

## President's Report

October 2011



### EXPERIMENTAL

Following the recent trip to Longreach FPT has very few hours left on the engine before the 2000 hour mark is reached. It is therefore time to decide on the alternatives: engine replacement or continuation of the existing engine "on condition". This

subject has been on review by the committee for the past few years. At the October meeting it was decided to opt for continuation "on condition". Of course any aircraft engine is passed as serviceable, or not, at each of the regular inspections. But once the 2000 hour mark is reached the inspecting LAME must make even more thorough checks and fill out even more paperwork. On the basis that the engine has been operating well until now we might expect it to continue to be passed as serviceable "on condition" for another 200 hours.

PMHC (Port Macquarie Council) has posted the DA for the next stage of the airport upgrade. This stage includes closure of the grass cross-strip. I have submitted a response on behalf of HDFC members, restating members' objections to closure of the grass strip but supporting the airport upgrade.

My emailed submission to Ashley Grummitt PMHC Business Enterprise Manager reads in part, "*Whilst the majority of aviation-minded people strongly support PMHC efforts to upgrade the airport, closure of the grass cross-strip has always been vigorously opposed. We have communicated our position numerous times over the past few years and, although we appreciate your meeting with us recently, we remain opposed to the closure. We believe further consultation is required so that an alternative plan can be drawn up.*" Where it goes from here? We will have to wait and see.

### CONTENTS

Pilot Proficiency Results	Page 2
Oshkosh Photos	Page 3, 4
Kununurra Encounter	Page 5
Longreach-Birth of an Airline	Page 6-9
Time to Spare, Go By Canal	Page 10

Jon Barnaby has continued to gain publicity in the Port News for our monthly flying competition, now called a Pilot Proficiency Day in recognition of its importance as a means of maintaining and improving flying skills.

The TIF weekend, Race Night and the Presentation/Christmas dinner are flying/social activities being organised as we go to press with this Newsletter. Other activities include a fly/drive to Sue and Clyde Stubbs' property at Redbank in December, a "splash in" at Rathmines and the annual Gloucester fly-in weekend in November and the Navigation Trial which gets underway in December and will continue into the New Year. See the web site for more details.

Since the last newsletter in July, Lyndal and I have taken two trips overseas. The first was to the US, to Airventure Oshkosh (with a side visit to see a man in northern California who is building a Coot amphibian). I managed to bring home a spinner, in my hand luggage, and some fiberglass parts for my Coot wings. The second trip was to the UK where we spent 2 weeks on a narrow boat on the canals south of Birmingham (with a side trip to the Lotus factory in Hethel Norfolk to watch the latest model Lotuses being hand built to order at the rate of 6-8 a day). My hand luggage on this occasion, was 7kgs of Lotus clutch plate parts.

We always like to chase up airfields when we travel. We found a few in California but, sadly, the only one we found in the UK had been converted to a distribution depot.

Your committee for 2011-2012 has some new faces with lots of energy and enthusiasm. Marite Jansons and Gavin Roberts have joined the team and Lyndal and Ted Whitfield have stood down.

I look forward to an interesting and active 12 months.

*Bill Coote*

Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar & club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday - visitors welcome. Club membership is \$72.60 (flying) and \$35 (social). The club owns 3 aircraft available for hire by flying members - a Cessna 172 for \$180 incl GST per VDO hour, a Foxbat and a Eurofox for \$110 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

[www.hdfc.com.au](http://www.hdfc.com.au) PO Box 115 Port Macquarie NSW 2444

## Pilot Proficiency Results

The Monthly Competition is now the Pilot Proficiency Day to de-emphasise the competition angle and emphasise skills development and maintenance. Participants will continue to be marked so there are still winners on the day but everyone who takes part will be a winner in terms of their flying skills and abilities.

