

President's Report

January 2008



Yesterday, Today, Tomorrow. Our 50th anniversary theme was certainly evident at the annual presentation dinner. Young and old came together as one in recognition of flying achievements. It was gratifying to see the large number of young pilots. The club is proud to be able to offer these youngsters a start in what could be very successful aviation careers.

A further two flying scholarships will be awarded this year to promote Aviation to the youth of the Hastings and Camden Haven. Hans Westphal has kindly donated \$2,000 ensuring our scholarship scheme continues. Applications will be called during February.

Club members have always been generous in support of our club, none more so than Cedric Stephens. In the past Cedric has donated a reverse cycle airconditioner as well as \$200 annually for Fly and Spy prize money. He has now financed the purchase of our new aircraft at a very attractive interest rate. Following approval at the August AGM the committee has chosen to purchase a new Eurofox. The aircraft is currently being shipped with delivery mid March. Meanwhile the Foxbat has been returned to as-new condition with new paint, engine and propeller.

On arrival of the Eurofox the club will be in the envious position of offering its members two immaculate RAAus aircraft and a General Aviation Cessna 172. Hire rates will remain highly competitive at \$95 per hour for both RAAus aircraft and \$140 for the Cessna. There is no reason not to go flying in Port Macquarie.

Adam Booker has been appointed CFI effective mid February. He replaces the highly experienced Bob Needham who has been CFI at various flying establishments for the last forty years. Bob will continue as a Testing Officer and Instructor. A small presentation will occur during our Friday night social evening on the 15th February.

Construction activity has stepped up around the airport in preparation for the inaugural Virgin Blue flight on February 4th. The additional daily jet service should not affect our operation. Just remain vigilant when flying with ears and eyes open and use the system as it was designed. There is no reason why RAAus aircraft cannot mix it with all other types. Be mindful of the different performance parameters and co-operate in producing an orderly traffic flow.

A crowded calendar awaits us for our 50th anniversary year. Over the first 6 months flying trips are planned to Lake Keepit, Narromine, Gloucester and South West Rocks. These are in addition to our monthly flying competitions and the hosting of the Newcastle, Taree and Hastings Tri Club in May. The Vern Polley competition will be held in February with \$200 prize money.

The 50th anniversary Fly-In and Fly and Spy is only six weeks away. Over 25 flying groups have been personally invited with advertisements in the RAAus and AOPA magazines as well as the Aeroclub.com website. It promises to be a great weekend so spread the word.

During Heritage Week in April we will be holding an Open Day. Many other groups have been invited to participate including vintage car clubs, the model aircraft club and other operators at Port Macquarie Airport. Bob Needham is coordinating a club history and memorabilia display and would appreciate any items members may have.

As you can see there is much happening and hopefully something for everyone. Keep tuned via the website or clubhouse noticeboard for latest details of activities. This is the year to become involved. If unsure or shy, talk to a committee person or another member. We're a great bunch of people with common interests.

Stay safe and see you soon

Rod Davison

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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



2008 is well on the way and the flurry of Christmas and New Year activities has left us behind - thankfully some might say. What a contrast this year is to the beginning of last year with huge amounts of rainfall and humidity on the coast. Increased moisture in the atmosphere in the form of clouds

makes VFR flying difficult, if not impossible, and there is also the insidious problem of carburetor icing. We've already had one incident indicating this problem with our C172 so, if at any time you experience symptoms such as rough running or a reduction in power, apply full carby heat. We should be especially aware of this on base leg of the circuit where power is reduced, during forced landing exercises, or at any time when the symptoms arise. Don't forget carby icing can occur even on very high power settings if the conditions are conducive to ice formation in the low pressure environment of the carburetor intake.

