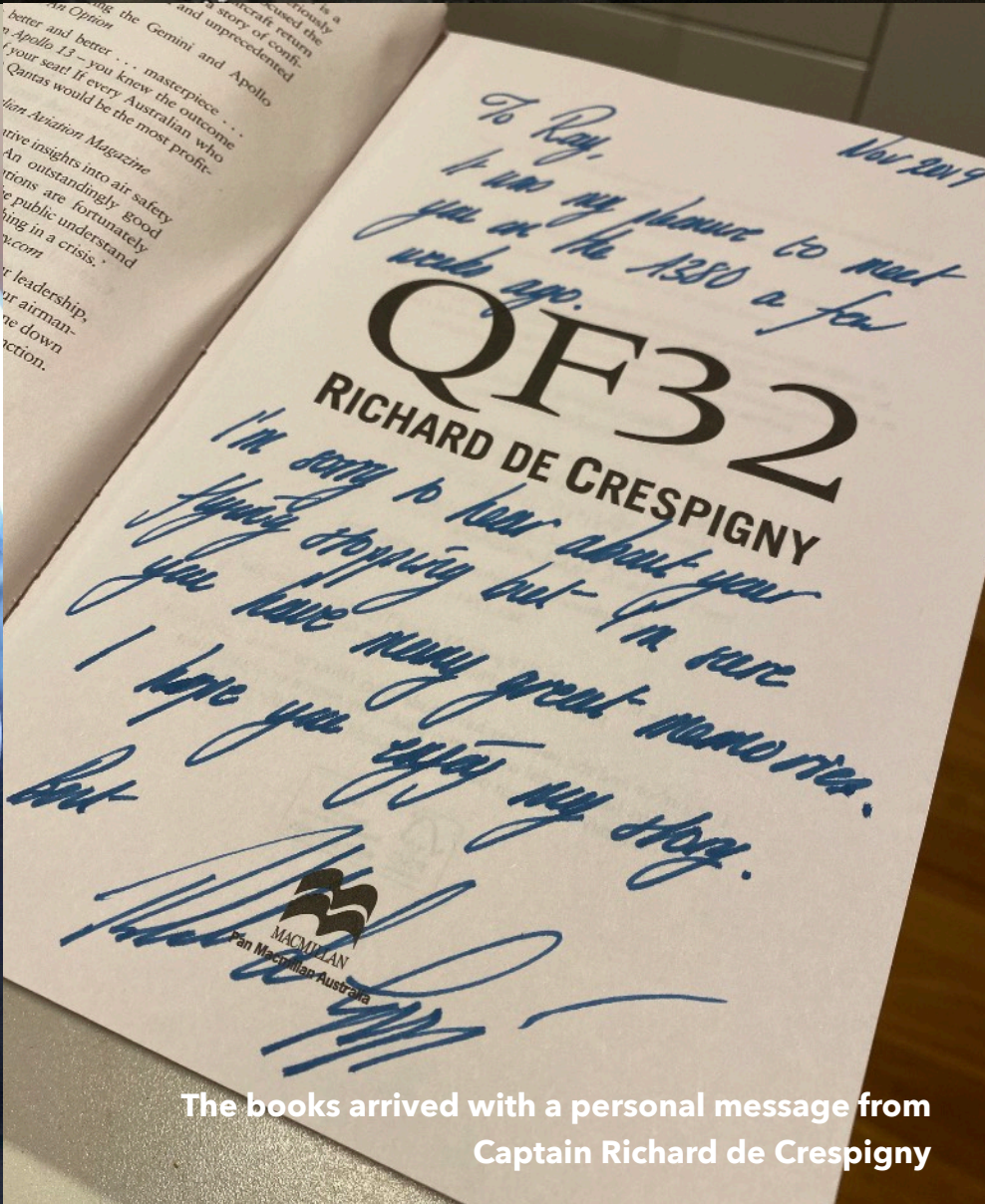
Richard de Crespigny "promoted"
Ray Lind to Captain!



Inside the "office" of Captain Richard de Crespigny



Richard de Crespigny signing our
Qantas menu!



The books arrived with a personal message from
Captain Richard de Crespigny



Debris of QF32 found in Batam

The QF32 Story

Survivors: 469

On 4 November 2010, Qantas Flight 32, an Airbus A380 on a scheduled passenger service from London to Sydney via Singapore, suffered an uncontained failure in one of its four Trent 900 engines. The failure occurred over Batam Island, Indonesia, four minutes after takeoff from Singapore Changi Airport. After holding for almost two hours to assess the situation, the aircraft made a successful emergency landing at Changi. There were no injuries to the passengers, crew or people on the ground, despite debris from the aircraft falling onto houses in Batam. Posts on social media about these debris spread like wild fire which caused Qantas stocks to crash.