### August 2011—8 pilots

#### Instrument Climb to 1500'

1st Rod Davison & Bruce Dunlop 81, Rod Farley 78,  
Mark Watson 75

#### Forced Landing from 1500'

1st Lyndal Coote 63, 2nd Rod Davison 45

#### 1400 rpm Stuck Throttle

1st Bill Coote & Rod Farley 50, 2nd Bruce Dunlop 40,  
3rd Rod Davison & Lyndal Coote 20

#### Overall

1st Rod Davison 146, 2nd Lyndal Coote 137,  
3rd Rod Farley 128

### September 2011—11 pilots

#### Forced Landing from 2000'

1st Rod Davison 100, 2nd John Hayler 90,  
3rd Sue Stubbs 56

#### Blind Circuit with Glide from 1000' on to Spot

1st Bruce Dunlop 120, 2nd Rod Davison 112,  
3rd Mark Watson 87

#### River Bash

1st Bruce Dunlop 56, 2nd Rod Davison & Ray Lind 53,  
3rd Vaughn Dhurkin 51

#### Overall

1st Rod Davison 255, 2nd John Hayler 204,  
3rd Sue Stubbs 162

### October 2011—5 pilots, winds too strong in pm

#### Instrument Climb to 3000'

1st Bruce Dunlop 91, 2nd Ray Lind 86,  
3rd Mark Watson 81

#### Steep Turns

1st Ray Lind 75, 2nd Bruce Dunlop & Lyndal Coote 65,  
3rd Richard Bentley 55

#### Forced Flapless Landing from 2000'

1st Mark Watson

#### Overall

1st Mark Watson 209, 2nd Ray Lind 14,  
3rd Bruce Dunlop 136

### August 2011—10 pilots

#### River Bash

1st Rod Davison 54, 2nd Ted Whitfield 52,  
3rd Jack Terp 51

#### Forced Landing from 1500'

Don Haldane & Barry Williams 82, Rod Farley 70,  
3rd Ted Whitfield 48

#### Spot Glide

1st Barry Williams 50, Glenn Cleary, Adam Hancey 30,  
Rod Davison & Rod Farley 20

#### Overall

Barry Williams 169, Don Haldane 141, Rod Farley 122

### September 2011—8 pilots

#### Forced Landing from 2000'

1st Rod Davison 77, only one to get a box

#### Low Level Circuit with Spot Landing

1st Adam Hancey & Jack Terp 80,  
2nd Glenn Cleary 70, 3rd Jon Maguire 55

#### Blind Circuit with Sport Landing

1st Jack Terp 93, 2nd Glenn Cleary & Rod Davison 58,  
3rd Ted Whitfield & Jon Maguire 49

