

PROPwash

Hastings District Flying Club NEWSLETTER

President's Report

July 2009



An accident whilst maneuvering on the ground has resulted in about \$30,000 damage to the Foxbat. Well insured, the club will not be out of pocket for repairs. However, the process of organizing quotes and returning the aircraft to original condition will take some time. Meanwhile the Eurofox is being kept very

busy and I thank those who have converted onto the Eurofox in order to remain in the air.

Despite the economic downturn and frequent poor weather flying activities have remained buoyant. A \$20,000 surplus for the financial year is due mainly to the RAAus operations. Although achieving its projected hours Cessna FPT will record a loss for the year due to extensive maintenance. This superb handling and safe aircraft remains a favourite with GA pilots and will remain an important asset to this club.

Quality of candidature for this year's flying training scholarships was such that three were awarded. Trent Merchant, Toby Stutsel and Mathew Baker each received \$1000 toward their flying training. Congratulations to the successful candidates.

Fly and Spy 2009 has been run and won with 17 entries including five visiting aircraft. Congratulations to the winning team of Col Parker piloting Mathew and Mark Baker, Richard O'Neil and George Northey in second place and new pilots Liz Drinkwater and Kraig Hesse in third. A large crowd attended the presentation dinner which was superbly prepared by Richard and George. Sponsorship by Port Macquarie Hastings Council and Concept Aviation Supplies provided \$800 in prize money. Thanks to all who contributed to this wonderful event.

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Upon examination of the draft Airport Master Plan there appears little immediate threat to our location on the airport. Our submission in response to the draft document can be viewed elsewhere in this newsletter but basically we oppose closure of the grass runway and support construction of a parallel taxiway and improved GA facilities. The draft document marks the start of what will be a long planning process.

Another financial and therefore membership year has passed. Expect to receive an invoice for your annual membership shortly. Currently at 210, our membership continues to grow and I would urge everyone to indicate support of your club by renewing promptly.

The AGM is scheduled for the 19th August. Nominations are now open to form a new committee. Those interested are encouraged to complete the nomination form. If unsure what is involved speak to a current or former committee person. A strong and enthusiastic committee will ensure the future success of our club.

Thank you to the retiring committee on a job well done. Your dedication to the club ethos is inspirational. Particular mention should go to our hardworking treasurer, Richard Bentley, and the RAAus operations manager, George Northey. Both have played a vital role in the success of our club.

Being my final Presidents Report I would like to thank everyone for their support over the years. Renew your membership now to continue enjoying safe affordable flying in a friendly atmosphere. See you at the AGM.

Rod Davison



Hartmut Kiehn's Murphy Renegade on its maiden flight
- David Massey at the controls

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, with a sausage sizzle every 1st Friday of the month - visitors are welcome. The club owns 3 aircraft that are available for hire by flying members - a Cessna 172 for \$155 incl GST per VDO hour, a Foxbat and a Eurofox for \$105 incl GST. Monthly club competitions are held at Port Macquarie Airport on the 3rd Sunday of the month.

www.hdfc.com.au PO Box 115 Port Macquarie NSW 2444

Club Captain's Report



GA Competition Results

July Competition

8 pilots - welcome to Jan Goodhew on her first club competition

River Bash

1st Bruce Dunlop (90), 2nd Ray Lind, Neil Files & Jan Goodhew (75), 3rd Barry Williams, Rod Farley & Vaughin Dhurkin (70)

500' Circuit with Spot Landing

1st Bruce Dunlop (95), 2nd Rod Farley (90), 3rd Ray Lind & Neil Files (80)

Instrument Climb and Forced Landing

1st Bruce Dunlop (96), 2nd Jan Goodhew (88), 3rd Ray Lind (86)

June 2009 - Vern Polley Trophy

12 pilots flew, good conditions, we ran out of light before the 13th pilot

Forced Landing from 1500'

1st Bruce Dunlop 97, 2nd Barry Williams 73, 3rd Neil Files 70

Blind 1000' Circuit with Spot Landing

1st Mark Whatoson 96, 2nd Rod Davison 94, 3rd Jack Terp 92

Instrument Climb to 2000'

1st Neil Files 79, 2nd Ray Lind & Mike Coulter 77, 3rd Rod Davison

Overall

1st Neil Files 233, 2nd Mike Coulter 220, 3rd Barry Williams 214

May 2009

9 pilots, beautiful weather, two circuits only in preparation for Tri-Club. All pilots flew from the right hand seat except Ray.

