

President's Report

October 2007



When you read this I will be roaming around the UK and Europe hopefully checking out some of the aviation scene.

At the time of writing a very successful Fly and Spy had just been conducted. Thank you and congratulations to Bill and Lyndal Coote who undertook

the mammoth task of setting the course, writing and marking the questions and organising the presentation dinner. A record 18 teams including visitors from Wollongong, Cessnock, Tamworth and Gloucester participated in this dress rehearsal for our 50th Anniversary Fly and Spy and Fly-In next March.

Our 50th Anniversary celebrations were officially launched during the Fly and Spy presentation dinner. Five of our six Life Members were in attendance to receive plaques recognising their long and valuable contribution to the club. They were Col Bailey, Col Harvey, Cedric Stephens, Vince Williams and Hans Westphal. Absent was Harry Bellott who will receive his due recognition at the annual dinner.



Life Members Vince Williams, Col Bailey, Cedric Stephens, Hans Westphal and Col Harvey (absent Harry Bellott)

The 50th Anniversary sub committee has convened several times and is well organised. A professional writer has been engaged to produce a book outlining

the club history. A new logo has been commissioned and merchandise including shirts, caps and patches are now available. A full events calendar has been compiled culminating in a reunion weekend with dinner at Westport Bowling Club early September 2008. Stay in touch by regularly visiting the website. Remember these activities are for all with new members particularly welcome.

A new committee was formed at the August AGM. Damian Buchtmann and Lyndal Coote join the team replacing Bruce Dunlop and Gregg Faulkner. The meeting was very well attended and along with proxies represented about 80% of the membership. It is heartening to see members taking such a keen interest in their club.

At the meeting the committee was given an overwhelming mandate to purchase a second RAAus aircraft. Our Flying Instructors, George and Adam, are investigating possibilities and would welcome your input. The need for a second aircraft was well highlighted at the AGM. Utilisation of the Foxbat continues to grow with 1000 hours ticking by on

the Fly and Spy day. The aircraft will be two years old in December. A full strip and repaint should have occurred by now to rectify inadequate preparation and painting in the factory. The manufacturer is picking up the \$7000 bill. The Foxbat is a great little aircraft and will continue to serve us well into the future.

The Cessna, although not as well utilised, remains an important part of the fleet. It has just come out of another 100 hourly and is awaiting your indulgence. I urge all pilots who enjoy flying FPT to do so regularly to ensure its financial viability.

Time to go and pack my bags. Enjoy your flying and stay safe. See you when I get back.

Rod

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The Hastings District Flying Club operates out of Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm - visitors are welcome. The club owns two aircraft which are available for hire by flying members - a Cessna 172 for \$140 per VDO hour and a Foxbat for \$95. Monthly club competitions are held at the Port Macquarie Airport on the 3rd Sunday of the month.

Club Captain



The final GA competition for 2007 will be held on Sunday November 18th. It's a close contest for the first few places so this final day will be all important.

In December, the competition will be a navigation trial for the Steve O'Connor Trophy. It will be held over 2 Sundays - the

9th and 16th. Pilots need to book FPT in 1 hour slots starting at 8am and are welcome to bring passengers on the local flight. The proposed track will be posted in the clubhouse at the beginning of December. I will also be available in January for pilots who are unable to make either of the December dates.

October GA Competition

8 pilots flew in tricky windy and turbulent conditions

Forced Landing

1st Mike Coulter (58), 2nd Lyndal Coote (55)

Steep Turns

1st Rod Farley & Mike Coulter (80), 2nd George Northey (75), 3rd Bruce Dunlop & Ray Lind (70)

Instrument Climb to 3000'

1st George Northey (100), 2nd Rod Farley (98), 3rd Mike Coulter (97)

Overall

1st Mike Coulter (215), 2nd Lyndal Coote (194), 3rd Rod Farley (178)

September GA Competition

1400rpm Stuck Throttle

1st Mike Coulter (50), 2nd George Northey, Lyndal Coote & Bruce Dunlop (40), 3rd Ray Lind (30)