#### Overall

Jack Terp 173, 2nd Rod Davison 160,  
3rd Glenn Cleary 147

### October 2011—3 pilots, winds too strong in pm

#### Spot Landing Circuit

1st Rod Davison 118, 2nd Jon Maguire 88,  
3rd Barry Williams 72

#### River Bash

1st Rod Davison 56, 2nd Barry Williams 43,  
3rd Jon Maguire 28

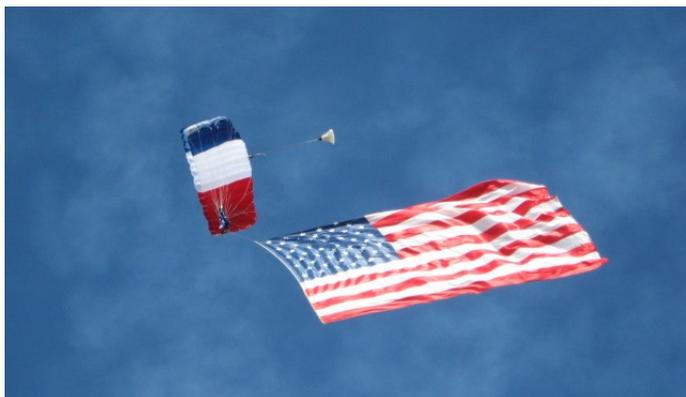
#### Forced Landing

1st Jon Maguire 60

#### Overall

1st Jon Maguire 176, 2nd Rod Davison 154,  
3rd Barry Williams 115

## Visions of Oshkosh 2011



## Visions of Oshkosh 2011



## Kununurra Encounter July 2011

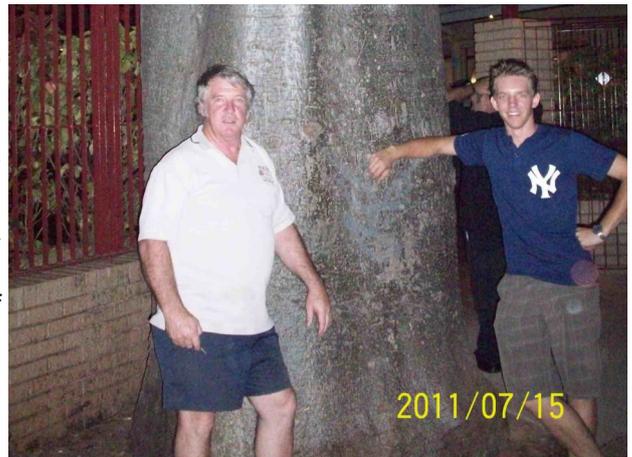
Some might say what or where is Kununurra? Well, it's a rather large town in Northern Western Australia. And what was the encounter? Well it was between two people and although not really by accident, (prior planning prevents etc, etc), it worked out rather well.

The story goes something like this. While on holiday in WA recently, it came to mind that an ex-scholarship student of the HDFC, namely Jimi Ludriks, was now working for a company called Slingair Heliwork WA in Kununurra. So after a few pre-departure enquiries, turns out Jimi is piloting the Caravan doing drops all around the Kimberley – which includes transporting passengers and equipment of every kind with landing sites varying from Darwin International Airport to outback gravel strips at the mines and various tourist destinations. He occasionally, gets to fly the Pride of the fleet, a Cessna 210.

So, a meeting is planned in true WA fashion - that is after work at the pub. Everything is fine until I mention that wife Stephanie and I had a couple of local flights that day with Slingair. One in one of their Helicopters, a Bell 206 Long Ranger, over the Bungle Bungles (How good that was!). The other, a flight to and from the Bungle Bungles, a 2 hour round trip in the – you guessed it – the Cessna 210 over Lake Argyle and the Argyle Diamond Mine, a nice ride at 140knts at 2000'. No problem until I mentioned that the pilot Andrew let me have the controls after I'd told him that I was a friend of Jimi's and a flyer from Port Macquarie. Turns out that Andrew had done his certification at Johnson Aviation, as had several of the other pilots at Slingair. Small world this is, particularly in aviation. Anyhow, it certainly made for a high point of the trip and made for some good stories over refreshments in the evening. I think Jimi thought that arriving from Port Macquarie and taking over his favourite aircraft might have been a bit much, but he let me get away with it.

It was great to catch up with Jimi and he wished to be remembered to all his HDFC friends. More than once he mentioned that it was the HDFC Scholarship that got him started in his flying career. He is still progressing and was taking yet another accreditation the following week. He has decided to stay with the company another year and further his flying skills. Slingair has offered him the off-season opportunity. They obviously value his abilities as the tourist work is very seasonal in the area. Flying in the Wet Season comes with a lot of additional challenges.

The photo shows Jimi and I holding up one of the iconic boab trees outside the Gullivers Inn at Kununurra.



*Alex Pursehouse*



**THE  
IMPORTANCE  
OF PRE-FLIGHT  
CHECKS!**

## Longreach—Birthplace of an Airline

VH – FPT – Pilots – Ray Lind, Rod Davison & David Mitchell

Planned Route Segments: YPMQ-YKMP-YARM-YMOR(REFUEL)-YSGE-YBCV(REFUEL)-YBCK-YLRE

### Thursday 29<sup>th</sup> September 2011

Planned departure delayed. Weather AM most unfavourable, with rain and strong winds making any crossing of the Great Dividing Range out of the question.

### Friday 30<sup>th</sup> September 2011

Weather much improved with plenty of blue sky and sunshine. Forecast was westerly winds. Departed 0900 with Rod Davison at the controls. Climbed to 6,500' – looking good. Turned onto our heading for Armidale after over flying Kempsey with GPS showing a ground speed of 78kts (ouch). Abeam Belbrook, with moderate mechanical turbulence over the ranges and, alas, our ground speed down to 61kts (bloody ridiculous).

Reached Armidale with ground speed indicated at 75kts (GPS), looking good. CAVOK ahead with visibility 10 NM or greater. Countryside below bush green with Copeton Dam materialising off our starboard side and looking spectacular at 98% capacity. Passed overhead Bingara on track to Moree, maintaining 6500' with a groundspeed indicated at 83kts GPS.