2007 was a great year for competition flying. The inaugural Recreational Flying competition made a great start. Not all our qualified pilots in both areas are using this valuable, and possibly life saving, opportunity to maintain their flying skills. I'd like to put everyone at ease who thinks that they're not good enough or that they would embarrass themselves. Our competitions are not like this at all. Quite the opposite - you will find that pilots on the ground will give you helpful advice and assistance if asked. As well you will be flying with an instructor to assist you in the air if the need arises. Competitions are all about consolidating flying skills and helping maintain hard earned and expensive qualifications. Safety and currency are our main goals and most pilots enjoy seeing themselves improve as well as the social aspects of the day including the clubhouse BBQ lunch.

Let's revisit our November 2007 competition. The points were so close among our top pilots that we had to wait until the final competition to know who would win the coveted Vern Polley Trophy. 12 pilots completed with uncomfortably strong winds and unpredictable low level gusts - not the sort of day you'd pick for a joy flight but definitely providing our pilots with excellent practice to maintain their skills.

November 2007 Comp

12 pilots, gusty winds below 1500', beautifully smooth above

Blind Circuit

1st George Northey (100), 2nd Rod Davison (88), 3rd David Mitchell (84)

Instrument Climb to 3000'

1st Rod Davison (100), 2nd George Northey (96) 3rd Bruce Dunlop (93)

Forced Landing from 2500'

1st Bruce Dunlop (83), 2nd Rod Davison (50), 3rd Mark Whatson (48)

Overall

1st Bruce Dunlop (234), 2nd Rod Davison (228), 3rd George Northey (186)

Our normal December flying competition is a mini navigational trial. It involves a short flight to the west and is typically about .8 hours flying time in the C172. The pilot must prepare a flight plan, get a weather report and fly a three leg sequence with a possible diversion. All the skills we use in training come to the fore. Because of wet weather, the Nav Trial is still open for competitors until the end of January.

Now we're into 2008 and what a year it's going to be. Our January competition was flown in some suspect weather so 12 competitors participated in a range of low level exercises.

January 2008 Comp

Forced Landing from 1500'

1st Mike Coulter (90), 2nd Rod Davison (77), 3rd Bruce Dunlop (67)

Instrument Climb to 2500'

1st Mike Coulter, Barry Williams, George Northey (81, perfect score), 2nd Bruce Dunlop & Rod Davison (77), 3rd Ray Lind & Bill Coote (74)

500' Spot Landing

1st Mike Coulter (100, perfect score), 2nd Ray Lind (85), 3rd Bruce Dunlop & Rod Davison (80)

Overall

1st Mike Coulter (271), 2nd Rod Davison (234), 3rd Bruce Dunlop (80)

Sincere thanks go to all the ground judges who brave the elements every competition and keep track of scores. In particular, I thank Lyndal Coote who carefully collates our scores throughout the day and saves heaps of time at the end of the day.

2008 will be a great year for flying and we also host the Tri Club this year in May. This competition traditionally is between Newcastle, Taree and Port Macquarie but Williamtown has expressed an interest in joining the group which will make it even more challenging and enjoyable.

Until next time, safe flying

Ray Lind

Flying School & Recreational Flying

Recreational Flying School Takes Off

As is usual for the Christmas - New Year period flying activity was down a bit during December with many students and pilots enjoying time with family and friends during the festive season. The New Year however has brought a flurry of activity in flying training. It seems as though barely a day has gone by in January without an inquiry from a new prospective student. TIF vouchers were a popular Christmas gift and many of the lucky recipients have taken the opportunity to get in the air. Most of them have enjoyed the flight and continued on to start their training.

The more advanced students are back into their training with some nearing the end of the course and starting to think about the reality of becoming qualified pilots.

The growth of flying training has been very encouraging. The school is going from strength to strength and we are in need of more instructors to help cater for new students. We will soon be conducting an instructor rating course and will hopefully have additional instructors to support the increase in training activity.

The Foxbat

Foxbat 4422 is going strong and continues to provide reliability and enjoyment to all who fly it. We have had the Foxbat now for just over two years and to mid January we have clocked up close to 1,300hrs. Not bad considering that when we initially got the aeroplane we were hoping to fly an average of 250 hours per year. The majority of the total hours flown has been for flying training however private hire utilisation has been growing over the last few months. I'm sure this trend will continue as more members make the transition from student pilot to certificated pilot. As you would be aware the Foxbat got a new coat of paint recently and the very reliable Rotax engine was replaced in late January with a newer shinier one. We will be selling the old engine to recoup some of the cost of the replacement.