Instrument Climb to 3000'

1st George Northey & Jack Terp (98), 2nd Mike Coulter (96), 3rd Adam Booker (94)

Forced Landing from 2500'

1st Mike Coulter (78), 2nd Bill Coote (63), 3rd George Northey (67)

Overall

1st Mike Coulter (214), 2nd George Northey (195), 3rd Bruce Dunlop (172)

August GA Competition

Sunny day, light southeasterly, 10 pilots

Blind Circuit

1st George Northey (78), 2nd Adam Booker (77), 3rd Mike Coulter (74)

1500' Instrument Climb

1st George Northey, Rod Farley & Mike Coulter (81), 2nd Bruce Dunlop (77), 3rd Barry Williams (76)

1500' Forced Landing

1st Bruce Dunlop (152), 2nd Adam Booker (107), 3rd Mike Coulter (98)

Overall

1st Bruce Dunlop (255), 2nd Adam Booker (249), 3rd Mike Coulter (243)

July GA Competition

Cold windy clear day, 13 pilots

Instrument Climb to 3000'

1st Mike Coulter (100), 2nd Rod Davison (97), 3rd Jack Terp (96)

Steep Turns

1st Rod Farley (80), 2nd Mike Coulter (75), 3rd Ray Lind, Bruce Dunlop, Barry Williams, Bob Small & Rod Davison (70)

Forced Landing from 2500'

1st Jack Terp (87), 2nd Barry Williams (85), 3rd Mike Coulter (72)

Overall

1st Jack Terp (248), 2nd Barry Williams (246), 3rd Mike Coulter (237)

June GA Competition

Cold windy day, 10 pilots

Instrument Climb to 2000'

1st Mike Coulter (81), 2nd Adam Booker (76), 3rd Rod Farley & Lyndal Coote (75)

Forced Landing from 1500'

1st Mike Coulter (90), 2nd Rod Farley (66), 3rd Bruce Dunlop (44)

500' Circuit with Spot Landing

1st Mike Coulter (100), 2nd Ray Lind (85), 3rd Bruce Dunlop

Overall

1st Mike Coulter (271), 2nd Rod Farley (216), 3rd Bruce Dunlop (208)

Don't forget our Presentation Night on Saturday December 1st in the clubhouse. This is a chance to get together and recognize pilot achievements for 2007.

As this is the last newsletter before Christmas, I wish you all a merry Christmas and safe flying.

Ray

RA Aus

October Recreational Aircraft Competition

8 pilots

Steep Turns

1st Robert Hipwood & Jimi Ludriks (75), 2nd Rod Farley & Natalie McKenzie (65), 3rd Jon Barnaby & Damian Buchtmann (55)

Spot Landing

1st Jon Barnaby (87), 2nd Bruce Dunlop (84), 3rd Jimi Ludriks (42)

Forced Landing

1st Bruce Dunlop (69), 2nd Rod Farley (53)

Overall

1st Bruce Dunlop (178), 2nd Jon Barnaby (142), 3rd Rod Farley (130)

September Recreational Aircraft Competition

Blind Circuit

1st Bill Coote (76), 2nd Damian Buchtmann (72), 3rd Jimi Ludriks (43)

Spot Landing

1st Bruce Dunlop (50), 2nd Jimi Ludriks (40), 3rd Damian Buchtmann (20)

River Bash

1st Damian Buchtmann (59), 2nd Jimi Ludriks (52), 3rd Bill Coote (45)

Overall

1st Damian Buchtmann (151), 2nd Jimi Ludriks (135), 3rd Bill Coote (121)

July Recreational Aircraft Competition

4 pilots, river bash and forced landing from 2500'

1st Bruce Dunlop (54), 2nd Bob Small (51), 3rd Damian Buchtmann (46)



A Bob Needham BAK class

AIRVENTURE

OSH KOSH

July 28 - August 3, 2008

How would you like to join a bunch of HDFC people at Oshkosh 2008?