1500ft Glide

1st Ray Lind 90, 2nd Rod Davison 47, 3rd Bruce Dunlop 42

500ft Spot Landing

1st Rod Davison/Bruce Dunlop 90, 2nd Ross Costanza 86, 3rd Mike Coulter/Ray Lind 65

Overall

1st Rod Davison 137, 2nd Ray Lind 135, 3rd Bruce Dunlop 132

April 2009

10 pilots

Blind Circuit with Spot Landing

1st Bruce Dunlop 118, 2nd Bill Coote 108, 3rd Ray Lind 100

Instrument Climb to 2000'

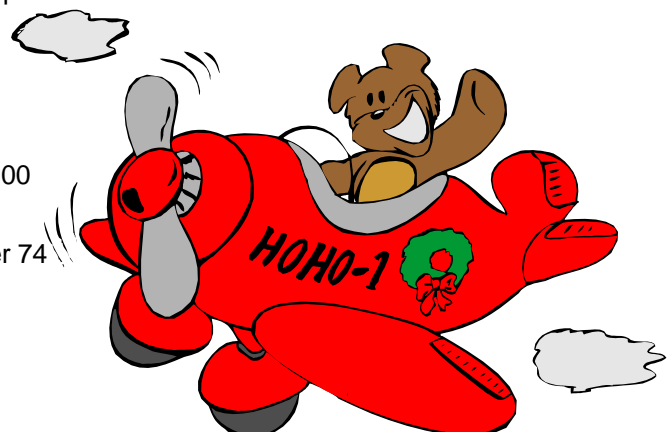
1st Bruce Dunlop 88, 2nd Rod Farley 77, 3rd Mike Coulter 74

Forced Landing from 1500'

1st Ray Lind 80, 2nd Bill Coote 76, 3rd Lyndal Coote 68

Overall

1st Bill Coote 242, 2nd Ray Lind 228, 3rd Rod Farley 221



Recreational Aviation Report

The Foxbat is out of service due to an accident on May 27, when the nose leg collapsed while the plane was backtracking on runway 03. Examination of the leg has shown that the crack had begun at some time before the accident. The left wing, propeller, lower engine cowl and floor were also damaged, but no one was injured. Accident reports have been sent to RAAus and ATSB, and a defect report has been sent to RAAus which may result in an AD for the Foxbat. Repairs are likely to take months.

George Northey

Competition Results

May 2009

8 pilots all on the grass runway just to be different.

1000ft Blind/Spot Circuit

1st Kraig Hesse 102, 2nd Ray Lind 96,
3rd Doug Ross 78

Forced Landing 2500'

Only 3 got into the scoring boxes.
1st Jimi Ludriks 84, 2nd Ross Costanza 68,
3rd Damian Buchtmann 56

Overall

1st Jimi Ludriks 151, 2nd Damien Buchtmann 112,
3rd Kraig Hesse 102

April 2009

Stuck Throttle at 1400rpm

1st Bill Coote & David Massey 50, 2nd Bob Small 40,
3rd Richard O'Neill & Rod Davison 30

Steep Turns

1st Kraig Hesse, David Massey & Ray Lind 70,
2nd Jon Maguire 65, 3rd Rod Davidson &
Glenn Cleary 60

Forced Landing from 2500'

1st Ray Lind 65, 2nd Bill Coote 40, 3rd Bob Small 33

Overall

1st Ray Lind 128, 2nd Bill Coote 120,
3rd Bob Small 118

Lost student pilot: "Unknown airport with
Cessna 150 circling overhead,
identify yourself"

What Has Adam Been?