NW NSW showing her true beauty with the landscape opening up to the western plains with what can only be described as some of the most beautiful farming country in the world. Mt Kaputar and the Nandewar Range slipped by on our port side and pretty soon we were on descent into Moree with a "greaser" of a landing executed by Davo. Time to refuel with a sandwich and a much needed toilet stop.

Ready now to start the second leg to Charleville with Ray Lind at the controls. Just before leaving we ran into Damien Trajkovic, now a Captain on a Metroliner with Brindabella, had a short chat before getting underway. Climbed out of Moree and levelled out at 4500' still with headwinds. Countryside below very green all the way to Saint George with the Barwon River, which forms the NSW/QLD border, in full flow. Passed overhead St George heading northwest.

After about 20 minutes the green gave way to red soil, saltbush and endless tracks seemingly leading nowhere, what a contrast. With this change came increased turbulence, with Captain Lind working hard at the controls and making constant adjustments to his power settings to compensate for the up draughts and down draughts. This was the longest (160NM) and most featureless leg of the trip and seemed to go on forever.

Away in the distance there now appeared a large area of trees of which there had been precious few since St George and the Culgoa River. As we got closer we could see a cleared area ahead within the area of trees shaped like an X. All three of us



Charleville Airfield

agreed this had to be

Charleville Airport with our GPS confirming this to be true. Yet another "greaser" of a landing at Charleville from Ray (this is going to be a hard act to follow I thought) then taxied up to Peter's Airport Café and refuelling area. We had been flying since 9.00am that morning and it was now after 3.00pm.

All of us were feeling a little second hand, myself in particular (another story) and it was my turn to fly. Davo looked at me and made a suggestion for which I will be forever grateful "Let's stay the night in Charleville" One look at each other and we all nodded in agreement. The Waltzing Matilda Motel with the tavern just down the road was where we headed.



Leaving Charleville

## Longreach Fly-Away

We strolled around the historic Charleville "CBD" after checking in and concluded that the town had seen better days with several grand old hotels dating back to the early 1900's now closed. "Let's head to the tavern I'm tonguing for a beer" said Davo and pretty soon we were exchanging conversation with the locals and chatting to some very appealing female bar attendants. A great pub meal was had then back to the motel for a good night's sleep after a very enjoyable evening with plenty of Queensland beer.

### Saturday 1<sup>st</sup> October 2011

A beautiful morning greeted us for our final leg, fine, clear and sunny and my turn to fly. Got going early, took a cab to the airport and pre-flighted FPT. Departed 0830hrs and set course for Blackall then Longreach. Climbed to 4500' still with head winds but now more from the west with the need to "lay-off" the drift now quite pronounced. Countryside still quite arid but with more features, i.e. homesteads, creeks and some unsealed roads.



Longreach Airfield

Found myself left of track at the halfway point (YBCV – YBCK – 127NM) by about 5NM. Guilty of over compensating for the drift with the wind strength decreasing as we got closer to the Tropic of Capricorn. The upside was my improved knowledge of how to use a GPS, a part of my flying that was deficient. What a great invention, particularly for the Aussie outback. Soon back on track and now the east of a low mountain range which we all agreed was the Warrego Range. What a wonderful feeling to be in the Queensland outback experiencing the magnificent vastness and endless horizons you can only get from being involved in aviation. A real privilege we all agreed.

GPS indicated us on track for Blackall and, peering through the haze, a town began to appear in the distance. Yes the DME reading on the GPS indicated Blackall 26 NM ahead, you beauty.

Overflew Blackall, set course for Longreach, pretty much a westerly heading, 87 NM to run and a ground speed of 94 kts, looking good. WAC now a good reference again, roads, creeks, a river and homesteads with airstrips. Last leg seemed to go quickly and soon we had Longreach directly over the nose. Ten mile call and a powered descent. Overflew the field to check the windsock which was straight up RWY 22. Davo madly took photos from the back seat with the Boeing 747 – 200 and 707 below in all their glory. What a sight! Joined crosswind for RWY 22 and had the circuit to ourselves. Lined up on final approach and all good. "I can fly this aircraft across the vastness of the outback" I said to myself. "The question is can I land it safely??" Wow, another "greaser". We taxied up to the refueling area which took us quite close to the Jumbo and from ground level we were all in awe of the size of this great airliner. Longreach – we had arrived.