If interested please contact Rod Davison on 6585 3835 or Adam Booker on 0438 300 673

Fly n Spy Results

We set a challenging course and 18 teams participated, including one from Tamworth and one from Wollongong. Maximum points possible were 65.

The winning team was Rod & Di Davison and Richard & Margaret Bentley, flying FPT and scoring 45. Runners up were George Northey and Richard O'Neill who scored 42 in the Foxbat.

For the curious, try to answer these posers.

1. If the arches on the Dennis Bridge over the Hastings River could be read as morse code, name the two three letter sequences that they could represent in which no letter is repeated. If you add whisky to one, what do you get?
2. On what side of the railway line is Kundabung Station?
3. You're near a place where there's no turning back. Name it. (approaching Kempsey township)
4. Why wouldn't you land at Crescent Head ALA?
5. Name 9 sports facilities at Crescent Head
6. How many holes at the Crescent Head golf course?

Lyndal Coote

Answers on Page 10

A Three Aircraft Comparison

	Recreation	Experimental	General Aviation
Control authority	RA Aus	SAAA	CASA
Make model	Aeroprakt A22 Foxbat	Jodel/Subaru D150	Cessna 172 M
Engine	Rotax 100HP Prop speed reduction unit 2.45:1	Subaru Liberty 115HP with down-draft Weber carburetors Prop speed reduction unit 1.9:1	Lycoming 0360 150HP Direct drive
Cooled	Air/fluid cooled	Fluid cooled radiator	Air cooled
Cost associated with the hire	\$95 per hour wet	Cost of fuel at 23 litres/ hour (\$38.00/hour) Hangarage & insurance \$200/mth (fly 4 hours/month \$50.00) Budget \$90.00 wet	\$140 per hour wet
Cruise air speed	75 Kts	85 Kts	95 Kts
Stall speed clean/flaps	33/ 28	44/ 42	44/ 33
Cost of flying 200nm	\$240	\$212	\$295
Rate of cruise climb	1000 ft per min	600 ft per min	500 ft per min
Useful weight	186 Kg	238 Kg	384 Kg
Endurance (loaded)	2.5 hours	5.5 hours	2.5 hours
Flight character	Fun	Functional	Fundamental
Does well	Climbs	Everything	Carries four people
Dislikes	It's light and slow	Resale value	Its age
Would I own one	Yes	Yes	Yes

A year ago I ran a picture quiz in the HDFC newsletter, the prize being a flight in the Jodel VH-BNL.. In August this year I completed the Jodel's 40 hours test period and it was given its unrestricted Certificate of Airworthiness. The prize winner, Jimi Ludriks, was keen to collect his prize - a ride in the Jodel.

Wednesday was the perfect day so Lyndal and I met Jimi at Port Macquarie airfield and together we flew to Taree in FPT. Out came BNL and Jimi and I climbed aboard.

The takeoff roll was OK but climbing out, the engine power was below par and at 200 ft I decided to do a low level circuit. The Jodel continued to climb and by late downwind we had reached 500 ft. At this point I looked across at my young passenger. He was transfixed by the placard which read in part "You fly in this aircraft at your own risk". A normal landing followed and we taxied to the hangar.

I have to admit that I knew what was causing the lack of power. I had trial fitted a set of inserts for the carburetors. These little metal flutes were supposed to set the intake air into a spiral and improve economy and increase power. They don't do either. In fact, I believe they effectively blocked the throats of the carburetors and at full power, 4200 rpm, the engine is sucking in a lot of air.

So after removal of the offending mods the Jodel was back in the air and performing well. Back to Port Macquarie airport in FPT to join the ever increasing traffic in the circuit.

That's not the end of the story. I had a booking to fly the Foxbat so Jimi and I did a few circuits on the grass runway 01 before putting our toys away and going back to work and study.