On inspection, it was found that a turbine disc in the aircraft's No. 2 engine (on the port side nearest the fuselage) had disintegrated, causing extensive damage to the nacelle, wing, fuel system, landing gear, flight controls, engine controls, and a fire in a fuel tank that self-extinguished. The subsequent investigation concluded that the failure had been caused by the breaking of a stub oil pipe which had been manufactured improperly.

The failure was the first of its kind for the A380, the world's largest passenger aircraft. At the time of the accident, 39 A380s were operating with five airlines: Qantas, Air France, Emirates, Lufthansa and Singapore Airlines. The accident led to the temporary grounding of the rest of the six-plane Qantas A380 fleet. It also led to groundings, inspections and engine replacements on some other Rolls-Royce powered A380s in service with Lufthansa and Singapore Airlines, but not in the A380 fleets of Air France or Emirates, which were powered by Engine Alliance engines.

The pilot in command of the aircraft, Captain Richard Champion de Crespigny, has been credited in the media as "having guided a heavily damaged double-decker jet to the safety of Singapore Changi Airport and averting what could have been a catastrophe". At the time of the accident he had 35 years of flying experience. He was commended for spending more than an hour with the passengers, debriefing them in the passenger terminal after the flight, disclosing details of the flight, gave passengers his personal phone number and offering care for his passengers. Captain Richard de Crespigny was indeed a true leader and an excellent brand ambassador for Qantas.

In 2016, Champion de Crespigny was appointed a Member of the Order of Australia for significant service to the aviation industry both nationally and internationally, particularly to flight safety, and to the community.

Adapted from Wikipedia



Captain's Report

HDFC FLYING COMPETITION



CLUB CAPTAIN'S
REPORT - RAY LIND

HDFC Flying Competition.

We will do all the checks and balances necessary to promote safe aviation and improve skills because the primary goals of HDFC have always been Safe Aviation and Professional Airmanship, that make you great and respected pilots.

We would like members to join us every 3rd Sunday of each month, weather permitted, and pitch to be better than your last performance.

These Monthly Flying Competitions are held to encourage our pilots (student pilots included) to fly and maintain currency. To achieve this, we have each pilot fly with a mentoring check pilot or one of our instructors. HDFC charges only \$100 an hour with no instructor charge for these special days. Each exercise usually takes .5 of an hour so this is definitely the cheapest, most beneficial form of flying for our pilots to maintain their confidence and currency.

As usual there will be a BBQ lunch at \$10 per head after the competition.

We need volunteers for these lunches. Please contact Veronica Lind if you can help out.

Proposed 2020 Flying Comp Dates

19 January
16 February
22 March @ Dexfield tbc
19 April
17 May @ CMH tbc
21 June
19 July
16 August
20 September
18 October
15 November



Captain's Report

JUNE 2019 FLYING COMPETITION

By RAY LIND, Club Captain
Hastings District Flying Club

Our June Flying Competition was flown on a chilly winter's day but with light winds of around 6 knots. This is perfect flying weather for our competitions but of course on days like this we have to be alert for lots of extra air traffic. We had seven (7) pilots compete and take advantage of our cheap flying rates and enjoy our valuable flying exercises. This was also our first competition without the use of our recently sold CTLS aircraft, so everyone had to use the Foxbat or their own aircraft. For our July competition, we will have many of our pilots checked out to fly our new Sling 2 aircraft, so this will add another element of excitement for our pilots.

Partial Engine Failure / Spot Landing

In this exercise we simulated a partial engine failure with the engine producing only 3000RPM at the beginning of the downwind leg. This is not enough power to maintain altitude so it allows the pilot to experience what it feels like to suffer a partial engine failure. The pilot must immediately revert to the best glide speed for that aircraft and then complete an abbreviated circuit, calculated to end with a perfect landing on the large touchdown marker.

Our highest scoring pilots today were:

1st Clyde Stubbs 95 pts, 2nd Simon Guthrey 92 pts, 3rd Mark Crawford 79 pts

River Bash

(Coordinated Flying Exercise up the Maria River at 600')

This exercise is lots of fun for the pilot but more importantly it teaches the importance of the correct use of the rudder during steep turns at a low altitude whilst maintaining exactly 600'. Low level, coordinated flying like this requires intense concentration from the pilot.

1st Col Hayler 65 pts. (Col received a perfect score in this event), 2nd Simon Guthrey 54 pts, 3rd Clyde Stubbs 51 pts

Forced Landing

After suffering a simulated total engine failure, this exercise allows the pilot to revise and practice the essential emergency checks as well as being able to choose and judge a satisfactory landing position on the ground with confidence and complete accuracy. All of our winning pilots scored very high points.

1st Clyde Stubbs 88 pts, 2nd Mark Crawford 84 pts, 3rd Mark Watson 80 pts.

