

President's Report

April 2009



Following a busy March with 120 hours logged, the start of April has proved frustrating with all three aircraft unserviceable. The Cessna has been undergoing a 100 hourly in Kempsey while a perfectly flyable Eurofox is awaiting the return of its faulty radio. Small cracks under the Foxbat seats are being fixed

and hopefully, when you read this, all aircraft will be back in the air. Poor weather has eased the pain but I apologise for the inconvenience and disruption to flying.

The outback adventure to Avalon Airshow comprised 4 aircraft and 11 crew. It was a fantastic trip providing enjoyable flying and socialising. The friendship of those involved, and the experience gained, are highly valued. This is what club flying is all about and I would encourage participation in future safaris.

Now in its fourth year, the flying scholarship scheme is again underway. Designed to promote Aviation to the youth of the local area, the scheme offers two \$1000 scholarships to applicants aged between 15 and 20. Closing date is the 30th April. Jimi Ludriks, one of the original recipients, is currently doing his Commercial Licence with Basair in Bankstown.

CASA was thrilled with the huge attendance at its Port Macquarie safety seminar. Our clubhouse proved the perfect venue with bar and food facilities available. Information concerning Qantaslink operations was interesting and CASA is keen to organize another seminar with Virgin Blue in attendance. An Airservices representative spoke of the Unicom trial which has now concluded.

Following complaints from an RPT operator concerning individuals airside during our flying competitions we

have, again, met with Council to review our operations. Having followed protocols already in place, Council was sympathetic and quite supportive of our activities. However, the display of ASICs was again highlighted and I would urge all members to be aware of the ASIC requirements when airside. We have been warned that spot checks will occur.

Bob Furness, owner of the Rossglen airfield, welcomed our club for a fly-in BBQ recently. Six aircraft and about 25 people enjoyed a relaxed day between the impeccably maintained strip and the river. Thank you Bob and Nellie for your hospitality and support. A week earlier a large crowd gathered at Bill and Lyncal's to celebrate Australia Day. Another wonderful time thanks to our hosts. The latest social outing was to the Blue Water Bar and Restaurant. Twenty members sampled the culinary delights and amber fluid.

The next big event is Fly and Spy. Happening on Saturday 2nd May all members are invited to get involved. Form a crew and fly the observation course for a chance at over \$800 in prizes. Port Macquarie Hastings Council is again our major sponsor with Concept Aviation Supplies also joining in. Awards will be presented at a Saturday night dinner. Several aircraft are flying in for the event so organise your crew and book a plane now.

Late January saw the demise of Coastjet. Since the closure much has occurred culminating in the recent announcement that the company will be resurrected by a Chinese businessman. The good news is that former employees will retain their positions. The Port Macquarie skies will again be busy with Jamie, Kevin and Co doing what they know best. Let's share the sky responsibly and enjoy safe flying.

Rod

Heard recently over the airwaves

Port Macquarie traffic Whiskey Foxtrot Hotel the INCREDIBLE Chipmunk joining crosswind 03 Port Macquarie

No prizes for guessing who loves his new toy!

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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' Report



Things seem to have settled down at the airport in terms of the severe restrictions we had put upon us for our competitions. The main outcome is that everyone airside must have their ASIC card clearly displayed. We can have only 3 ground judges beside the strip to mark competition aircraft. Other pilots and passengers must wait in the light aircraft parking area where all changeovers take place. This procedure seems to be working well. When the Virgin Jet is around however, we must not have **anyone** marking beside the strip. If we go any where near the runway when the aircraft in on the ground their security staff are known to get highly excited and create all sorts of problems for us. It saves us a lot of trouble if we just wait in the changeover area for the aircraft to depart. This doesn't mean we have to stop flying. Our ground judges can still mark by standing well back on the eastern

side of the drainage ditch. The scoring boxes are clearly visible from this vantage point and it avoids the aggravation and bureaucratic excitement.

Despite some problems, competitions have been going very smoothly with a good number of pilots from RA as well as GA attending each third Sunday of each month. Despite the security issues we managing to maintain a "picnic type" atmosphere where pilots and passengers can get together and swap stories while they're waiting to fly. Competitions remain the best way for all of us to keep current and safe with our flying. Once we've been through the flurry and excitement of gaining our licence it's very easy to lose skills and confidence unless we keep current. We are all busy and it's easy for the time to slip by then suddenly it can be 60 days since you've had a fly. This, of course, requires you to have a flight with one of our instructors for you to legally fly an HDFC aircraft. Alternatively, flying the competitions once a month keeps you totally current, confident and competent as well as being a fun way to socialise and keep up with what is happening at the club.