We made Longreach in good time thanks to our early start and an easing of the headwinds. It was only just after 11am and so, after refuelling, we decided to leave our bags in FPT and, after securing our trusty aircraft with tie-downs, headed straight for the museum and a guided tour. First we all took photos of the iconic Q.A.N.T.A.S hanger then headed for the museum entrance to book our Boeing 747 and 707 tour. Next lunch in the adjoining cafeteria. We were all hungry and, to our surprise, the food was great and not a "rip off".

I don't want to fill my story with too much about this wonderful aviation museum as, in many ways, our experience was so good and so much above expectations that it could be likened to a good book or movie. To say too much might spoil the experience for other club members and their friends who may want to make the trip to Longreach in the future. Needless to say all three of us thoroughly recommend this wonderful place.

One attraction that grabbed my attention, was a short film depicting the early days of Qantas presented by Hudson Fysh. The film, I guess, would have been produced in the early seventies and was an insight into the life of Sir Hudson Fysh as one of



de Havilland DH61 Giant Moth "Apollo" (Replica)

## Longreach Fly-Away

the 3 founders of Qantas. This man, when he spoke, immediately got my full attention and I found myself in awe of his wonderful deeds which included his service in the 1<sup>st</sup> World War at Gallipoli. Hudson Fysh is now gone but his memory, will live on as a significant part of Australian Aviation folk lore. A truly remarkable man!!



Davo and Ray at the controls of the Boeing 747-238B

Following our very interesting tour of the Boeing 747, 707 and DC3, very professionally conducted by our tour guide, the lovely Samantha, we had another look through the museum then grabbed our bags out of FPT and headed for our motel. Our taxi driver turned out to be a real Queensland outback character who gave us the run down on a range of subjects using lots of colourful language – enough to make a shearer blush! “What the @#!\*”. Checked into the Longreach Motor Inn – very nice. I had a separate room with a queen size bed which Ray and Davo insisted I take. Not sure why, probably because of my status as a senior!

Taking our colourful taxi drivers’ advice we headed straight for the Longreach Club, a nice short walk from the motel past a massive concrete water tower. The beer at the club was great along with a fairly up-market dining room where we were served with our excellent meal. Time to head for our motel

with Davo reminding us that we had no flying tomorrow and that we should check out the local bottle shop on the way back. What a wonderful first day in Longreach.

### Sunday 2<sup>nd</sup> October, 2011

Another beautiful sunny day greeted us and we made plans straight away to visit the Stockman’s Hall of Fame. Because of a mix up with our motel booking, stemming from our delayed departure from Port Macquarie, we first had to change motels. This motel was called the ABAJAZ Motor Inn and, although a little down market, was very comfortable and clean and operated by a great middle aged couple who looked after us like royalty.

Checked in, put our bags in our room and headed off on foot to the Stockman’s Hall of Fame via a very pleasant walk along an outback bush path created by the local council, with plenty of birds in the low set bush and lizards basking in the warm sun. Spent all morning at the museum and all agreed it was a very interesting place with loads of info about Australia’s proud pioneering past. Headed back to our motel for a bit of a rest, a decision applauded particularly by myself. Decided to go for a walk around town and then back to the Longreach Club to watch the Rugby League Grand Final and then dinner.

Longreach has a beautiful wide main street with a well maintained centre garden. The town has quite a prosperous look about it, no doubt due largely to tourism. Even though we had our return trip the next day, with Davo to fly the first leg back to Charleville, we still managed to drink quite a lot of beer that night. What is it about the outback??

### Monday 3<sup>rd</sup> October 2011

Another beautiful sunny morning greeted us for our departure from Longreach. All of us were very sad to leave this great little outback town. The motelier drove us the short distance to the airport which we appreciated greatly. Back into the air with Davo at the controls setting course for Blackall and Charleville. Davo levelled out at 5500’ and, to our astonishment, we soon had an indicated groundspeed of 114 kts GPS. What a turnaround we all thought. Retraced our flight up and I decided to use this leg to hone my outback map reading skills as there is, I believe, quite a technique to this aspect of flying. The trip to Charleville was silky smooth with Davo commenting that it was like “setting up in an airliner”. Just a few bumps on descent into Charleville and another very smooth landing after a very pleasant 1<sup>st</sup> leg back. Refuelled and had lunch at “Peters Airport Café”.