BONUS POINTS

Landing an aircraft is always regarded as the most difficult and skilful part of the flying exercise. For this reason we have introduced bonus points to be gained for perfect landings, regardless of whether the pilot is in the scoring boxes. The smooth landing has to occur 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. Our impressive pilots today were:

1st Simon Guthrey, Mark Crawford, Mark Watson and Ed Godschalk, all on 20 pts. (The Maximum bonus score could be 40 pts)

OVERALL

1st Clyde Stubbs on 234 points. (In the C150)

2nd Mark Crawford 228 points. (In the Foxbat)

3rd Simon Guthrey 227 points. (In the Foxbat)

There were only a few points separating our three winning pilots, which is indicative of the high standard of flying.



**June 2019 Flying Competition Winner:
Clyde Stubbs**



Captain's Report

JULY 2019 FLYING COMPETITION

By RAY LIND, Club Captain
Hastings District Flying Club

Many of our pilots were away this month enjoying the flying spectacle of Oshkosh and other travelling pursuits. However we still managed to gain five competitors to fly so it wasn't too bad. The aim of our competitions of course is to assist our pilots in any way possible so that they may remain safe, confident and current with their flying at the very affordable price of only \$100 an hour. This was also our first day of using our new Sling Aircraft for the competitions and it performed admirably causing no problems at all for our pilots. Our flying events were as follows.

500' Low Level Circuit (Spot Landing)

In this exercise we simulate very bad weather with low cloud making visibility extremely poor. This was a very realistic exercise for today's flying because of the high volume of smoke present. The pilot therefore had to slow the aircraft down, use one stage of flap, apply the fuel pump as for all low level operations and stay in close to the runway so as not to lose sight of his landing area. Also the pilot had to accurately fly at exactly 500' for the whole circuit whilst completing all of his checks. This was completed with a Spot Landing where the quality of the landing was judged closely as well as the touchdown point. Our results today were:

1st Ivan Daniel 85 pts, 2nd Mark Crawford 49 pts, 3rd David Mitchell 47 pts.

River Bash

This is a Co ordinated Flying Exercise up the Maria River which also requires careful attention from the pilot to maintain exactly 600', keep the aircraft balanced at all times and remain positioned exactly over the centre of the river. This is a low level operation so the fuel pump for the Sling had to be applied during the whole of this exercise also. This is great fun but does require some careful concentration from the pilot.

1st Ivan Daniel and David Mitchell 54 pts, 2nd Mark Crawford 46 pts.

Forced Landing

Today we simulated a total engine failure at 2000' after which the pilot had to choose and judge a landing area accurately and go through all of the emergency checks.

1st Ivan Daniel 44 pts, 2nd David Mitchell 30 pts, 3rd Mark Crawford 24 pts

BONUS POINTS

Bonus landing points are gained simply by the pilot landing correctly and smoothly on the mains, holding the column hard back, (nose wheel well above this runway) and the undercarriage straddling the centre line. A maximum of 40 points can be gained with the two landings.

1st David Mitchell on 30 pts, 2nd Ivan Daniel and Mark Crawford on 10 pts.

OVERALL

With some very accurate flying in his Storm Aircraft, the highest point score was gained by Ivan Daniel with 195 pts. 2nd David Mitchell 161 pts and 3rd Mark Crawford 129 pts.

Well done to all of our participating pilots.



July 2019 Flying Competition Winner:
Ivan Daniel



Captain's Report

AUGUST 2019 FLYING COMPETITION

By RAY LIND, Club Captain
Hastings District Flying Club

For our August competition we experienced calm, sunny weather for the first part of the day but by early morning, the winds had shifted and built up to make landings rather challenging by the end of the day. We had eight (8) pilots fly the competition sequence which was great flying practice for our Tri Club Competition next month. This was also the very first day on which we've used the popular Sling aircraft for competition flying and it proved to be a perfect platform for our flying events. As our pilots become more accustomed to the new aircraft's optimum speeds and performance our results should even improve. Our sensible pilots are also taking advantage of the cheap rates of \$100 an hour for these days, along with no Instructor fees. This is a huge saving but most importantly, this is the best way for all of us to maintain our flying currency in a fun and challenging way. Our flying events for August were as follows.

1000' Circuit Spot Landing

In this exercise we required the pilot to fly a perfect circuit with altitudes within +/-50' tolerance for the whole sequence plus strict airspeed monitoring. This proved to be a perfect exercise to get our pilots comfortable with flying the Sling and its slightly different procedures due to the fuel pump operation and familiarisation with the EFIS display. This sounds easy but it does require some serious concentration and discipline. Our results were:

1st Simon Guthrey 86 pts, 2nd Mark Watson 84 pts, 3rd Mark Crawford and Trevor Kee 57 pts

River Bash

This is a coordinated Flying Exercise up the Maria River which requires careful attention from the pilot to maintain exactly 600', keep the aircraft balanced at all times and remain positioned exactly over the centre of the river. Flying the Sling in all low level operations also requires the pilot to apply the fuel pump and then of course to turn it off once the aircraft is climbing and at a safe height.