The Eurofox is Coming

Mid March should see the arrival of our new Eurofox aeroplane. Following the last AGM where members approved the addition of a new Recreational aeroplane to our fleet, the committee undertook an evaluation process



The Eurofox being assembled in the factory in Europe

where several aeroplanes were assessed and flown. The selection criteria for the new aeroplane included price, build quality, back up service, performance, flying qualities and general suitability to flying training. In November George and I travelled to Melbourne to fly the Texan 600 and the Eurofox. The Texan was quickly dismissed as it was very twitchy to fly and for the expensive price tag it just didn't stack up. The Eurofox, on the other hand, was a pleasure to fly. George and I were very impressed with the build quality and attention to detail during construction and in addition the agents, Horsham Aviation Services, are very reputable and easy to work with. The price of the Eurofox is such that we will be able to introduce it at the same private hire rate as the Foxbat. The committee is committed to keeping flying costs as low as possible and this was a big consideration in our choice of aeroplane. We will keep you up to date via the website on the arrival of the Eurofox and I encourage all pilots to jump in and have a fly in March. The Foxbat isn't going anywhere and will still be available for private hire and training.

Airmanship Please

In recent times the Foxbat has become the target of claims of poor airmanship and unneighbourly flying practices. These accusations have come from other operators and individuals on the airfield. While I believe that the vast majority of these complaints are unfounded it does put extra emphasis on the way we conduct ourselves as pilots. We are in the spotlight and we have to keep our noses clean. Unfortunately some individuals on the airfield have formed the opinion that an "Ultralight" has no place mixing it with GA and RPT traffic. The committee has received advice of these complaints from Port Macquarie Hastings Council and Recreational Aviation Australia. Without getting into too much detail, issues of "flying tight circuits" and "poor radio procedures" have been among the complaints.

Now before you get up in arms and phone me to defend yourself, as I previously said, I believe most of these accusations to be unfounded and, without exception, I believe all our pilots mean to demonstrate good airmanship. However, I think we need to make an extra effort to make sure we are never the subject of similar
(continued next page)

Recreational Flying

complaints again. Virgin Blue begins operations at YPMQ on 4/2/08 so now we have jet RPT to look out for.

What can we do? One thing I have noticed is that some pilots are not responding to radio calls. If another aeroplane makes a broadcast call and you believe that they may be traffic for you make sure you respond to them. Also some pilots are not responding to calls that are directed directly to them. For example if you hear a call that begins with, "Port Macquarie Traffic and Foxbat 4422....." this means that they are speaking generally to all traffic and specifically to you. If you have understood the call then reply with "Foxbat 4422". This simple response tells them that you have heard and understood their call. If you have not understood the call or need more information please ask them. On the other hand I have also noticed that some pilots tend to overuse the radio to the distraction of other traffic. If "Eastern 2170", for example, calls that they are 30 miles to the south and intending to establish a five mile final straight-in approach on RWY 03, they don't really need to know that you are at Point Plomer at 1,000 feet. So use the radio effectively and responsibly. Always respond to calls that include your call sign and don't get up peoples' noses by overusing the radio. Standardised circuit calls and inbound calls were introduced to reduce needless chatter. Don't let me put you off though. If you feel that a call is required then make it.

Lookout! A solid proactive look-out could have prevented many accidents. The circuit traffic at Port Macquarie continues to get busier. Everyone knows they need to look out for other aeroplanes but when was the last time you took the time to "Clear right, clear centre, clear left" before every one of your turns in the circuit? For a lot of you it is every time but keep it up. Take the time to have a proper lookout before you announce your intention to enter the runway.

As I said, we are in the spot light. Some factions of the Port Macquarie aviation community are just waiting for us to stuff up but I'm sure that we can all work together to keep them quiet. If extending downwind a little to facilitate the five mile final for Qantas Link or Virgin won't impact on the safety of your flight then consider doing it. But make sure you tell them you're doing it.