An interesting registration!

## Longreach Fly-Away

Organised my flight plan and charts for the marathon leg from Charleville to Moree. My turn to fly, taxied out, lined up and soon we were airborne on climb to 5500' and heading in a SE direction. Levelled out and settled into the task of navigating over this vast featureless landscape. The bad news was that, with the change in latitude, we were back with the head winds, this time pretty much over the nose with not much drift left or right and, of course, the up draughts and down draughts. Fortunately they were much less than Ray encountered on the way up. Held my heading as carefully as I was able and used the outback flying technique of "gun barrelling" to stay on track as well as watching Ray's GPS. What a fantastic feeling to identify St George dead over the nose after this 160nm leg. Pushed on towards Moree with the lush green and the Barwon River slipping by below. Visibility decreased as we approached Moree with conditions quite hazy and the wind from the south east. Spotted Moree in the distance—those gigantic wheat silos really standing out. Called 10 miles with only one traffic response from a Baron departing Moree for Toowoomba. Overflew for a crosswind circuit entry on RWY 19 and soon on the ground after another smooth landing from a very tired pilot.

Caught a cab to the Gwydir Caravan Park, checked in and headed straight for the Amaroo Tavern for a look at the Vintage DC3 positioned out the front, then beers and a very tasty meal, with some excitement exchanged over our epic trip to Longreach. Back to the caravan park for a good night sleep ready for the final leg to Port Macquarie.



David & Ray up-front in FPT

### Tuesday 4<sup>th</sup> October 2011

The morning greeted us with a beautiful sunny day and a huge drop in temperature compared with Longreach - overnight minimum 3°. Caught a cab to the airport, Ray in command for this final leg. At breakfast we discussed the TAF report for Kempsey and Port Macquarie—partly cloudy with southerly winds. The area forecast indicated cloud over the ranges. We were soon in the air with course set for Armidale then Port Macquarie. Climbed to 5500', all looking good with 92 kts groundspeed. Visibility was excellent with Mt Kaputar slipping by on our starboard side, Copeton Dam to port. Soon we were approaching Armidale and could clearly see the extent of the cloud spilling over onto the western side of the range. Overflew Armidale tracking for Kempsey. Cloud was quite thick, with the Macleay Valley coming into view over the nose. The valley looked most uninviting so Ray, with Davo's blessing, climbed to 9500', a feat that this wonderful aircraft managed with relative ease. We were now on top of eight/eighths cloud with Kempsey 32 NM away on the GPS. The horizon ahead looked pretty encouraging and none of us wanted to return to Armidale—we thought we could safely get through to Port Macquarie. A line of innocuous cumulus cloud in the distance, stretching north-south, depicted the coastline. Between this line of cloud and us there appeared to be some darker troughs in the cloud cover which I perceived to be holes. Sure enough as we approached these darker patches small holes began to appear in the cloud mass below us and we had reference to the ground again. The GPS indicated Kempsey 14 NM to run and Captain Lind started the descent from 9000' to overfly Kempsey then onto Port Macquarie for a straight-in approach on RWY 21 and another copy book landing.

Our wonderful trip to the Queensland outback and the Qantas Founders Museum was over and we were home.

What a wonderful old aircraft our club Cessna has proven to be, with the trip made ever more enjoyable by having along two of the best pilots I have every flown with.

Safe flying

*David Mitchell*



David and FPT

## Time to Spare, Go By Canal

Bill and I, with 2 friends, recently spent 2 weeks on a 70' narrow boat on the canal system south of Birmingham, UK. This is a pretty relaxed way to travel, even with locks to operate, the max speed being about 4 mph. On our first day, we opened and closed 36 locks and were very glad to find a great pub at the end. In fact, pubs were so conveniently located that we managed to avoid cooking dinner for the whole time.



The boat was ideally set up for the four of us with sleeping and bathroom at either end and galley and living space in the middle. Our boat was the longest available and maneuvering it into locks was quite challenging at times. But we never went aground or got stuck in the mud or the reeds, so we did pretty well.