After this it seemed like a good idea to construct a three way comparison. But don't just take my word for it. Give them all a try. Even the Jodel is available for those like Jimi who are looking for some excitement.

Bill Coote

New Logo to Celebrate 50 Years



Our new HDFC logo has been specially designed to celebrate the club's 50 years of continual operation. It is available as a patch for jackets and other items or you can purchase one of our new shirts or caps.



Patch - \$5



Cap (\$15) and shirt (\$32) modeled by Jimi Ludriks at the Carnival of the Pines parade

Carnival of the Pines

Earlier this year the HDFC 50th anniversary committee decided to participate in the Carnival of the Pines Parade as part of its celebrations of the flying club's 50th year. We contacted the organising committee and sent in an application. This was an opportunity to let our local community know about our 50th anniversary celebrations and to also promote our ultralight flying school. We threw around ideas for a float and thought, for a while, that we might carry a small aircraft on a truck or trailer in the parade. Unfortunately the logistics of making this happen were impossible, so, at Adam Booker's suggestion, we settled on his dad Graham's truck which he used for towing his 5th wheeler van. It was perfect for displaying large banners and had a rear section that could carry club members.

Once this was decided we agreed a budget for what would be needed for the float and arrangements began. The committee had been looking at new club logos for the 50th anniversary year and one of several options was chosen. We then arranged embroidery of new hats, shirts and patches with the new logo in time for the carnival. Three banners were organised, one with the logo, and two, designed by Adam, to promote the club and the flying school.

We all met on Sunday morning at the clubhouse and proceeded to the meeting point at the Country Comfort Motel where we decorated the truck with a large model aircraft on the cabin roof and a bright yellow windsock at the back.

Vince Williams dressed in a flying suit and leather helmet, Bill Coote also wore a flying suit and all other members wore new shirts and caps, with some carrying headsets. Several members sat on the roof of the truck and music, downloaded from the internet by George, was played through a sound system. We proceeded around the parade route to the tune of Those Magnificent Men in Their Flying Machines, Come Fly With Me, Learning to Fly and others. There were quite a few people lining the streets cheering us on and the numbers grew as we got closer to the Town Green where there was barely enough room to fit down the road.

Club members handed out "Learn to Fly" brochures that Adam had organised and, although the actual Parade was quite short, we were able to let lots of people know about our club and our 50th anniversary. An enjoyable morning was had by all who attended and their participation was greatly appreciated. Well done HDFC members.

Damian Buchtmann



HDFC PRESENTATION NIGHT

Saturday December 1st at the Flying Club

Come and celebrate the achievements
and derring-do of HDFC pilots

Real music

Two course fully catered dinner
\$35 per head
6.30pm for 7pm

Add your name to the list in the clubhouse
or contact Rod Farley at home on 6582 3618

A Vote of Thanks From This Year's Vern Polley Scholarship Recipient

I would like to extend my gratitude and thanks to the Hastings District Flying Club, for awarding me this year's Vern Polley Scholarship. I was absolutely delighted when I received the news.

I would also like to extend my thanks to George, my instructor, for his incredible patience with me as I took to the air enthusiastically; such as when he kindly reminded me that it's OK to taxi and land on the middle of the runway; I think I still heard Mum on the drive over to Port Macquarie saying "Keep left ;stay in your lane". You see I also started on my "L" plates this year.

Nearing the end of the year I have completed my BAK course, Solo Theory test and am very close, I hope, to my first solo flight. Many thanks to all the club members for welcoming me to the club.

Bonny Stutzel

Fly 'n' Spy 2007

This was the first fly and spy that I had participated in, in which I was the pilot flying, even though I tried to get dad to fly for a while but he wouldn't. There was a lot less arguing than I initially thought there would be and this was a pleasant surprise to both my dad and myself.