On competition days a tasty BBQ lunch for an incredible value of \$5 is prepared by Tania McKenzie and a bevy of volunteers. Tania must be deeply thanked for her ongoing commitment and dedication—being at the clubhouse each competition day, cooking the BBQ, providing salads, slices and deserts for hungry pilots and members. In fact the fliers have now found it's a good idea to get back to the clubhouse on time or the hungry hoards might have cleaned up all the goodies, such is the popularity of the competition lunches. **Thank you so much Tania.**

January competition

10 pilots, light winds blowing with tail winds at times, circuit area was very busy with lots of aircraft around.

Forced Landing From 2000'

Only two (2) pilots got into the scoring boxes due to the tricky wind conditions.

1st Ray Lind 85, 2nd Jon Maguire 67

Spot Landing (500' Low Level Circuit simulating bad weather and low cloud)

1st Bruce Dunlop / Ray Lind 90, 2nd Mike Coulter 85, 3rd Jack Terp 80

River Bash (An exciting low level run at 600' along the Hastings River or Maria Rivers. The pilot has to keep the aircraft in balance at all times as well as maintaining the centre position of the river.)

1st Ray Lind 30, 2nd Bruce Dunlop, Mark Watson, Barry Williams 25, 3rd Jack Terp, Mike Coulter, David Mitchell, Vaughn Durkin 20

Overall, following some very exciting flying on the day, the results were:

1st Ray Lind 205, 2nd Bruce Dunlop 115, 3rd Jon Maguire 112

February Competition

Only had 6 competitors, lots of pilots had other commitment, weather was highly suspect, low cloud and drizzle at times certainly kept the traffic down to a minimal level plus made some very interesting flying.

Instrument Climb to 2000'

1st Mark Watson 77, 2nd Lyndal Coote 75, 3rd Rod Farley 72

Forced Landing From 1500'

Only two (2) pilots once again got into the scoring boxes due to the difficult and tricky conditions.

1st Rod Farley 77, 2nd Mark Watson 74

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Juliet India Mike In-Bound to Bankstown

As many of you know I have recently begun flying training to become a commercial pilot with Basair Aviation College at Bankstown Airport, Sydney. It is an ambition I have held for many years. This is simply an update of where I'm at after my first month.

My first day was by no means normal. It was a day to bring a new definition to the term multiculturalism. I entered the class to find a person from every corner of the world as well as the usual intake of Indians. The class of 20 consisted of Indians, a South Korean, a Kiwi, a English chap, a Brazilian and some Australians including yours truly. The class was split into four and I was introduced to my instructor Troy Viney. Troy is a Grade 2 instructor who has been flying since 1999.



Day 2 featured a mishap in the booking which meant that we were already, on day 2, a day behind schedule. This left me no less than perplexed but was later made up. Then came Day 3 and, with it, my first flight in a Cessna 152, today's aircraft, Mike Alpha Quebec. After a long brief on effects of controls I decided it would be appropriate to notify Troy that I had already completed 75 hours TFT and had been flying for 3 years. Surprised, he continued to the aircraft. We conducted a preflight and tuned to the ATIS. Bankstown Aerodrome has 3 runways, 11L/29R, 11C/29C and 11R/29L. The wind for today was 200/18kts. It is a daunting feeling when, on your first flight in a certain aircraft, at an unfamiliar airport which happens to be the 5th busiest in the world and using different procedures to what you've been using for many years, you have to land in an 18kt crosswind and vacate the runway about 40 seconds after touchdown to allow the aircraft behind to land, but Troy

had faith in me. We ran through about 8 lessons worth of flying in just one hour and pleased with my progress, "The second flight" said Troy, "we can expect to be doing stalls and steep turns." This is what I call accelerated learning!!