1st Simon Guthrey 59 pts, 2nd Mark Crawford 54pts, 3rd David Mitchell 50 pts

Forced Landing

The Sling glides somewhat differently to the Foxbat but it won't take long for our pilots to become accustomed to it. The basic principles still apply and don't require any change in pilot behaviour apart from remembering to apply the fuel pump as the first check once the Forced Landing has commenced. Today, in this exercise the pilot experienced a simulated total engine failure at 2000' over the field and all of our pilots found that the Sling glides quite nicely at the optimum speed of 72kts.

1st Mark Crawford 64 pts, 2nd Trevor Kee 43 pts, 3rd Simon Guthrey 40 pts

BONUS LANDING POINTS

Bonus landing points are gained by the pilot landing CORRECTLY and SMOOTHLY on the mains, holding the column HARD BACK, (nose wheel well above this runway) and the undercarriage straddling the CENTRE LINE. A landing which is too firm or bounced gains no points at all. A maximum of 40 points can be gained with the two landings.

1st Simon Guthrey, 30 points. (Simon landed the Sling very nicely and I believe his previous experience with the CTLS has helped him greatly as the technique is quite similar)

2nd David Mitchell, 10 points.

OVERALL

With some very accurate and determined flying, coming first today was Simon Guthrey. He scored 176 points overall and this is his first competition win.

Second place was gained by Mark Crawford on 171 points and coming third was Mark Watson on 147 points.

Well done to all of our participating pilots.



**August 2019 Flying Competition Winner:
Simon Guthrey, seen here with Ray Lind**



Captain's Report

OCTOBER 2019 FLYING COMPETITION

By RAY LIND, Club Captain
Hastings District Flying Club

Missing out on September, we managed to squeeze our October Flying Competition into a small window of relatively clear air where bushfire smoke didn't totally obscure the visibility. Sunday 27 October was one of the few days for several weeks where the weather was satisfactory for a flying day. We had eight (8) pilots who flew on the day where slight crosswinds and gusty conditions made the exercises very challenging and realistic. The Sling is proving itself to be a very stable little aircraft in gusty crosswinds and shouldn't present any problems for pilots who have been taught the correct skills and techniques. Any pilot who has any apprehension with crosswind landings can contact us at any time for some extra tuition. These days are also perfect for our pilots to maintain their flying currency and self confidence. All this occurs for an amazing \$100 an hour charge for our competition pilots. Don't forget, students can also enter the flying competition provided they have completed the Forced Landing component of their training.

Partial Engine Failure / Spot Landing

In this exercise we simulated a partial engine failure with the engine producing only 3000RPM at the beginning of the downwind leg. This is not enough power to maintain altitude so it allows the pilot to experience what it feels like to suffer a partial engine failure. The pilot must immediately revert to the best glide speed for the aircraft and then complete an abbreviated circuit, calculated to end with a perfect landing on the large touchdown marker.

Our highest scoring pilots today were:

1st Simon Guthrey 86 pts, 2nd Mark Watson 55 pts, 3rd John Cleland 52 pts

River Bash

(Coordinated Flying Exercise up the Maria River at 600')

This exercise is lots of fun for the pilot but more importantly it teaches the importance of the correct use of the rudder during steep turns at a low altitude whilst maintaining exactly 600'. Low level, coordinated flying like this requires intense concentration from the pilot.

1st John Cleland 47 pts, 2nd Doug Toppazzini 45 pts, 3rd Mark Watson/Simon Guthrey 38 pts

Forced Landing

A total engine failure or a partial engine failure, although extremely rare, can occur at any time. This exercise allows the pilot to practice the essential emergency checks as well as being able to choose and judge a satisfactory landing position on the ground with confidence and complete accuracy.

1st Mark Watson 46 pts, 2nd John Cleland 41 pts, 3rd Simon Guthrey 39 pts.

BONUS LANDING POINTS

Landing an aircraft is always regarded as the most difficult and skilful part of the flying exercise. For this reason we have introduced bonus points to be gained for perfect landings, regardless of whether the pilot is in the scoring boxes. The smooth landing has to occur 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. Our impressive pilots today were:

1st Simon Guthrey 20 pts. (The Maximum bonus points would be 40 pts)

2nd John Cleland 10 pts.

OVERALL

1st Simon Guthrey took out the winner's medal for the second month in a row with 183 points.

Well done Simon

2nd John Cleland 150 points.

3rd Mark Watson 139 points.



October 2019 Flying Competition Winner:
Simon Guthrey (again!), seen here with Ray Lind

Learn to Fly with HDFC



HOW TO GET YOUR WINGS: Contact one of our highly experienced flying instructors > Book a Discovery Flight > Undertake flying lessons as per pilot certificate syllabus > Go First Solo > Get your Pilots Certificate

MORE: Passenger endorsement > Cross-country endorsement
All details on our website - www.hdfc.com.au

RAY LIND - 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.

Safe, professional instructing is to continue and become the hallmark of the Hastings District Flying Club and our Flying School. With this reputation, we will expect to build up the numbers of our flying students and maintain our very competitive and affordable training. We will become second to none among all RA-AUS Flying Schools and General Aviation Schools.