One last point. Club instructors are here to help. If you haven't practiced emergency procedures, stalls, steep turns etc for a while, feel free to grab an instructor and get your skills back up to date. Flying competitions are one of the best ways to keep up your skills.

This will be a big year for the HDFC as we celebrate our 50th anniversary, so get involved, do some more flying, have fun and be safe.

Adam Booker

January Recreational Flying Competition

12 pilots

Forced Landing from 1500'

1st Gregg Faulkner (41) - only pilot to get a box

Steep Turns

1st Bruce Dunlop, Natalie McKenzie, Jimi Ludriks,
2nd Gregg Faulkner & Rod Farley (70),
3rd Lucy Johnston & Peter Worrell (65)

500' Sport Landing

1st Lucy Johnston (75), 2nd Damian Buchtman (74),
3rd Jimi Ludriks (65)

Overall

1st Gregg Faulkner (165),
2nd Lucy Johnston & Jimi Ludriks (140),
3rd Damian Buchtman (118)

O'Hare Approach Control to a 747:

"United 329 heavy, your traffic is a Fokker, one o'clock, three miles, east bound"

United 329:

"Approach, I've always wanted to say this...I've got the little Fokker in sight"

BUNDY BOWLS

Just for fun we're going to play
Lawn Bowls for 2 hours
at Westport Bowling Club
on Friday 8th February
from 5.30pm
\$10 per person
Let Rod Davison know if you're
coming by Fri 1st Feb

2007 Presentation Night

The annual presentation dinner was held on December 1st in the clubhouse with about 60 members and guests in attendance.



Club Champion was Bruce Dunlop who overcame stiff competition to take out the competition pointscores for both General Aviation and Recreational Aviation.

Mike Coulter won the Forced Landing Trophy, sponsored by Harry Bellott.

Bill Coote and Jimi Ludriks were recognized as joint Pilots of the Year. Bill completed the testing of his homebuilt Jodel D150 which was given its airworthiness certificate in May. At the same time, he completed a tailwheel endorsement, obtained his Recreational Pilot's certificate and was endorsed as an AUF Level 2 Maintenance Authority. Jimi, the club's youngest pilot, obtained his Recreational Pilot's Certificate and completed both his Passenger and Cross Country Endorsements.

Damian Buchtman was declared Clubperson of the Year for his outstanding contribution to the club's operations and welfare.

Cedric Stephens handed on the stirrer's spoon to Lyndal Coote. Why me, I ask?

On the same evening, in addition to Jimi, four other pilots - Sue Faulkner, Natalie McKenzie, Richard O'Neill and Michael Tyler - were awarded their Recreational Pilot's wings.

The evening was rounded out with dinner organized by Rod & Kathy Farley and live music - a most successful evening and thanks to all those who helped decorate the clubhouse and clean up after.

Lyndal Coote



World Gliding Grand Prix and NZ Air Games

Technology brings airports live to the world.

When I was approached a year ago about commentating for the first World Gliding Grand Prix Final in NZ I was a little apprehensive but hugely excited! It all sounded so unbelievably out of this world!

My job was twofold – firstly, the World Gliding Grand Prix 19-24 December, followed by the NZ Air Games in Wanaka on December 27 and 28.

Sure enough, I headed to Omarama, South Island, NZ, one of the world's most famous gliding sites. Omarama is surrounded by the majestic Southern Alps which include Mt. Cook. Unforgiving terrain and challenging for our experienced glider pilots indeed.

18 pilots had qualified through 8 events held within the previous two years around the globe. Australia had a sole representative, Bruce Taylor, from Armidale, who holds 10 national titles.