As my flying lessons progressed, I found myself doing circuits and getting ready for my first solo, passing both my pre-solo and pre-area solo exams, after my third hour of flying. Although being hindered by weather and maintenance I finally flew my second first solo on Monday the 23rd of March, after 5.2 hours of dual flying. As part of the extracurricular activities I found myself having a tour of the maintenance facilities at Bankstown and a visit to the control tower. I am loving living in Sydney. I can visit family down here on weekends and enjoy the sights and sounds of Sydney, let alone Bankstown and Kingsford Smith Airports, although I do miss humble Port Macquarie and the joys of living at home.

I'd like to take this opportunity to thank all the members and committee of the HDFC particular Hans Westphal, Adam Booker, Rod Davidson, George Northey for their support and training over the last 4 years with the HDFC. It was a truly beneficial experience and I have thoroughly enjoyed my time at the HDFC. In fact, my instructor even went so far as to say that he ought to thank my previous instructors for training me so well. So kudos to the HDFC from Basair. As you can see, my time with the HDFC has greatly helped with my further training and I'll be flying the general aviation comps in no time.

And for those who are interested you can check out my blog which is updated regularly at www.jimiludriks.itriss.com/Pilot

Jimi Ludriks



Avalon Fly-Away (Liz Drinkwater)

When it was first suggested by George that the trip to Avalon would be a good way to get some navigation training I wasn't keen on the idea. In fact, I wasn't too enthusiastic about getting a cross country endorsement at all and had been successfully evading the whole thing for months.

It did sound like an interesting trip though, so I went along to a meeting to find out more, and got caught up in the adventure of it all. The week would be spent flying the Foxbat with SI George beside me, or as a passenger in the Cherokee having a good look around. How could I not go?

The biggest fly in the ointment seemed to be the luggage allowance. According to President Rod, all I could take was a credit card and a toothbrush. I decided to go anyway, figuring I could smuggle my hair dryer in somewhere.

I was had.

My bag weighed less than 7 kilos and was fairly small. What I don't understand is why the guys all had such big bags but wore the same clothes almost every day. One of them was distraught on about day 3 when he spilt chocolate on the shorts he had been planning to wear for the next 3 days. What was in those bags?



Planning session

Bonny and Kraig also decided to go on the trip, so there would be three of us aiming for a cx endorsement. Having these two there turned what would have been a fabulous trip into a very excellent adventure.

SI George (SI = Super Instructor) spent the entire flying time in the Foxbat, teaching Bonny, Kraig or me how to navigate. Time on the ground was spent planning where to go. Us students would huddle together over our maps and flight computers, checking each other's calculations, sharing our knowledge and our equipment. We all have different levels of flight experience, our ages range across a couple of generations

or so, but when the maps appeared we were very much a team of would-be navigators.

The three of us all knew something the others didn't. For instance, Kraig explained to Bonny and me the importance of being precise when getting to a way-point – there's a big difference between being "almost abeam" and being "nearly almost abeam".

We also benefited from having other pilots nearby. As



Liz Drinkwater

a passenger in the Cherokee we were able to listen to Rod and Damian talking about the route, the next airport, the weather, the information in ERSA and such-like. Somehow they managed to work the headsets so we could hear but not speak. Not sure why, they probably had a good reason.

Fortunately George had all the technology we needed. His mobile phone gave us weather reports, and turned into a GPS to help us find our way around Victoria. We got over the initial disappointment of not being able to fly into Avalon when we realised we could have a different kind of adventure together in a bus. It also allowed us to capture the Ian and his happy FPT campers. Captain Damian drove through white tunnels of fog and rain on the way to and from Avalon, trying to keep things steady for Bonny - when she wasn't busy making us sandwiches for lunch she had her protractor and maps out, plotting to find a way out of Warrnambool.

George's phone was also helpful on the way to White Cliffs. Di had received a call from the underground motel we were to stay at, and needed to speak to Rod so phoned George mid flight. He spoke to Di, then radioed Rod to "go the numbers" (something else new). George spoke to Rod on the radio, phoned Di back with a question. Di called back with the answer (the pub didn't serve meals), George radioed Rod again ... etc etc.

(Cont Page 5)

Avalon Fly-Away (cont)

It was in-flight entertainment on a whole new level. Sometimes we arrived so late in the day there just wasn't enough time to plan our next day's flying before we had to head off to the pub - for dinner of course, because flying creates a bit of an appetite.