Day 1 Auckland NX to Pago Pago in American Samoa
1500NM 13 HRS

Day 2 Pago Pago to Christmas Island in the Kiribatis
Island Group 1250NM 9 HRS

Day 3 Christmas Island to Kona Hawaii 1000NM 7 HRS

Day 4 Rest day in Hawaii

Day 5 Kona to David California 2100NM 16HRS



The view - 5 hours of IFR flight



Pago Pago

PROPwash

Hastings District Flying Club NEWSLETTER



The Office



Crossing the Equator



The Golden Gate Bridge in SFO from 4000'



Alcatraz Prison in SFO from 4000'



Christmas Island



My room on Christmas Island



Mustang Rental in California



Delivered safely

Fly 'n' Spy 2009

We arrived at the clubhouse at about twenty to twelve and met with Col Parker to plan our flight along this year's route, devised by Rod Davison.

After a short delay due to the late return of the previous team flying FPT, and a quick call to Jimi about some less-than-expected Bankstown questions, we took off on runway 21 and turned around to head toward the start of the questions at Dennis Bridge.

We tracked along the river toward Wauchope, wondering what exactly constituted an island, and what was a bridge, until we arrived and headed over to the race-course to the west. Having answered a few questions about the directions various animals run, we turned back eastward to the golf course. A few questions later (including a nasty trick question, thanks Rod), it was time to set course along the railway toward Telegraph Point.

On our way north, our main focus was the number of crossings the railway had, among other tasks. It wasn't long before we arrived at Tele Point and sought some trees on islands prior to turning back north after a few orbits to follow the highway up to Kempsey. After a short trip up the road with a few questions on the way, we arrived at the intersection with the Macleay river and made a short detour to the Kempsey race-course to do some drawing and compare it to the Wauchope site.

Once that was done, it was time for a quick comparison of the bridges and a count of the railway lines before heading eastward along the river toward Gladstone. On this leg, we were again required to count islands, of which there turned out to be none, and silos near the "dead centre" (ha ha) of town.

Soon we arrived Gladstone and turned down the road parallel to the river toward Crescent Head. Having not crossed the river or travelled on gravel (we hoped not at 1000!), we got to Crescent Head.

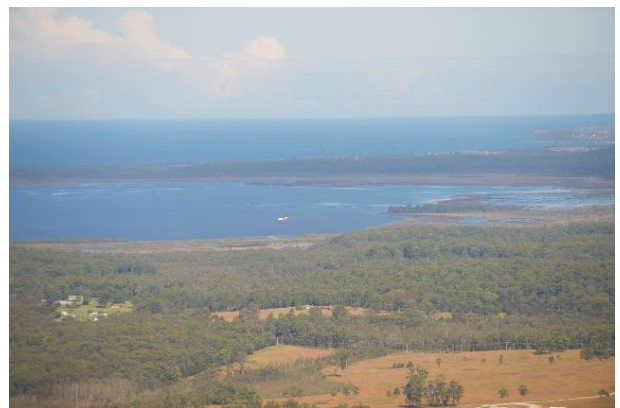
After the traditional "name the sporting facilities at Crescent Head" question, it was time to continue down the coast back to PQQ, where we made a smooth landing and delivered the aircraft to the next team, bursting to go.

A few minutes of tidying up answers and guessing the forgotten photo questions and we were ready to submit, with one minute to spare.

Matthew Baker (the winning team)



Coastline between Crescent Head and YPMQ



Is this Qantas in-bound?



Lyndal Coote worked really hard to prepare
- knit one, purl one.

Meet Our Scholarship Winners



Mathew Baker

Mathew is in Year 9 at St Columba Anglican School, Port Macquarie.

He's well-known around the flying club, having been a Junior Member for several years. On competition days, he brings a camera and an encyclopaedia of aviation information stored in his computer-like brain.