We flew the all-round-practical, yet slow, Aeroprakt A22 Foxbat 24-4422. We were 'wheels up' on our expedition at 1000' just in time to find ourselves in formation with Mike Sierra Bravo, a Beechcraft Bonanza (for a moment anyway) and, after a quick look at the questions on the ground, began spotting and answering questions. 'How many billboards between the Pacific Highway and Fern Bank Creek? Seven!!' good start, 'In Morse code what does the Denis Bridge spell???...' eek. 'If you add whisky to one what do you get???' Anyway, after that mass confusion we continued on our way to Kempsey, gradually getting more and more confused and aggravated about Bill and Lyndal's well written cryptic and trick questions. In Telegraph Point, while trying to discover the name of the ski place on the billboard we knew was nearby, we encountered a close call with a hill. Thankfully, using dad's sighting and my flying we managed to avert an imminent disaster.

En-route from Crescent Head to Port Macquarie I gave dad the chance to fly while I turned to fetch the binoculars. He was impressed and surprised with the sensitivity of the Foxbat's flight controls and handling characteristics.

Upon arrival in the Port Macquarie CTAF(R) we were asked to 'estimate the length of the northern break wall'. Intuitively, I flew the aircraft at a fixed speed and altitude along the distance of the break wall and later calculated the estimated distance. We then continued south tracking coastal and miscounted both the parallel car parks and Norfolk Pines, finally arriving at YPMQ approximately 45 mins after takeoff. We then finalised our answers and turned in.

Although we did not win, or get the cabbage I might add (congrats to Damien and Trent), dad and I both thoroughly enjoyed the day and look forward to the next Fly and Cry.

Jimi Ludriks



Sydney Seaplanes

If you're ever looking to treat yourself, take a 15 minute seaplane flight with Sydney Seaplanes. We did last weekend, taking off in Rose Bay and flying out the heads and down the coast to Bondi at 500', returning through the

heads and up the harbour over the bridge with a quick wave to the Bridge Climbers, turning beside Blues Point Towers and back to land in Rose Bay. Our pilot, BJ, was trained by Bill Lane and our aircraft, VH-AQU, was a de Havilland Beaver built post-war in Canada and brought to Australia in 1963. What a huge thrill!

Lyndal Coote

A Thing's Not Lost If You Know Where It Is

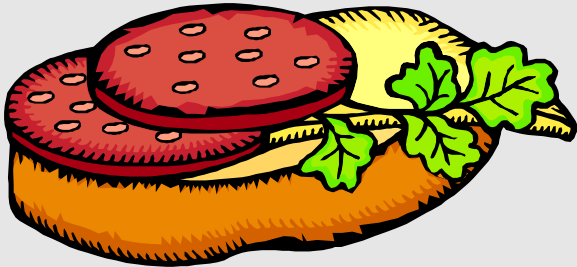
Well, according to recent reports Cessna 152 VH-PFJ, which was well known around Port Macquarie aerodrome, is now RIP in fathoms of water off Port Stephens. The Sun Herald reported 29 July on page 3 under the heading **Pilot Safe After Splash Landing** "A pilot escaped unharmed after ditching a light plane into the ocean off Port Stephens. The 30 year old man was flying the hired Cessna C-152 from Taree to Cessnock when he experienced severe turbulence about noon. Police said the pilot was flying over Tomaree Headland at about 500 feet when the engine stalled. Port Stephens water police Sergeant Tony Hogg said the pilot "splash landed" the plane on its belly about a nautical mile off Zenith Beach. The pilot, from Merriwa, clambered out of the cockpit and onto the wing before activating an emergency beacon."

The incident was reported in Flight Safety Australia Sept-Oct 2007. "After encountering turbulence and unusual engine performance, the pilot ditched the aircraft at sea. The pilot was rescued by boat."

It is understood fishing boats in the area came to the pilots' aid and PFJ went to the bottom to RIP.