One curious sight was the fishing competition. Sections of the canals were reserved for members of various fishing clubs and the fishers set themselves up, about 50' apart, with trolleys for their gear, collapsible seats and long carbon fibre rods made up of sections that go together to enable the rod to reach to the opposite side of the canal. They fish with lures and catch miniscule fish. The winner is the one whose total bag weighs the most. None of the fish were big enough to eat. As we approached they lifted their rods out of the water and rested them on Y-shaped rests or took the sections apart. It was a pretty weird way to fish!

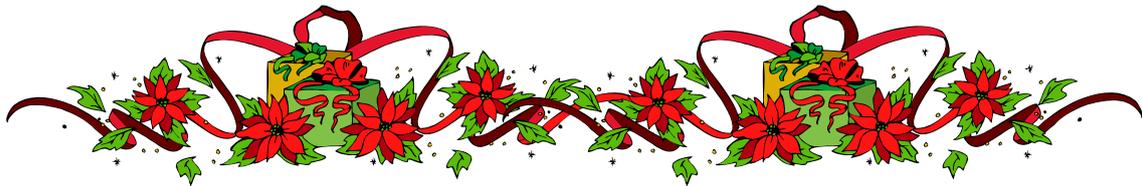


The waterways were a mixed bag—most very pretty—but around Wolverhampton, very polluted with plastic bottles and other things (1 dead dog). At one point we could smell acid and the canal was full of dead fish!

We managed to slip in 3 days in Norfolk, principally to do a tour of the Lotus factory and to find the village where Bill's great uncle, W J Coote, built almshouses in 1860.

We flew Emirates and stopped over in Dubai on both trips—but that's another story.

*Lyndal Coote*



# ANNUAL PRESENTATION & CHRISTMAS DINNER

**Saturday 3rd December**

**HDFC Clubhouse**

**\$35**

**6pm for 7pm dinner**

**RSVP: By Monday 28th November  
Name on clubhouse noticeboard or  
email Rod Davison [roddi194@yahoo.com.au](mailto:roddi194@yahoo.com.au)**



## ANNUAL NAVIGATION TRIAL

December 2011—January 2012

Contact Ray Lind to make a time

E: [lindflight@hotmail.com](mailto:lindflight@hotmail.com)