To maintain and enhance our flying hours so that we can retain at least two aircraft for our abinitio training as well as supporting a higher performance machine suitable for cross country training as well as providing a challenge and further avenue of flying for pilots who have completed their training.

To build up our stock of highly experienced instructors who give in depth briefing for all lessons, have superior flying and teaching skills and are able to give standardised lessons comparable to any General Aviation school. Our instructors will also keep up to date and detailed Student Records available for any following instructor to take over training in a logical, sequential manner.

To engender in our instructors an attitude of total safety who are always available to give advice and guidance to pilots covering Human Factor issues. In this way we hope to be able to avoid occurrences and incidents so that Human Factor lapses never claim a victim.

Pilots are encouraged to participate in our monthly flying competitions to improve piloting skills and maintain currency. Join us every 3rd Sunday of the month. Students who have been solo are also encouraged to participate.



Safety is No Accident.

There have been instances in the past where we have taxied about the same time as an Australian International Aviation College (AIAC) aircraft. When 03 is in use there have been times when HDFC's pilots have requested they back track with the AIAC aircraft and been refused. In future the college pilot will give way and allow us to go first. (Don't forget to thank the other pilot). The college have also agreed to stagger departures in the morning so as to reduce congestion on the taxiways.

Some pilots have reported that when starting or running up the Sling aircraft, it will run away. The problem is that the park brakes are different to those of the Foxbat, i.e. to put the park brake on, pull the handle hard and then turn the knob to on. Further pulling on the lever at this stage will not further apply the brake until the knob is turned to off and is re-applied.

The Fuel tanks in the Sling are baffled to stop surging in flight. The fuel can take time to flow from one section to the next. Care must be taken when refuelling as any dip reading taken too early could be erroneous. Fuel must be allowed to settle before using the dipstick. Sustained side slipping can result in fuel starvation when the tanks are low and the tank that is selected is the wing low tank. For this reason, we have made side slipping a DUAL only exercise.

At the last Committee meeting it was decided to trial refuelling the aircraft with Mogas and jerry cans. There is a huge saving to be had on maintenance and fuel. When started we need to use only MOGAS 95RON. Mixing with Avgas is not a safety issue but if done we would have to go back to 25 hourly oil changes. Everyone will be briefed on the procedure so that it is done with the utmost safety.

Doug has solved the oil pressure problem by using a modified oil pressure regulator. (You may have noticed silver tape that part covers the oil cooler). The idea is to keep the oil temp in the 90-110° range. Please report in flight temps so that the air flow through the oil cooler may be regulated to get the ideal temperature range.



STEVE SMITH
Chief Flying Instructor



The new Sling is likely to miss Santa's Christmas delivery. Most likely ETA is early January. The aircraft is fitted with the Rotax 912is engine. It is a modern fuel injection engine that uses less fuel than the basic 912. However, pilots need to understand the systems. Starting and shut down are the only issues. Once running you wouldn't know the difference as RPM settings etc. are just the same. The aircraft is 6kg heavier than 1624. All pilots will be required to do a couple of familiarity circuits. The EFIS fitted is a large screen version of the MGL Voyageur.

The smoke around the Mid North Coast has been atrocious. Our training has been seriously curtailed but there is no relief in sight. Instructors will decide whether dual training is possible on the day however we realise that everyone is anxious to get out and have a look at the local fire damage. I recommend at least 20km visibility before venturing out of the circuit area. Even then conditions can change quickly.

Finally, as the end of 2019 draws near, we are sorry that flying training has been slow and frustrating, however next year we will have 2 aircraft and hopefully better weather. Roll on 2020.

Remember, safety is no accident.

Steve Smith
Chief Flying Instructor



Poor visibility as smoke gets in your eyes with bush fires continuing

CFI Report

BY: STEVE SMITH



Nicolas Tessede's achievements:

First Solo 10 March 2019

Pilot Certificate 10 May 2019

Passenger Endorsement 3 June 2019



Maxwell Mangan's achievements:

First Solo 9 October 2019

Ross Meldrum's achievements:

GA Conversion 5 September 2019



Bill Crowley's achievements:

Passenger Endorsement 7 May 2019



Dr Inez Astono's achievements:

First Solo 4 November 2019



RAAus Scholarship

Congratulations to Abbey Sheather-Welsh on gaining a \$2500 flying scholarship through RAAus. Abbey is one of our young student pilots, of whom we are most proud.



WORKING BEES

We need working bees to clean the club house and hangar in preparation for HDFC Open Day.

Breakfast will be served from 8am.



HDFC OPEN DAY

The Hastings District Flying Club will open its club house and hangar doors to the public on Sunday 24 November 2019 from 9.30am to 3pm.

Members will be showing off their aircraft on the tarmac and you can sign up for flights. People can wander around and view the different aircraft we have within the club, and they can also talk with the owner and, in some instances, the person who actually built it. The clubhouse and hangar will house historical presentations, radio control models, plastic aircraft models and flying training information.