We were lucky that our time in Warrnambool turned out to be more than one night. Yes, there was a Laundromat nearby, also because the local hotel had a Karaoke night. Kraig, George and Damian are pretty talented guys.

Bonny and I were proud to be associated with them, but had to leave them to it in the end because it was getting pretty late. Getting to bed (relatively) early seemed to be a good idea, but we spent so much time laughing about the evening we'd just had that we had a late night anyway. As our alarm went off the next morning, a voice at our window asked if we'd like to join the Karaoke Kids for breakfast. It was probably karaoke-induced adrenalin which had them up early, but it ran out in the middle of the day. Flight planning had to be done in Kraig and George's room with both of them in the prone position. (Photographic evidence of this is available if the price is right.)



It's cold in Warrnambool

We learned things on that trip that just would not have been possible if we'd flown around YPMQ. It was fascinating to fly into so many different airports, all with different types of runways and facilities for touring aircraft. We always managed to meet friendly helpful people. Magnetic variation changed pretty regularly, the coast moved from the east, where it should be, and we flew into and out of a South Australia's different time zone. That was a challenge until I followed George's instruction to keep my watch on zulu time. It made for the occasional interesting radio call – one pilot gave a departure call, only to be queried by another of our team about whether that aircraft departed half an hour earlier.

Sometimes the altitude seemed to vary too. Another departure call had the aircraft "climbing to 4500, currently at 4800". Only the students noticed that one.

There were also different levels of welcome from Aero Clubs. Not many were locked, sometimes there were local club members ready for chat, so we were able to use their facilities and sometimes even buy food and drinks. All of these experiences add up to make the thought of future trips more achievable.



The team

Sue and Ian Somerville joined us for a few days and gave us hours of entertainment. Sassy (their Protech) needed various adjustments at almost every place we landed, which seemed to be cause for much laughter. Sassy allowed a maximum of 25 kilos of luggage (including camping gear) for a trip which was to last for about 10 days. Even the toothbrush handles were cut off, and pencils cut in half. Too clever by half!

I hope I can go on another trip (Bonny, please will you be my roomie again? Kraig, will you find the right place to eat?). Thanks to all of you who went to Avalon, it's one of those weeks which will always be high on my list of life's great times. Special thanks go to Rod for piloting and landing the Cherokee with skill and total calm, and to his co-pilot Damian for helping him gets us where we wanted to go.

Top thanks have to go to SI George. It's a pretty major achievement to teach the three of us in the timeframe we had. On the last day the Foxbat flew for about 10 hours, sometimes in less than favourable weather, and George spent the whole time in the right hand seat while we students rotated in and out of the left hand seat. Yet there was a big smile on his face when we arrived back at YPMQ. Or am I kidding myself about the reason behind the smile? Did anyone see him kiss the ground when he finally exited the Foxbat?

Liz Drinkwater



ANNUAL FLY - IN/ FLY 'n' SPY

Saturday 2nd May 2009

This fun event tests the observational prowess of your aircrew during a 1 hour local flight around a designated course requiring little navigation skill.

Entry fee: \$10 per aircraft team

Over \$800 in Concept Vouchers up for grabs - 1st prize \$300, 2nd \$200, 3rd \$100

Book one of the club aircraft in 1.5 hour slots

8am, 9.30am, 11am, 12.30pm, 2pm, 3.30pm

Presentation & Welcome to Visitors Dinner

(open to everyone not just contestants, add your name to the list in the clubhouse)

\$20, 6pm

Two \$100 vouchers to be raffled

Further information Rod Davison by email (davo194@yahoo.com.au) or phone 65853835



PORT MACQUARIE
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**CONCEPT
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HDFC's Port Macquarie to Avalon Air Tour 2009 (Damien Buchtman)

Saturday 7 March

Three aircraft, VH PDD, VH FPT and Foxbat 24-4422, set off from Port Macquarie with 9 aviators, bound for Avalon Air Show. Our planned route was across Central NSW to the Flinders Ranges in SA, south to Kangaroo Island off the South Coast of SA, then across Victoria to the Avalon 6 days later.

Senior Instructor George Northey arranged for 3 student pilots, Liz Drinkwater, Bonnie Stutsel and Kraig Hesse, to do their Cross Country Navigation training during the trip. He planned to fly each leg with one of the three alternating at each stop. The other two travelled in PDD with Rod Davison and myself. Ian Goldie flew FPT with his brother Philip and his mate Greg.