Matthew's ambition is to complete a Bachelor of Aviation at the University of NSW and become a commercial pilot.

He has a large collection of aviation-related books and magazines and aircraft models, and an photo-library containing several thousand images.



Trent Merchant

Trent is in Year 11 at Port Macquarie High School. He, too, is as familiar face around the flying club, having been a Junior Member for several years. He regularly attends both flying and social events, and is always ready to lend a helping hand.

Trent started flying lessons early in 2009 and hopes to make a career in the aviation industry.



Toby Stutsel

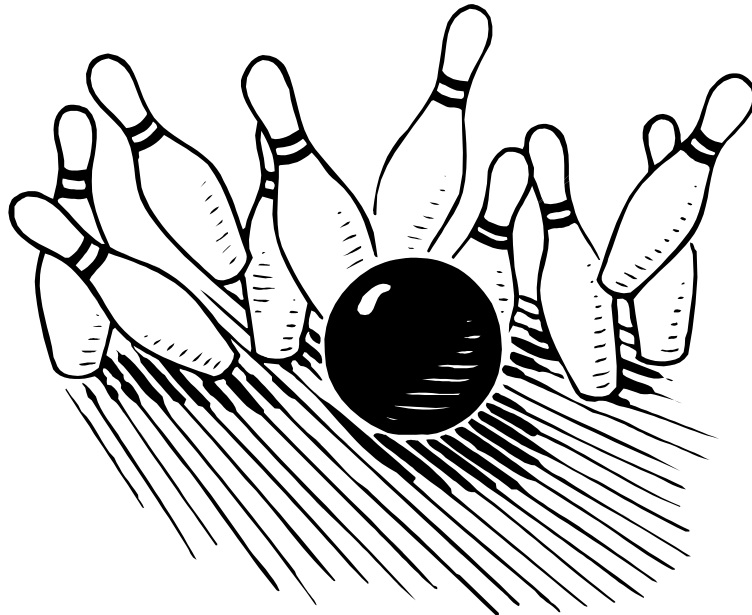
Toby is in Year 10 at Camden Haven High School. He developed an interest in flying in primary school and his first flight was in a glider with the air cadets at Richmond.

Toby would like to make a career of flying, or, at the very least, use it in whatever career he pursues. He is especially keen to enjoy the same flying experience as sister Bonny, a past scholarship winner, who participated in the fly-away to South Australia and the Avalon Airshow.

Student Pilot " I'm lost. I'm over a big lake and heading toward the Big E"

Controller: "Make several 90 degree turns so I can identify you on radar" (short pause)

Controller: "Okay then. That big lake is the Atlantic Ocean, Suggest you turn to the Big W immediately"



HDFC TENPIN BOWLING NIGHT

Saturday 8th August
6.30pm

Port Macquarie Wave Bowl
Hastings River Drive

2 Games, Shoe Hire and All U Can Eat Pizza

\$17.00 per person

Groups of 5 required per lane

Numbers to Damian Buchtman (0409 915 1855)
by Saturday 1st August

Submission to Port Macquarie-Hastings Council on the Draft Airport Master Plan

Introduction

Hastings District Flying Club is a non profit incorporated association, It currently has over 200 members. The club owns a clubhouse and hangar situated on leased land at Port Macquarie Airport. Celebrating its 50th anniversary in 2008. the club is the longest serving tenant on the airport.