Grand Prix racing is a new concept that makes flying enjoyable to the general public. Much like America's Cup yachting, pilots raced head to head along a task, tracked in real time. This information was relayed via telemetry in each glider, using live satellite 3D graphics, along with mini cams for live pictures of the pilots. Two helicopters filming air to air shots could not keep up with gliders doing 300kph out on task! It was thrilling for all those watching, wondering about decisions and observing tactics of our pilots. The races were viewed world wide on the internet, from Lithuania to Slovakia, the USA and Africa. The NZ Company, Animation Research (who brought the America's Cup to us) did the graphics for this event. Every-

one was amazed at the complexity and enormity of the technology and the endless possibilities to bring airports live to the world.

We had some incredible highs and some sad lows – one of our German competitors came to grief in the mountains. However, despite much sadness, the general consensus was that this event was a huge success. The FAI President, Pierre Portmann, was on hand to observe this new concept in aviation and whether it can be brought to the general public on an ongoing basis.

The winner was World Number 1 Sebastian Kawa from Poland (Diana 2), 2nd Uli Schwenk GER (Ventus 2ax), 3rd Ben Flewett NZ (ASW27), 8th Bruce Taylor AUS (ASW27). For more information, check out www.gpgliding.com.

The NZ Air Games followed the Gliding Grand Prix but was held in Wanaka, home of the Warbirds. This was a multi sport event held on one airfield. Ten sports, boasting World Champs in each discipline, came to Wanaka to showcase to the world that aviation can be enjoyed by the general public. The set up was amazing. I was thrown in amongst films crews, engineers, computer animators and a myriad of support crews. The place was buzzing.

It was not an airshow, but an airgames and winners were announced in each discipline. We watched live on a massive screen: skydiving, pylon racing, the tiger moth le mans race, paramotors, speed and cross country hang gliding, cross country paragliding, aerobatics, model aircraft,

(Continued Page 12)



Hartmut, Elke and Ann-Kathrin Kiehn in New Zealand



Sebastian Kawa GP winner



Hart & Elke enjoy the tiger moth action on the big screen

Adapting a Subaru Engine for Use in a Jodel

My adventure with the conversion of a Subaru engine for my Jodel D150 started in 2002 with Google and led to a visit to the facility of Stratus 2000 north of Seattle USA (www.stratus2000.homestead.com).

Owner operator Mykal Templeman and I inspected an aging C150 which had received a prototype EJ22 engine transplant. In Australia these engines were fitted to the Subaru Liberty from 1996 till about 2000.

The key statistics are four cylinders, 2.2 litres, two single overhead belt-driven cam shafts, 16 valves (4 valves per cylinder) and normally fuel injection. Templeman's conversion was inspired by previous work with Eggenfellner. (www.eggenfellneraircraft.com).

Templeman had fitted two downdraft Weber carburetors and his own development of an electronic engine management system. The EJ22 has no distributor, unlike the earlier pushrod EA81, so an engine management computer is required.

Having spent some years in historic motor racing I liked the idea of the Weber carburetors. The engine fitted to Mykal's C150 worked well on the ground, driving a 68" propeller and revving out to near 6000 rpm, at which point Mykal claims 180HP. Cooling came from a low slung VW Rabbit (Golf) radiator. Discussions with Mykal provided plenty to think about and a design concept for my own engine conversion. I purchased the carburettor manifolds for fitting Weber carburetors from Stratus 2000 and carried them back to Australia in my luggage.

I selected a used but not abused EJ22 and stripped the heads and ancillary parts from it. The heads were reconditioned, the water pump replaced and all reassembled. At this stage I left the rings and bearing in place and as original. Cost so far was less than \$1000.00.



Subaru EJ22 with downdraft Weber carburettor

The next two important components were an engine management system and a prop speed reduction unit (PSRU).

The engine management computer was easy. I chose to use the unit, LEMV5, recommended by SUB 4 (www.sub4.co.nz) in New Zealand and manufactured by the New Zealand company Link Electro Systems Ltd (www.link-electro.co.nz). SUB 4 has been developing Subaru engines for rally cars and light aircraft for some time. The unit cost about \$1000.00 at the time.