The weather was fine on departure and we headed for Scone airfield for the first pilot changeover. The flight was good - Scone runway was atrocious. The runway is built on unstable ground and had visible dips and peaks all along it. We had an interesting landing. On the ground we spoke to some local Scone Flying Club members who were doing flying training in their Foxbat with an RA Aus instructor from Newcastle.

From Scone we set off for Narromine for the night. The weather was good with a favourable tailwind. After lunch we re-fuelled and secured the aircraft and checked into the cabins next to the airfield. Later that afternoon we walked across to the Aero Club. Narromine Council has built an excellent building that looks like a large wing. It houses a museum, the aero club and the gliding club. If only our council was that generous! We caught up with Sue and Ian Summerville who had flown from Northern NSW to join our trip. After dinner, a few drinks, some laughs and a few notes on our next clubhouse, we called it a day.

Sunday 8 March

After a planning breakfast, we headed for Cobar with OK weather. West of Narromine the landscape became increasingly dry. At Cobar we found Ian and Sue, who had left earlier, repairing the tail wheel on their Protec, Sassy. As the trip progressed we got used to Ian's running repairs to their beloved Sassy.

FPT and the Foxbat arrived, we re-fuelled and ate.. Cobar airport, in the middle of nowhere, was previously upgraded but no longer served RPT aircraft so was a security controlled airport with no-one around.

Ian was assisted by two local flying club members who

went out of their way to help re-weld his tail wheel assembly. He wasn't sure if they would get it repaired in time to leave that day but we left for White Cliffs via Wilcannia and they planned to catch up with us later. After Cobar the land became dryer and more barren with each mile. We overflew Wilcannia and, en route to White Cliffs, had several radio and phone conversations with White Cliffs Underground Motel manager who was upset that we were not planning to dine at the motel. We checked out the local pubs but the eating options were few so, in the end, we ate at the motel.

Approaching White Cliffs we saw what looked like crab holes on the landscape – these were ventilation shafts bored into the rock. We landed and called Dave the



White Cliffs

local re-fueller, another feisty local. He complained because he had expected us a bit earlier and, with the pub open, he was missing drinking time to give us fuel. It was very hot and the flies were unbelievable.

FPT and the Foxbat arrived and George remarked

on Liz's excellent visual navigation across some very remote terrain. The motel minibus that collected us had a rear air conditioner which I turned on promptly receiving a face full of fine dust. Driving through the town we were amazed at how dusty and dry everything was, it was like a desert. At the motel we were shown to our rooms. A series of hallways dug into the rock, lead to dozens of motel rooms also dug into the rock, each with its own ventilation shaft. The temperature outside was in the mid 30s but the rooms were about 20°. It was amazing. There was also a pool dug into the rock at the front of the motel which was very cold. Ian and Sue arrived while we were having dinner, having repaired Sassy and made it before last light.

Monday 9 March

We rose early and planned our flights to Broken Hill and Leigh Creek. En route for Broken Hill we saw a large dust storm ahead and had to climb to get over it. We re-fuelled, had lunch in the kiosk, and re-planned our next leg because of the poor weather forecast.

We decided to fly over Arkaroola then turn south for Port Augusta, giving us a good look at the Flinders

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HDFC's Port Macquarie to Avalon Air Tour 2009 (cont)

Ranges. The Foxbat left first, followed by PDD, then FPT. Ian and Sue, with their limited endurance, chose to fly direct to Port Augusta. Approaching the Flinders Ranges we had a dust storm to our left and a large thunderstorm ahead to our right. The Foxbat, with Kraig flying, was close to the storm and made a Precautionary Search and Landing on Lake Frome. FPT advised that they had the dust storm and a thunderstorm very close and were returning to Broken Hill.

From Lake Frome we turned south toward Port Augusta to avoid the storm which had now moved toward Leigh Creek, our original destination. It was a great scenic flight across the ranges to Port Augusta.

Ian and Sue were already there and had parked Sassy in an empty hangar. On the ground we met a Royal Flying Doctor pilot who was very friendly and showed us through his Pilatus PC12 aircraft. He told us about arrangements the RFDS has for emergency situations. They have hundreds of emergency landing areas mapped out including sections of roadway that can be closed off by the police. If they pick up a patient from one of these roadway landing areas, the road is kept closed for 30 minutes after their departure in case they have to return. He also arranged for us to use another empty hangar and the Foxbat shared the hangar with Sue and Ian's plane.