Mob: 0428 820 698

**FLY-IN / DRIVE-IN  
CLYDE & SUE STUBBS' PROPERTY AT REDBANK**

*Lot 1 Hursley Road Redbank*

*Sunday 11th December*

*BYO picnic lunch or something for the BBQ  
Bring swimmers*

**AIRFIELD DETAILS**

*31°25's 152°45'25E*

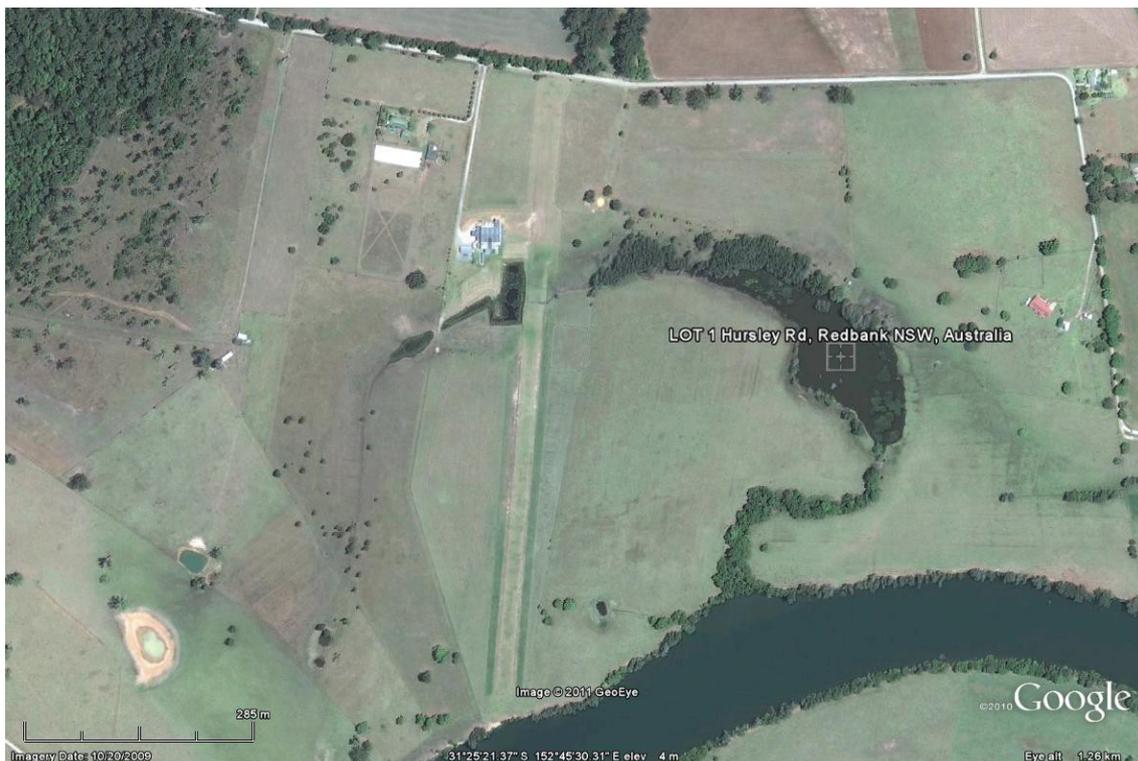
*Length: 850m*

*Direction: North/South*

*Approach: From south*

*General: northern end of airfield rises from south to north,  
trees & powerlines on northern end*

*Name on clubhouse noticeboard*



## BAR ROSTER

### October

21st Glenn & Marite  
28th Richard Bentley

### November

4th Jack Terp  
11th Richard O'Neill  
18th Rod Farley  
25th Bruce Dunlop

### December

2nd Rod Davison  
9th Barry Williams  
16th Gavin Roberts  
23rd Jon Maguire

### January 2012

6<sup>th</sup> George Northey  
13<sup>th</sup> Ray Lind  
20<sup>th</sup> Peter Ford  
27<sup>th</sup> Bill & Lyndal Coote

### February 2012

3rd Glenn & Marite  
10th Richard Bentley  
17th Jack Terp  
24th Richard O'Neill

## NEW MEMBERS AUG-OCT

Jeremy Brigden  
John Keech  
Anson Needham  
Jason Suters

## PRICES (incl GST)

FPT Hire	\$180.00/hr
Foxbat/Eurofox Hire	110.00/hr
TIF	\$80.00
Flying membership	\$76.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar Rental	\$150 or \$100
Shirt	\$35.00
Broad brim hat	\$20.00
Cap	\$16.50
Cloth badge	\$4.00
Anniversary key ring	\$4.00
Come Fly With Me (from club)	\$25.00

## CALENDAR

Friday 4th November	Sausage sizzle
Sunday 20th November	Pilot Proficiency Day & lunch
Saturday 3rd December	Presentation Dinner at club
Sunday 11th December	Fly-in to Clyde & Sue Stubbs' at Redbank
December-January	Navigation Trial
Friday 6th January	Sausage Sizzle
Sunday January 21st	Pilot Proficiency Day & lunch

*The controller working a busy pattern told the 727 to make a three sixty (a complete circle, usually to provide spacing between aircraft).*

*The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a one-eighty in this aeroplane?"*

*Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"*

## HDFC COMMITTEE 2011 - 2012

### Bill Coote- President/ GA Operations

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### George Northey - Vice President/ Ultralight Operations/ RAAus CFI

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### Marite Jansons - Clubhouse Manager

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\$20  
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A BIG THANKS  
 TO DAVID MITCHELL  
 FOR HIS CONTRIBUTION TO THE  
 REFURBISHMENT OF THE CLUB  
 CESSNA  
 THE OUTSTANDING FINISH AND  
 ATTENTION TO DETAIL MAKE FPT  
 A PLEASURE TO FLY NOW



## CONGRATULATIONS

**Adam Hancey**  
 Cross Country Endorsement

**Leeton Mason**  
 First solo

**Gavin Roberts**  
 Passenger Endorsement

**Jordan Seward**  
 Passenger Endorsement