The PSRU was more difficult. I knew I wanted to turn a prop of not less than 68" at up to 2,500 rpm for take-off power and to keep engine revs in cruise to the low 4000's. In my mind, a geared reduction of 1.9:1 would do this. Neil Hintz of Autoflight (www.autoflight.co.nz), who had a hand in the devel-

opment of the Sub4 PSRU, offered a unit with 1.9:1 reduction specifically designed for the Subaru EJ22. The Autoflight unit is simple to bolt to the gearbox end of the engine and incorporates a rubber shock absorbing donut in the drive.

At the very pointy end I chose a Warp Drive 70" diameter ground adjustable prop. Testing pitch from 10° through to 15°, I have settled on 12.5° as optimal. With this pitch the engine reaches 4,200 rpm on take-off and climb and 4,600 in full throttle level flight. For comfortable cruise I set 4,100 rpm which gives my Jodel D150 a cruising air speed of 90 knots.

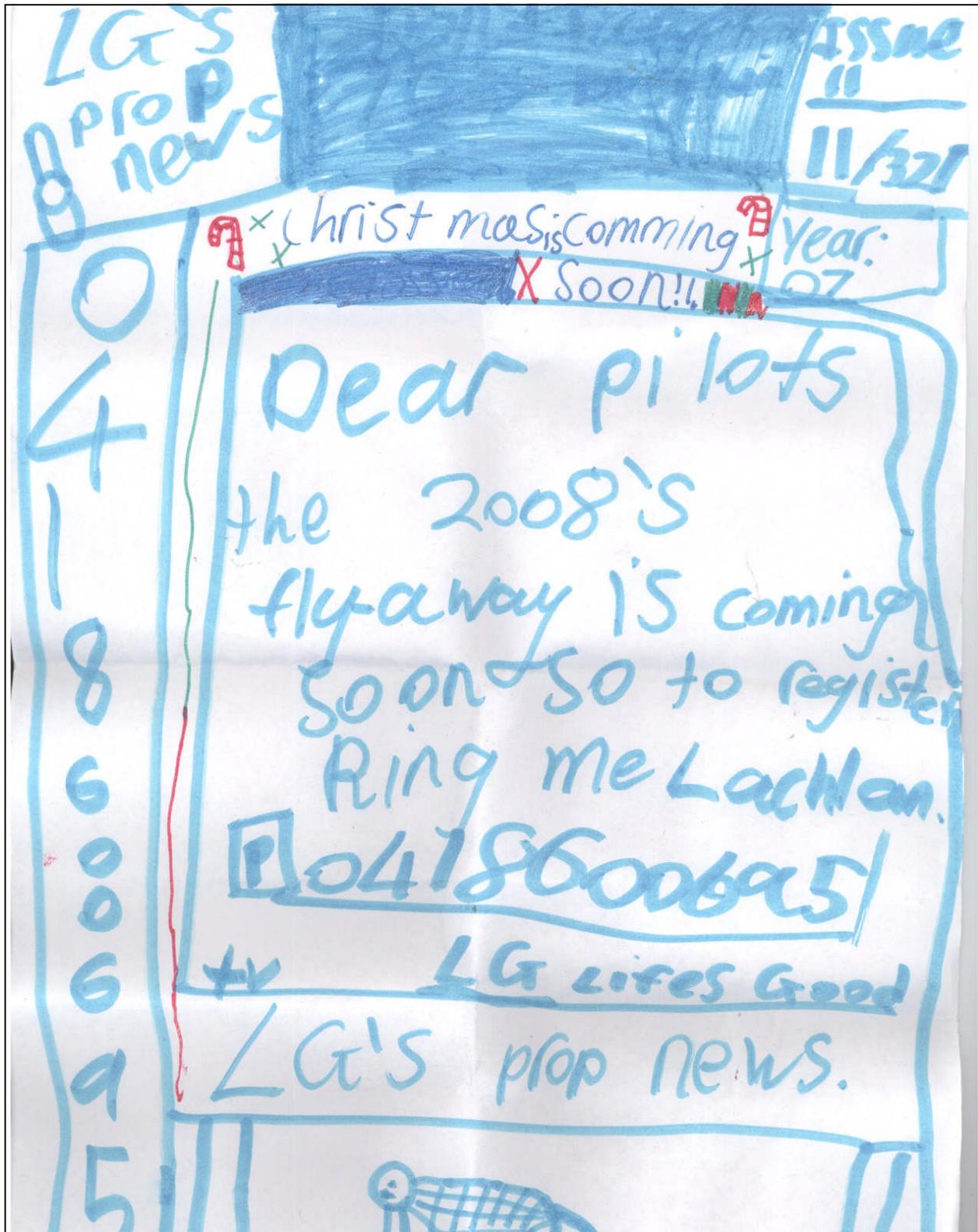
After 50 hours of testing and experimenting I can report that the engine reaches near maximum torque at 3,900 revs and 130HP at 4,200 revs, noise level (from the exhaust) is moderate below 4,600revs. Fitting foam air filters from Unifilter (www.unifilter.com.au) has helped the engine breath as at 4,600 rpm it is sucking a lot of air and uses 25 litres of avgas per hour.