Tuesday 10 March

The weather was poor. We planned to fly to Murray Bridge then across to Kangaroo Island, which has no fuel, then back to the mainland to Goolwa near Victor Harbour. We departed Port Augusta for Murray Bridge, taking care to avoid Adelaide Airport controlled airspace. We were a bit nervous for a second when an extremely bright landing light tracked toward us way off in the distance. It quickly climbed well above us and turned. Approaching Murray Bridge our GPS and map didn't seem to tally. We landed on a dirt strip and, as we taxied past the main building, the sign said 'Palmana'. We thought we were on the wrong strip until re-assured by the re-fueller. It was a pretty quiet place with no food available.

While there, a beautifully restored bi-plane approached

and landed. It looked very similar to a Gypsy Moth but turned out to be a one-off built by the pilot's grandfather. He had taken 3 days to fly from Beverly in WA and was headed for Avalon to display the aircraft.

After re-fuelling we headed for Kingscote on Kangaroo Island, but the weather was not looking good ahead and 30 miles from the coastline we diverted to Goolwa. The cloud came down to about 1500'. George and Bonnie managed to fly the Foxbat across but couldn't fly over the whole island because of the weather. The Goolwa airstrip had dodgy runway numbers. For some reason the numbers for runway 20 had been badly changed to runway 19, however it was a great little privately-owned airstrip with dozens of aircraft hangars and a clubhouse. The owner arranged accommodation for us and even rented us a cheap car. They had an excellent sign that said *'Flying is the second greatest thrill known to man, landing is the first.'*

We made two trips into town, booked into a motel, went to the local pub for dinner and returned at a reasonable hour to flight plan for the following day for a trip via Mt Gambier to Warrnambool.

Wednesday 11 March

We loaded up and headed for Mt Gambier. Flying along miles of beachfront coastline we passed Ian and Sue who had left first. While waiting at Mt Gambier for the Foxbat we watched an Army Caribou aircraft practice short field landings and take-offs for the Avalon air show. Departing Mt Gambier we flew over the beautiful Blue Lake near the township and headed for Warrnambool. En route we diverted from our waypoint, Portland, due to a storm and tracked direct for Warrnambool. The boys in FPT were waiting for us, having flown direct to Warrnambool from Broken Hill where they had been stuck for a couple of days.

Eventually Sassy and the Foxbat arrived, we re-fuelled, tied down the aircraft and George arranged for his relatives who lived there to give all 11 of us a lift into town. He also told us about an intermittent ignition problem he had been having, and that he would have to do some checking before we could leave again. This turned out to be a good thing as it helped us decide not to fly to Avalon the next day. We checked in to a local motel, and soon made our way out for dinner. The weather deteriorated and it looked as though we may not be able to fly to Avalon the next day as we had planned, so we had a few extra drinks after

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Flinders Ranges

HDFC's Port Macquarie to Avalon Air Tour 2009 (cont)

dinner and, wouldn't you know it, it was Karaoke night. Kraig was the first to be brave enough to have a go, then George and then myself. We had a great laugh at each other as there were some pretty serious serial Karaoke singers in the pub that night. We were kicked out at midnight, called it a night and went to bed.

Thursday 12 March

The weather was ordinary at Warrnambool and the forecast for Avalon was much worse. Ian and Sue had to get to Avalon to display their aircraft so they left early to try to get through. We waited for George to talk to the factory about the Foxbat's ignition problem and tossed ideas around about hiring a van to drive the 200km to Avalon. The bad weather was forecast for several days around Melbourne. We eventually hired a 24 seat minibus from the local bus company and spent the rest of the day exploring Warrnambool. Later that day a huge storm came through and we heard from Ian that they had only just been able to get through to



Damo the bus driver

Avalon in pouring rain with assistance from the control tower. We were happy about our decision to go by bus and our new plan was to drive to Avalon tomorrow (Friday) and return to Warrnambool on Saturday night, then home Sunday. We collected the bus then had dinner and an early night so we could leave early the next morning in the bus to get to the air show.