SPECIAL AERIAL FIGHTERS PHOTO EXHIBITION BY RICHSCAPE PHOTOGRAPHY. Rich Shaw will be displaying his amazing photos of the Aerial Fire Fighting action in the recent Port Macquarie fires.

Port Macquarie Discovery Flights on sale. Food and drinks on sale too.

H D F C . C O M . A U



E S T . 1 9 5 8

AWARDS PRESENTATION NIGHT & ANNUAL DINNER

Sat, 30 November 2019 from 6 pm



Your invitation to the Biggest Recognition Event of the Year!

This is the time we recognise the achievements of our student pilots, seasoned pilots and club members for outstanding flying, performance and contribution to the Hastings District Flying Club.

Event is on Saturday, 30 November at HDFC Clubhouse from 6pm. Cost is \$38 per adult and \$15 per child.



Awards & Presentation
Dinner 30/11

Guest Speaker:
Tim Hitchins

Tim learnt to fly with HDFC in 2013. Now Tim operates drone videography with Overall Photography; is a Flying Instructor with the Australian International Aviation College and an inspirational Deputy Captain with NSW Rural Fire Services North Shore.

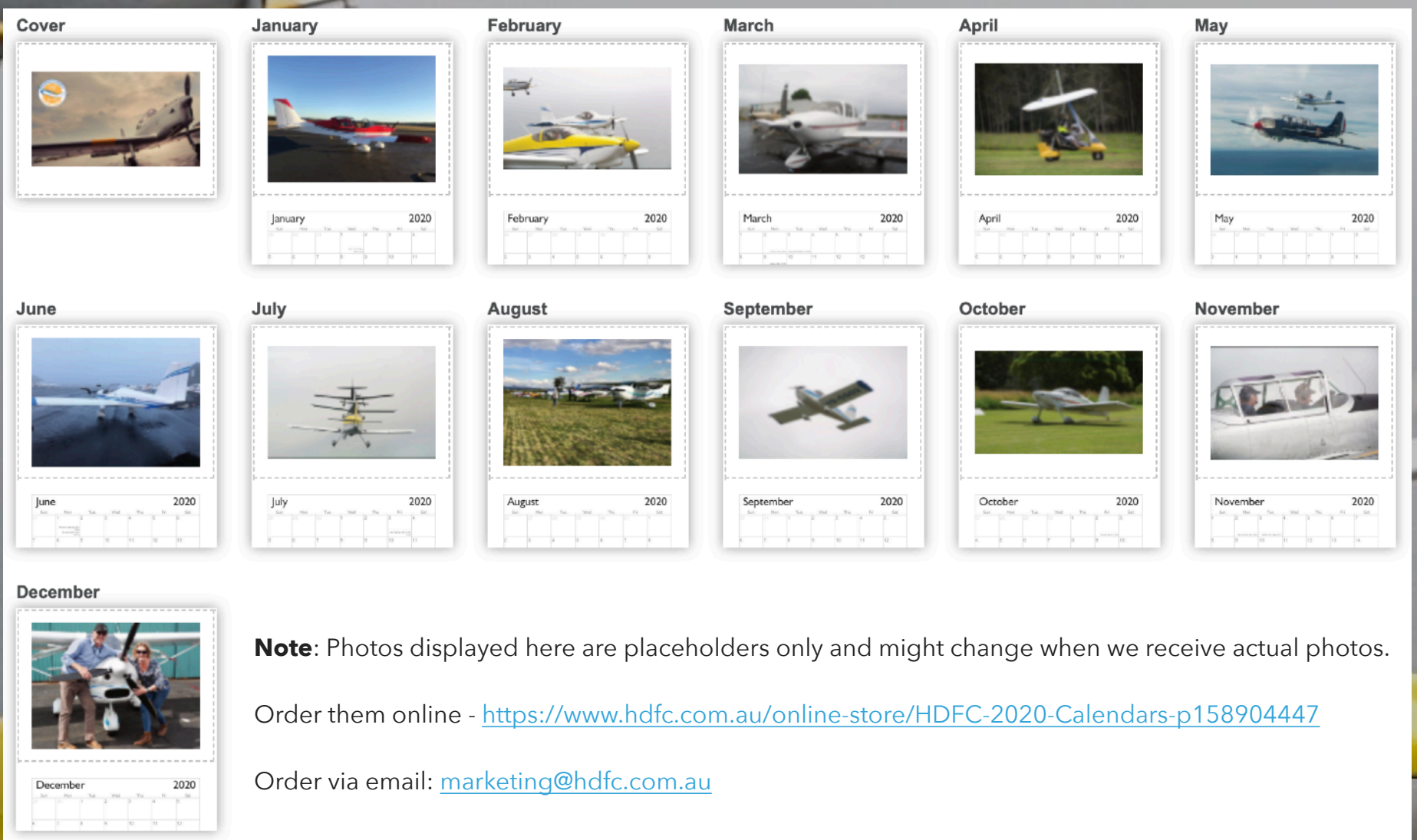
Register here - <https://www.hdfc.com.au/awards-presentation-annual-dinner>

Christmas Party

20 December from 5pm

Bring a plate to share

Order your 2020 calendar now for \$19



Cover

January

February

March

April

May

June

July

August

September

October

November

December

Note: Photos displayed here are placeholders only and might change when we receive actual photos.