Carnival of the Pines



Marita Janson's Latvian Rissoles

1 med onion 1 small/med potato
 1 med carrot 1 clove garlic
 500g beef mince
 ½ cup rolled oats (as in Scotch Porridge)
(Oats can be replaced by a slice of grain bread)
 3TBS of your favourite chutney/pickle
 1 egg 2TBS flour
 A good dash of Worcester Sauce
 Salt/ pepper Spices - use your favourite

Place onion, potato, carrot, garlic and bread (if substituting oats) into a food processor and chop until fine.

Place all the ingredients into a large bowl and mix well - by hand is best.

Form into good sized patties - about the size of a woman's palm and about 4 cms thick.

You can either fry gently in olive oil for about 20 mins - turning once. BBQ for about 15 mins or place into a medium to hot oven for about 25 mins. Make sure that you do not overcook.

Serve with a salad, steamed vegetables or as a hamburger.

Makes about 10 -12 rissoles.

**WE INVITE CLUB MEMBERS TO SUBMIT
 A FAVOURITE RECIPE FOR PUBLICATION
 IN THE NEXT PROPWASH**



Congratulations to Damian Buchtmann who did a great job rounding up 15 club members for the parade and organizing shirts and caps with the new logo.

And also to Adam Booker who designed the banners which will be used to promote HDFC flying training wherever we go.



BAR ROSTER

NOVEMBER

2nd Ray Lind
 9th Richard Bentley
 16th George Northey
 23rd Rod Farley
 30th Doug Jones

DECEMBER

7th Bill Coote
 14th Adam Booker
 21st Eric Elsey
 28th Bruce Dunlop

JANUARY

4th David Mitchell
 11th Doug Jones
 18th Marcus Ludriks
 25th Barry Williams

** If you can't make it for your roster on the bar, please try to swap with someone else

NEW MEMBERS JULY - SEPT

Gary Bax (flying)
 Steve Buckle (flying)
 Glenn Cleary (flying)
 Jeremy Duncan (junior)
 Rick Harasewicz (flying)
 Greg Gordon (flying)
 Chris Hoolahan (flying)
 Marita Jansons (social)
 Russell Jones (flying)
 David Massey (flying)
 Janet Massey (social)
 Tania McKenzie (social)
 Paul Nossiter (flying)
 Dot Pitkin (social)
 Doug Ross (flying)
 Dennis Stacey (flying)
 Andrew Streat (flying)
 Fiona Stuart (flying)
 Phillip Triffit (flying)
 Michael Tyler (flying)
 David West (flying)
 Mathew Miller (flying)

CALENDAR

November 2007

Fri 2nd New members sausage sizzle from 5pm
 Sat 3rd NSW Interclub at Young
 Sun 17th Family BBQ lunch and monthly flying competition

December 2007

Sat 1st Presentation dinner
 Fri 7th New members sausage sizzle from 5pm
 Sun 9th Nav trial - Steve O'Connor Trophy
 Sun 16th Nav trial - Steve O'Connor Trophy

February 2008

Fri 1st New members sausage sizzle from 5pm
 Sun 17th Family BBQ lunch and Vern Polley Trophy

March 2008

Fri 7th New members sausage sizzle from 5pm

COMPETITION DAY BBQ

WE'RE LOOKING FOR SOME VOLUNTEERS TO HELP OUT WITH THE MONTHLY BBQ LUNCH - TANYA MCKENZIE ORGANISES SALADS AND BREAD AND DAMIAN BRINGS MEAT. ALL YOU NEED TO DO IS LIGHT THE FIRE, COOK AND HELP CLEAN UP AFTERWARDS

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This space could be yours for \$60
 for 4 issues

This space could be yours for \$60
 for 4 issues

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 for 4 issues

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Fly n Spy Answers

EAI, INE, WINE

THERE IS NO RAILWAY STATION AT KUNDABUNG

BURNT BRIDGE

THE AIRFIELD IS NO LONGER OPERATIONAL AND HAS HOUSES ON IT

FOOTBALL FIELD, SURF CLUB, BOWLING CLUB, GOLF COURSE, SWIMMING POOL, TENNIS COURTS, BOAT RAMP, NETBALL COURTS