Friday 13 March

We drove through very thick fog for most of the trip and stopped for breakfast at a small town called Inverleigh. The general store didn't know what hit it when we all ordered takeaway breakfast. Arriving at the Lara camping grounds at about 10am, we registered, pitched our tents and caught a shuttle bus across to the air show. We spent the whole day at the show and were amazed at the static and flying demonstrations. We caught up with Ian and Sue who told of their adventurous arrival the day before and then Michael and Judy Toohey turned up, having flown in on Jetstar. Some notable demonstrations, among many, were the U.S. Air Force B1 bomber and the Jelly Belly aeroplane that shocked everybody when an aileron broke off the right wing. We thought it was going to crash (except Davo who had seen it before in Oshkosh) but somehow they set it up so the plane flew as normal minus the right aileron.

It was very hot all day but, as usual with Melbourne, there was a dramatic change in weather that afternoon. At 8pm we returned by shuttle bus to Lara and had dinner at the football club next to the camping ground. As we returned to our tents it started to rain.

Saturday 14

We woke early, packed up our tents and the bus and walked across to a local Cafe for breaky. As we returned to catch the shuttle bus back to the air show it started to rain again so we sat in our bus to wait for it to ease. Whilst waiting I tuned my portable radio to Avalon Tower frequency. It was amazing what followed, with inbound aircraft being warned of 35kt + cross winds and heavy rain and most going around or not even attempting to land.

After some more waiting, the thought of the \$50 entry and the likelihood of most flying displays being cancelled, we agreed to return to Warrnambool via a different route. We stopped at the airport to re-load the planes and considered leaving that afternoon but, after some intensive weather analysis and discussion, we agreed to stay another night. The weather was still quite bad. It was a good lesson for all, being comfortable with personal limitations and flight planning. We left what we could in the aircraft and returned to the motel for another night. Kraig cleaned the bus out and then he and I returned it to the bus depot. We called a cab which didn't turn up so we walked back to town. We all went back to the Karaoke Hotel for dinner again and this time there was a Hens Night with a bride who was drunk before she walked in and could hardly even walk when they left. During our meal we heard from Ian that a severe storm had gone through Avalon and his plane had been overturned by 120kph winds. Several other aircraft were overturned or badly damaged including the beautiful bi-plane from WA. We realised how lucky we were that we decided not to fly to Avalon. Another early night and cabs were booked for 6.45am to get us to the airport.

Sunday 15

We were at the airport at 7am for a long day's flying. We all nearly fell over when an airport worker (advised us at 7.20am that the airfield was being closed in 10 minutes for drag racing and wouldn't be available for the rest of the day except for emergencies.

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Club Captain's Report (cont)

It was quite windy, extremely cold and we all felt under immediate pressure to leave or get stuck there again. We loaded up and the Foxbat left first, then as we prepared to leave the rain started again. We waited a bit longer, the drags were postponed and we left about 30 minutes later a lot calmer.

We flew as planned to Hamilton, Horsham, Echuca, then landed at Tocumwal. The weather was not great but improved the further north we went. We left Tocumwal for Wagga, Cootamundra, Young, Cowra, Orange and then landed at Mudgee. My parents happened to call me to find out how the trip was going and were surprised to find us just landed at Mudgee. They were at Mudgee too on a caravan trip and came out to the airport with lunch. We left for home via Scone but, due to bad weather, diverted to Singleton past Lake Liddell, then Maitland, Williamtown (not active), Taree and then finally home at about 6.45pm. FPT and the Foxbat soon arrived and we were all exhausted but glad to be home.

We had a fantastic adventure and I would recommend this type of Air Tour to anyone. I would also like to mention the fantastic effort George Northey made for the Navigation students and the valuable hands-on learning they received. I'm sure they are very grateful and realise what a wonderful opportunity they had. I look forward to flying with fellow club members again soon.

Damien Buchtmann



Spot Landing 500' Low Level Circuit

1st Ray Lind 95, 2nd Rod Farley 65, 3rd Mark Watson / Ross Costanza 55

Overall 1st Rod Farley 214, 2nd Mark Watson 208, 3rd Ray Lind 161

March Competition

8 pilots, once again tricky winds, low cloud and even rain earlier in the day forced our decision making skills to the limit. However, after deciding to go ahead, the weather cleared up reasonably well for another great competition day. Some tail wind component and cross winds continually made the flying challenging and very interesting. Remember of course each competitor has an instructor with them for all sequences, so every flight is a cheap learning experience.

