

HASTINGS DISTRICT FLYING CLUB

PROP WASH

60TH ANNIVERSARY | NOVEMBER 2018 ISSUE



Gayle and Trevor Kee at HDFC's 60th celebrations dinner

Celebrating 60 years of Aviation

ALWAYS
LOOKING
UP



EST 1958



NOTE FROM THE EDITOR



VERONICA LIND

EDITOR, MARKETING
& COMMUNICATIONS

60TH ANNIVERSARY ISSUE

Bob Needham spoke at HDFC's Annual General Meeting on 29th August 2018. He said that HDFC is the best aero club he's ever been associated with. I believe many members would agree with that!

There are three things HDFC is most proud of: Comradeship, Aviation Safety and Professional Airmanship.

A lot has happened since the last issue of Propwash. We were busy preparing for the AGM, CASA training, flying scholarships, the big 60th anniversary dinner where 93 people attended and the Open Day.

The winner for a free flight was drawn at the end of Open Day by HDFC's older member, Allan Collins. Rod Davison announced that the winner was 7 year old Isabelle Bingham! Congratulations Isabelle!

We also want to thank pilots who displayed their aircraft during the Open Day.

Enjoy this special 60th anniversary issue of Propwash and don't forget to **register** for the 1st December Awards Presentation and Annual Dinner.

May your dreams take flight!

Veronica

editor@hdfc.com.au



Rod Davison, Steve Smith, Rowan Lind and Ray Lind (photographer) hoisted a heap of balloons from Settlement City through to Panthers where HDFC's 60th dinner was held.

H D F C . C O M . A U



E S T . 1 9 5 8

AWARDS PRESENTATION NIGHT & ANNUAL DINNER

Sat, 1st Dec 2018 from 6 pm



Your invitation to the Biggest Recognition Event of the Year!

This is the time we recognise the achievements of our student pilots, seasoned pilots and club members for outstanding flying, performance and contribution to the Hastings District Flying Club.

This year's guest speaker is **Jimi Ludriks!**

Event is on Saturday, 1st Dec at HDFC Clubhouse from 6pm. Cost is \$38 pp.

Register here - <https://www.hdfc.com.au/awards-presentation-annual-dinner>



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AWARDS PRESENTATION DINNER
Saturday, 1 December 2018 from 18:00 at HDFC Clubhouse

Register online - <https://www.hdfc.com.au/awards-presentation-annual-dinner>



CHRISTMAS GET-TOGETHER
Friday, 14 December 2018 from 17:00 at HDFC Clubhouse

Bring a plate to share and join us for a Christmas get-together!

Wear some bling and something Christmassy!



AUSTRALIA DAY
Saturday, 26 January 2019 from 11:00 at HDFC Clubhouse

OZ OZ OZ! Celebrate what's great!

BYO meat for BBQ
Bring nibbles, salad, entree or dessert to share
Drinks available at the bar

HASTINGS DISTRICT FLYING CLUB

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HASTINGS DISTRICT FLYING CLUB
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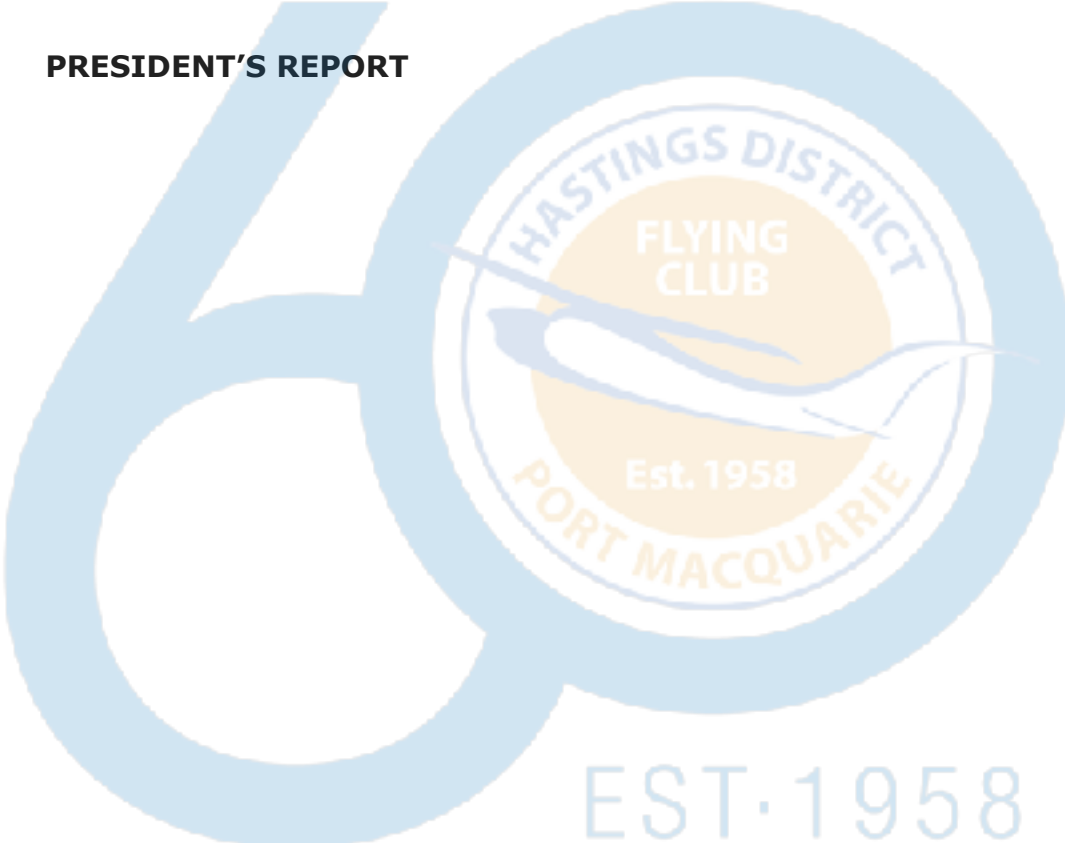
OTHER EVENTS BEING PLANNED

Events to be confirmed. Check website and Facebook for updates.