Bill Coote

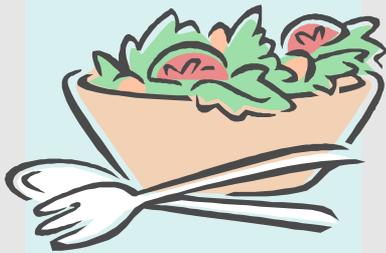


The Alternative Propwash

One of our youngest readers, Lachlan Gordon, was inspired to produce his own version of Propwash over the Christmas holidays. If this is reflective of the enterprise of future pilots, our skies will be in good hands. Lyndal



Flying at Milford Sound



Kathy Farley's Potato Salad

- 1kg potatoes, kipfler or chat
- 1 Spanish onion, quartered and finely chopped
- 1/3 cup (80mls) olive oil
- 2 tsp honey
- 1 tbs mustard, either wholegrain or Dijon or equal portions
- 2 tbs red wine vinegar (can use white wine vinegar as substitute)
- 1 bunch parsley chopped
- Small dash balsamic vinegar (optional)

Combine onion with 1 tablespoon of vinegar.

Place whole potatoes in saucepan and cover with cold water. Cook uncovered for 12 minutes over medium heat or until tender. Drain. Cool slightly then cut into smallish wedges. Combine with onion while potatoes are still warm.

Whisk together remaining vinegar, oil, honey, mustard and 2 tablespoons warm water. Season to taste with salt and pepper. Pour over onion and potatoes, toss to combine and garnish with finely chopped parsley.

The addition of 250g chopped cooked bacon or finely diced ham is also very good.

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

Tower:

"Delta 351, you have traffic at 10 o'clock, 6 miles"

Delta 351:

"Give us another hint. We have digital watches!"



Gwen and I have just returned from an 18 day tour of the South Island of NZ. What a blast!!

We arranged to hire a 172 on a couple of occasions for aerial scenics of the alps and Marlborough Sounds and would recommend it to anyone doing the trip. The scenery there is so different and the flying environment different also.

Living here in the Snowies I thought I was pretty familiar with mountain flying but there's just no comparison with NZ.

Here, if I want to head away from Cooma I know that at 8000' I'm safe to head in any direction without bumping into anything hard but there I'm happily cruising along at 10500' and still looking up another 2000' to the summit of Mt Cook just a couple hundred metres off the right wing tip.

That day Gwen clicked of 226 beautiful shots of the trip.

For me the highlight was the approach, landing and departure at Milford Sound ... unforgettable. The above image of Milford strip is looking out our left quarter. What you can't see is the sheer rock wall about 100ft off our right wing tip and another sheer rock wall just one mile ahead.

To land on 29 as we did, one has to track past the strip into a canyon then do a descending loop-shaped base leg in the canyon and out of sight of the strip, then a dog-leg final around yet another rock wall, all the time looking for the strip to reappear.

Not a good place to be in anything over 10kt winds.

Paul Nossiter



While taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Fort Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew, screaming "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D but get it right!"