Stuck Throttle at 1400RPM

In this event the pilot simulates a partial engine failure situation where the limited power available means he/she has to carry out a forced landing where the engine could fail totally at any time. Only three (3) pilots managed to get into the scoring boxes.

1st Ray Lind 40, 2nd Bruce Dunlop / Mark Watson 20.

Instrument Climb To 2000'

1st Bruce Dunlop 78, 2nd Mark Watson 74, 3rd Vaughn Durkin 70.

Forced Landing From 1500'

1st Bruce Dunlop 88, 2nd Ray Lind 82, 3rd Jack Terp 75.

Overall 1st Bruce Dunlop 186, 2nd Ray Lind 180, 3rd Jack Terp 115.

It has been great to see more and more pilots flying in the recreational competition as well as the general aviation section. Several GA pilots now fly in both which makes it a really fun competition day as well as involving plenty of flying activity.

Saturday May 23 the Manning River Aeroclub will be hosting the very popular Tri Club competition for 2009. This is a very close airport for all of our pilots to attend so we hope to have a huge contingent on board for the day. On May 2 we will also be having the local Fly and Spy so May will prove to be a very exciting flying month.

See you at the next competition to continue enhancing our piloting skills.

Safe flying,

Ray Lind

BAR ROSTER

APRIL 2009

24th Bruce Dunlop

MAY 2009

2nd Doug Jones

9th Rod Davison

16th Barry Williams

23rd Jon Maguire

30th George Northey

June 2009

5th Bill & Lyndal Coote

12th David Mitchell

19th Tania McKenzie

26th Marcus Ludriks

July 2009

3rd Damian Buchtmann

10th Ray Lind

17th Richard Bentley

24th Jack Terp

August 2009

7th Rod Farley

14th George Northey

21st Adam Booker

28th Eric Elsey

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

NEW MEMBERS FEB-APRIL

Bill Butler (flying)

Janet Goodhew (flying)

Nicholas Outram (flying)

Sahil Kumar (flying)

Premjeet Kumar (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 |

CALENDAR

May

Friday 1st

New Member Sausage Sizzle at Club - from 5pm

Saturday 2nd

Fly 'n' Spy and Dinner

Sunday 17th

Monthly Flying Competition & BBQ

Saturday 23rd

Tri-Club Competition at Taree

June

Friday 5th

New Member Sausage Sizzle at Club - from 5pm

Sunday 21st

Monthly Flying Competition & BBQ

July

Friday 4th July

New Member Sausage Sizzle at Club - from 5pm

Sunday 20th

Monthly Flying Competition & BBQ



CONGRATULATIONS

Michael Drinan—RAAus Pilot's Certificate

HDFC COMMITTEE 2008 - 2009

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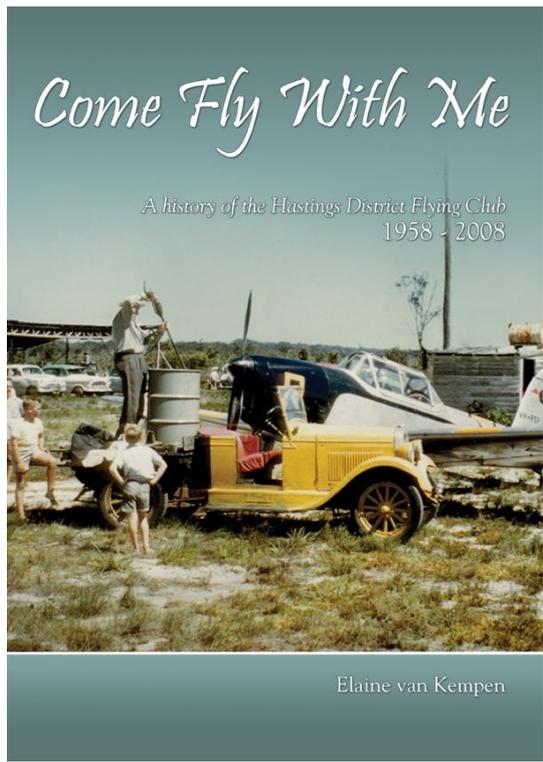
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Come Fly With Me

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