Order them online - <https://www.hdfc.com.au/online-store/HDFC-2020-Calendars-p158904447>

Order via email: marketing@hdfc.com.au

AIRCRAFT WASHING ROSTER

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 roster is 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? Three people are scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person listed should contact the two below 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. The 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 and the Sling. When finished please date and sign the duty roster also found in the box of cleaning materials.

Aircraft movement. The hangar is full with aircraft in close proximity. Please exercise extreme care in moving aircraft to avoid damage. Pay particular attention to wingtips moving over propellers and windscreens. Ideally three people should be involved with one on each wingtip and one moving.

Questions? Please contact [Rod Davison](#) if you have any questions or problems concerning this roster. He will act as the co-ordinator.

Thank you for your assistance in sharing the load.



AIRCRAFT WASHING ROSTER

Fortnight Beginning	Team	Phone
1/11 to 15/11	Nicholas Tessede	0405939245
	Kynan Schneider	0447620600
15/11 to 29/11	Aaron Crawford	0403866118
	Mark Crawford	0265827082
29/11 to 13/12	Simon Guthrey	0433447067
	Ed Malony	0431180815
13/12 to 27/12	Rod Davison	0419632477
	Col Hayler	0437478549
27/12 to 10/1/20	Steve Smith	0405775192
	Chris Munro	
10/1 to 24/1	Dave Toulson	0418668355
	Ed Godschalk	65844339
24/1 to 7/2	Bruce Dunlop	65595444
	Mark Watson	65596407
7/2 to 21/2	Maxwell Mangan	0466810932
	Ray Lind	0428820698
21/2 to 6/3	Mike Bullock	0412237787
	Graham Smith	0408409966

HOSPITALITY ROSTER



Duty is from 5pm to 8pm of a Friday evening. Volunteers are still required for this roster. If you can help please phone Rod on 0419632477

2019

22 November	Mike Bullock
29 November	Rod Davison
6 December	Bruce Dunlop
13 December	Steve Smith
20 December	Doug Toppazzini

FLYING COMP LUNCH ROSTER

2020

19 January	Dianne Davison
16 February	Lorraine Dunlop
22 March @ Dexfield	Sue Stubbs
19 April	Michelle Toppazzini
17 May @ CMH tbc	Anne Hayler
21 June	Veronica Lind
19 July	Gayle Kee
16 August	Jan Burgess
20 September	Lan Young
18 October	Fran Smith
15 November	Helen Smith

Hi, we have put above volunteers as placeholders. Please confirm that you will be able to host lunch on above dates by contacting Veronica on 0407779828 or email marketing@hdfc.com.au.

CLUBHOUSE, HANGAR AND AIRCRAFT CARE

All members are requested to respect club property and security. Recent incidents include a bathroom tap left running, fridge left unlocked, money left out, windows and doors open and air conditioner left on. Not only is this proving costly but is a threat to security. If you are last to leave please ensure the cleanliness and security of club property.

The hangar doors are in a state of disrepair. Installation of new door tracks will occur shortly. In the meantime please be very gentle when sliding the doors.

There has been some damage to the Sling whilst ground handling. Please be extremely careful and use the towbar to manoeuvre. Also take care with entry and exit to the aircraft.

AVIATION EVENTS AROUND AUSTRALIA

2019

30 November: Temora Aviation Museum- November Showcase

2020

11-12 January: The Great Eastern Fly-In

8 March: 2020 Clifton Fly-In

8 March: Tyabb Airshow hosted by Peninsula Aero Club

FOLLOW US



<https://www.facebook.com/HDFCPMQ>

Members can join our Facebook Group - <https://www.facebook.com/groups/HDFCgroup/>



<https://www.instagram.com/hdfcpmq>



<https://www.hdfc.com.au/news>

INFORMATION

WELCOME NEW MEMBERS

Inez Astono	Brian Chow
Alexander Stapleton	Ross Meldrum
Jadzea Gooch	Dior Toppazzini
Mike Priestley	Bodhi Hinchcliffe
Charles Holley	Matthew Myers
Alexandra Stathis	Samuel Myers
Jonathon Holley	Benjamin Myers
Jared Chapman	Barrie Bishton
Andrew White	Duane Stace
Michael Galgut	Phillip Irvine

All members can ask to join our private Facebook Group - <https://www.facebook.com/groups/HDFCgroup/>

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 - \$45
Junior membership - \$11

APPRECIATION

Thank you, Paul!

Hi Veronica,

Another great Propwash. You are doing such a wonderful job of capturing interesting articles and great photography for everyone. I can't be there in PQQ (stuck in Sydney), but Propwash makes me feel connected to the club. Thank you for all your time and producing such a professional product!!