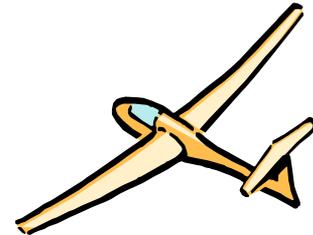
Continuing her rage to the embarrassed crew, she was now shouting hysterically "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move until I tell you! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes ma'am" the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high when an unknown pilot broke the silence and keyed his microphone, asking "Wasn't I married to you once?"



Bill Coote checks FPT's fuel at the SAAA meeting at Cowra



LAKE KEEPIT FLY-AWAY

Sat 23rd - Sun 24th February

Fly-away in great company
Take a glider TIF

Accommodation is in air-conditioned cabins or camping - from \$35/night, bring your own linen

More information at
www.keepitsoaring.com/mrbs
and on our club web site.

If interested,
let Rod Davison know by Fri 8th Feb

AIRVENTURE
OSH KOSH
EAA

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

BAR ROSTER

JANUARY

25th Barry Williams

FEBRUARY

1st Jon Maguire
8th Jack Terp
15th Rod Davison
22nd Damian Buchtmann
29th Ray Lind

MARCH

7th Richard Bentley
14th George Northey
21st Rod Farley
28th Tania McKenzie

APRIL

4th Bill Coote
11th Adam Booker
18th Eric Elsey
25th Bruce Dunlop

MAY

2nd David Mitchell
9th Doug Jones
16th Marcus Ludriks

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

NEW MEMBERS OCT - DEC

Gerry Byron (flying)
Elizabeth Drinkwater (flying)
Peter Drinkwater (flying)
Tony Earl (flying)
Erin Sheppard (flying)
Andrew Streat (flying)
Fiona Stuart (flying)
Phillip Triffit (flying)
Natalie Warburton (flying)
David West (flying)

ACHIEVEMENTS

FIRST SOLO

Megan Fricke

CALENDAR

February 2008

Fri 1st New members sausage sizzle from 5pm
Fri 8th Bundy Bowls at Westport Bowling Club - 5.30pm
Sun 17th Family BBQ lunch and Vern Polley Trophy
Fri 22nd Airservices Forum at Clubhouse - 6pm
Sat 23rd - Sun 24th
Fly-away to Lake Keepit

March 2008

Fri 7th New members sausage sizzle from 5pm
Sat 8th Fly 'n' Spy, Fly-In and Dinner
Wed 12th Committee meeting
Sun 16th Monthly flying competition & family BBQ
Fri 21st - Mon 24th
Nat-Fly at Narromine

April 2008

Fri 4th New members sausage sizzle from 5pm
Wed 9th Committee meeting
Sat 12th - Sun 13th
Open Days at Clubhouse during Heritage Week
Sat 19th Fly-away & monthly flying competition at Gloucester

May 2008

Fri 2nd New members sausage sizzle from 5pm
Sat 10th Fly-away & lunch at South West Rocks
Wed 14th Committee meeting

HDFC COMMITTEE

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The waiting game on the grid

helicopter precision tasks, experimental aircraft, balloons, microlights and a gliding task - all competing and vying for the title of NZ Air Games Champion.

The atmosphere on the airfield was electric. Pilots and crews from all disciplines, with a common love of aviation, enjoyed sharing their sport and experiences with others. It was a wonderful aviation experience.

Credit should be given to Airsports International and its inspirational MD Peter Newport, for having the vision, drive and enthusiasm to make this all happen. At the closing ceremony he received

a well deserved standing ovation. Next stop, the FAI meeting in Paris, and fingers crossed, that this was the successful precursor to the first World Air Games to be held in Torino, Italy in 2009.

We all need to support this project for the future of airsports www.airsportslive.com and www.fai.org to keep in touch with what is happening. A DVD of these events will also be available shortly via Airsports.

Ann-Kathrin Kiehn



Jonny Durand (AUS) world hang gliding champ and only pilot to win 2 NZ air games medals