RPT Airline Operations

The club recognizes the importance of RPT operations in the financial viability of the airport. Future expansion of airport infrastructure and facilities should be based foremost on these operations. Therefore the club supports Option B with the three main points being:

1. A new runway to the west of the existing runway
2. A parallel taxiway
3. Retention of grass runway 10/28

General Aviation Facilities

The Hastings District Flying Club is not opposed to the user pay system. However General Aviation does not have the same capacity to pay as do the RPT operators and is presently struggling for survival. We ask Council not to lose sight of the fact that Port Macquarie Airport is a community facility provided for the benefit of rate payers. Therefore General Aviation should not be overlooked. Some concerns are:

1. Closure of the grass runway 10/28. We strongly oppose the closure for the following reasons:
 - Safety. It provides a safe alternative in strong crosswinds on the main runway 03/20
 - Training. The training syllabus includes practice of cross wind, short field and soft field operations,. Runway 10/28 is ideal for such training.
 - Alternative runway in emergencies. The main runway has remained open on several occasions when disabled aircraft have used the grass runway 10/28. Example: wheels up landing
 - Ease traffic congestions and improve flow on the main 03/21 runway
2. A parallel taxiway for runway 03/21 is vital in the short term. Much congestion to both RPT and GA aircraft occurs when 03 is in use. The taxiway only need to be suitable for GA aircraft and be of grass or gravel.
3. Lack of Hangarage. The third apron (GA3 to the east of GA2) should proceed with modification. Sites for smaller T hangars around the already laid asphalt should be available for sale or lease to individual aircraft owners.

In Conclusion

The Hastings District Flying Club is a dynamic organisation representing the majority of pilots using Port Macquarie Airport. We are keen to work with Council in maintaining and upgrading a first class airport. This submission has been kept concise and we would be happy to elaborate on any of the points mentioned.

Yours sincerely

Rod Davison

What to build Sonex or COOT/ RAAus or SAAA

Spoilt for choice when one comes to making a decision. What to build next?

Under the current experimental regulations, no formal approval is required to construct an aircraft; you are free to select any design from Australia or overseas or indeed your own design. You may construct anything you like out of anything you like and power it with anything you like. Of course, "aviation grade" parts and materials are preferred, and considered the standard.

Here are two completely different options

Type	The Sonex/ RAAus	The COOT/ SAAA
Construction	All metal	Wood and fabric
Arrangement	Tail wheel or tricycle	Retractable tri-gear amphibian
Engine	85 to 120HP Jabiru	150-180HP Subaru WRX ?
Empty weight	286 Kg	628Kg
Gross weight	522 Kg	864Kg
Fuel load	96 litres	180 litres
Stall speed	35 knots	36-39 knots
Cruise	108 knots	90 knots
	www.sonexaircraft.com	www.coot-builders.com



The **Sonex** is a basic and economical all metal two place monoplane that is aerobatics-capable. Designed by John Monnett to meet the needs of the European and US sports aircraft markets, it incorporates various light weight contemporary engines of 80 to 120 HP

Visit the web sites to learn more.

The **Coot**, designed by Molt Taylor, is a homebuilt amphibian that features high-lift wings which fold for trailering and which do not require flaps. They emerge from the mid-hull for superior ground effect during water take-off and landing. Because the wing roots (sponsons) rest on the water there is no need for wing-tip floats. The low wing also allows for a low centre of thrust, with safe and easy handling during step-taxiing.



Disclaimer: The above figures are from published information provided by designers and builders. Being home builds, empty weights vary from one aircraft to another.

NOTICE OF ANNUAL GENERAL MEETING - HDFC

To be held on Wednesday 19th August 2009 at 7pm at the Clubhouse, Port Macquarie Airport.

Agenda

1. Apologies
2. Confirmation of Minutes of the 2008 AGM
3. President's Report
4. Financial Report
5. Appointment of Auditor for the financial year ending 30 June 2010
6. Membership fees for 2010-2011
7. Election of Office Bearers and Committee for the year 2009-2010. Note: All members of the current Committee will retire on August 19th although some may wish to stand again. Nominations correctly completed on the form below must be received by the Secretary by Wednesday 12th August 2009.
8. Discussion of matters which members may legally present, notice of such matters being provided to the President seven (7) calendar days prior to the meeting.