Paul Hayler

Please send comments to editor@hdfc.com.au

Publisher of Propwash: [VERMILION PINSTRIPES](#)

AIRCRAFT FOR HIRE

Aeroprakt A22LS Foxbat - \$140/hour (\$170/hour for non-members)

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

Cessna 172 VH-WXA - \$250/hour (contact Rod)

Cessna 182 VH-DUZ - \$250/hour (contact David Mitchell)



FLIGHTS

Discovery Flight - \$150 - purchase online <http://goo.gl/go7KbX> or call us

Hangar rental - \$190 per month

MERCHANDISE

Visit our online store - <https://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

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:

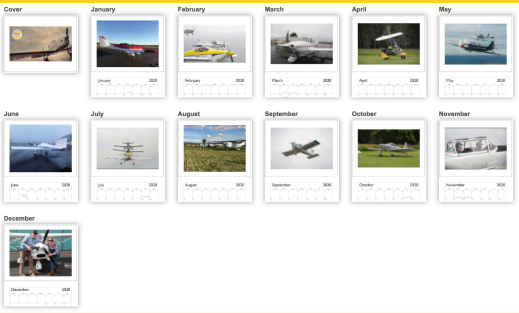
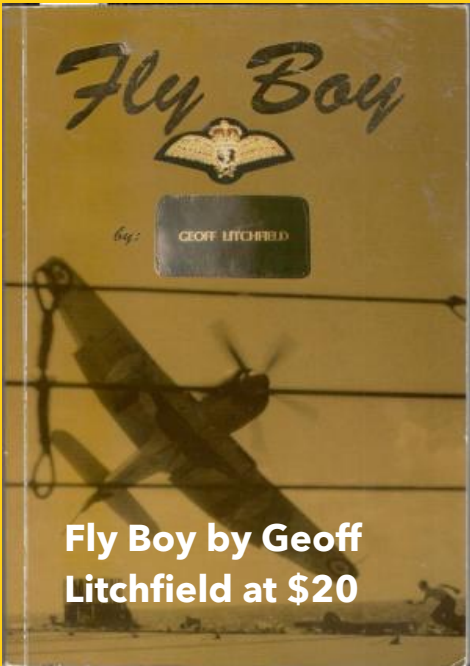
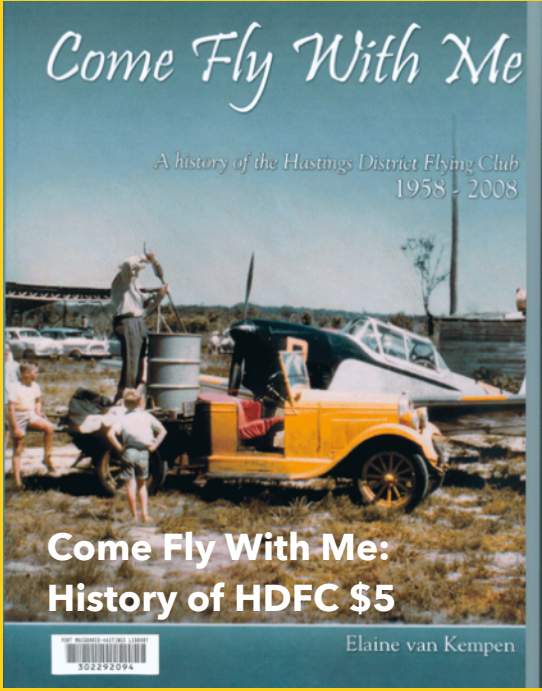
**Regional Australia Bank, Hastings District Flying Club,
 BSB: 932 000**

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.

HDFC GIFTS

Available at the club house or online <https://www.hdfc.com.au/online-store>



MENS SHADOW POLO
P50IMS
CARBON BLUE
LOGO LEFT CHEST
850MM X 850MM
EMBROIDERY



HASTINGS DISTRICT
FLYING CLUB PORT MACQUARIE

\$35

LADIES SHADOW POLO
P50IMS
CARBON BLUE
LOGO LEFT CHEST
850MM X 850MM
EMBROIDERY



Size	S	M	L	XL	2XL	3XL	5XL
Garment ½ Chest (cm)	52	54.5	57	60	64	70	79

Size	8	10	12	14	16	18	20	22	24
Garment ½ Chest (cm)	46.5	49	51.5	54	56.5	59	62	65	68



MANAGEMENT COMMITTEE & FLYING INSTRUCTORS

President	Rod Davison T: 0419 632 477 E: president@hdfc.com.au
Vice President/Club Captain	Ray Lind T: 0428 820 698 E: lindflight@gmail.com
Chief Flying Instructor	Steve Smith T: 0405 775 192 E: cfi@hdfc.com.au
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RAAus 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



Happy Christmas Everyone

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 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 \$45 (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.



HASTINGS DISTRICT FLYING CLUB

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