Bill Coote – Hon Secretary – July 2009

NOMINATION FORM

I, _____ hereby nominate _____
(full name of proposer) (full name of nominee)

for the position of PRESIDENT VICE PRESIDENT
 SECRETARY TREASURER
 COMMITTEE MEMBER (4)

for the financial year 2009-2010

(signature of proposer) (signature of nominee signifying acceptance)

PROXY FORM

(Any financial member can hold the proxies of two(2) only other members for the purpose of voting, in the absence of those members, at an AGM or Special General Meeting)

I, _____ a financial member of the HDFC Inc hereby appoint _____
or the President of the HDFC, as my proxy to vote on my behalf at the Annual General Meeting and at any adjournment thereof, unless I attend the meeting in person or this proxy is revoked by me in writing.

Dated this _____ 2009

(signature of member) (signature of proxy)

BAR ROSTER

July 2009

24th Jack Terp

August 2009

7th Rod Farley
14th George Northey
21st Adam Booker
28th Eric Elsey

September 2009

4th Bruce Dunlop
11th James Lummus
18th Doug Jones
25th Rod Davison

October 2009

2nd Barry Williams
9th Jon Maguire
16th George Northey
23rd Bill & Lyndal Coote
30th David Mitchell

November 2009

6th Tania McKenzie

* If you can't make your turn, please try to swap with someone else

CALENDAR

August

Friday 7th New member evening & sausage sizzle
Saturday 8th Tenpin Bowling
Sunday 16th Monthly competition and lunch

September

Friday 4th New member evening & sausage sizzle
Sunday 20th Monthly competition and lunch

October

Friday 2nd New member evening & sausage sizzle
Sunday 18th Monthly competition and lunch
Saturday 31st South Grafton Fly-in and Gloucester Fly-In

November

Sunday 1st South Grafton Fly-in and Gloucester Fly-In

CONGRATULATIONS

Kraig Hesse: pilot certificate, cross-country & passenger endorsements

Michael Drinan: passenger endorsement

Liz Drinkwater: cross-country endorsement

Michael Toohey: PPL(A) and CPL(A) theory & endorsements for C152 and Piper Archer II PA28 aircraft.

Leroy Day - First Solo

NEW MEMBERS MAY-JULY

Matthew Armstrong (flying)
Matthew Baker (flying)
Leroy Day (flying)
David Le Poidevin (flying)
Neville Mitchell (flying)
Jaime Penu (flying)
Toby Stutsel (flying)
Scott Wallis (flying)
Paul Wayland (flying)

PRICES (incl GST)

FPT Hire	\$155.00/hr
Foxbat/Eurofox Hire	105/hr
Flying Membership	\$55.00
Social Membership	\$33.00
Junior Membership	\$11.00
Hangar Rental	\$150 or \$100
Shirts	\$35.00
Caps	\$16.50
Cloth badges	\$4.00
Anniversary Key Ring	\$4.00
Come Fly With Me (from club)	\$35.00

HDFC COMMITTEE 2008 - 2009

President/ GA Aircraft Ops/ Promotion & PR: Rod Davison
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Treasurer/ Public Officer: Richard Bentley
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mark watson
principal

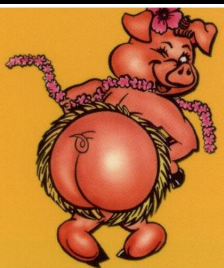


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Adam Booker
DIRECTOR



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WIGGLY TAIL
PORK SHOP & BUTCHERY
PORT MACQUARIE
Gordon Street
LAURIETON
Bold Street
NORTH HAVEN
Ocean Drive

Bowen Therapy - The Alternative Touch



Back pain & sciatica
Neck & shoulder problems
Hip & knee problems
Fluid retention & joint pain

Marite Jansons - 6585 5720 or 0438 685 667

Come Fly With Me

*A history of the Hastings District Flying Club
1958 - 2008*



Elaine van Kempen

Come Fly With Me

A history of the Hastings
District Flying Club

1958 - 2008

by Elaine van Kempen

\$35.00 if collected at the clubhouse -
plus \$10 if posted