RESTAURANT NIGHT
Mid January 2019

FLYING COMP AT DEXFIELD
March 2019

FLY AWAY
Luskintyre and Yamba



PRESIDENTS REPORT
NOV 2018

BY ROD DAVISON



WE'RE SIXTY

Time also flies at Hastings District Flying Club. Much has happened during the last few months as we recognised the passing of 60 years.

On September 8th club members, past and present, came together at the 60th Anniversary Reunion Dinner. Emcee, Mark Watson, controlled proceedings with Club Captain, Ray Lind, first up to propose a toast to the Club. Memoirs from 7 past Presidents kept the crowd entertained. Their stories were complemented by a video presentation produced by Veronica Lind. Two Life Members, Bob Needham and Hans Westphal cut the huge cake, followed by a vote of thanks from myself. Formal proceedings concluded with the raffle draw. Ten prizes were generously donated allowing proceeds to offset the cost of the music, decorations and cake. The event was highly enjoyable and most fitting it occur on the same date our Club was officially formed back in 1958. All those involved in the organisation and presentation of the evening deserve our deep appreciation for what was a most memorable evening.

The HDFC Open Day was the second major event to occur recently. Despite inclement weather before and after, the weather gods smiled upon us allowing twenty aircraft to pack in to the fenced off tarmac display area. The public turned out in good numbers to explore our facilities and were well informed about our Club and its activities. Great support was provided by the aircraft model clubs, adding to the interest.

Our Club was portrayed in a most positive light, which can only strengthen community ties. A special thanks to Mike Bullock and Doug Toppazzini. Doug's family operated the BBQ and drinks tent most of the day, allowing us aviation nuts to talk aeroplanes and flying training.

The Annual General Meeting held on Wednesday 29th August was poorly attended with only 16 members present. However, the overall snapshot showed a healthy and vibrant club. The Treasurer reported a \$20,000 surplus for the year, bringing the bank balance to over \$110,000. The previous serving Committee were all re-elected unopposed. Doug Toppazzini has taken over the role of aircraft maintenance co-ordinator, allowing Steve Smith to concentrate on his CFI duties. In the restructure an Aviation Safety System committee was formed consisting of Steve Smith, Ray Lind, Mike Bullock and Doug Toppazzini. Any safety issues should be referred to this Committee. A whiteboard has also been placed in the hangar for notification of safety issues.

Another successful CASA Safety Seminar was conducted on the 10th October. Over 30 pilots all agreed the information presented was relevant and interesting. Any improvement in threat and error management, as well as situational awareness and communication can only be a positive. Well done CASA.

Two other events club pilots have fitted into their busy schedules included Airventure at Cessnock and Ausfly at Narromine. Both provided another reason to go flying, being well organised and enjoyable. However, numbers were down at each event due to the conflict currently occurring between the AOPA and RAAus. Management of these organisations need to work together to stem the damage they are causing to recreational aviation in Australia.

Sixty years on and our Club is still as strong as ever. This is due to you, our members.

Nine Flying Scholarship applications have been received. Mike and Steve are currently conducting the trial flights. Once this is completed a panel consisting of Mike, Steve and myself will thoroughly assess each application.

Announcement of the successful candidates should occur late November. Supporting the scholarship scheme this year are Sue and Clyde Stubbs who donated their Fly and Spy prize money as well as Mathew Connors who has donated two Pilot Practice Exams subscriptions. Meanwhile, two of our younger members have received RAAus flying scholarships. Congratulations to Maxwell Mangan and Anna Hayler.

Life Member, Cedric Stephens, passed away in August. Cedric contributed much to this Club over a long period of time. He was Secretary for around ten years and became well known for his informative newsletters. He was also well known for dodging Avdata landing fees in his beloved C150 called Rudolph. Cedric was generous to the Club, donating flying competition prize money as well as items such as the air conditioner. Cedric also financed the purchase of our Eurofox aircraft at a very attractive rate.

Ron Walesby also recently passed away, aged 100.7 years. Ron was a Club Member for several years. He was a legend of aviation. Always a true gentleman, Ron was highly regarded for his community spirit.

During August another Airport Stakeholder meeting was held at the clubhouse. Council updated the meeting on the parallel taxiway plans and the terminal upgrade. Work commenced on the terminal extension on the 3rd October and will take about 1 year. Construction of a taxiway will only commence when funding is sourced. The fence across the decommissioned grass runway has been removed thanks to the lobbying of Club Members. Some discussion on the need for the grass runway occurred and will be an agenda item at the next meeting.

The Clubhouse is now home to an impressive model aircraft display. The models were constructed by Doug Fellows and donated to the Club following his recent death. Thank you Eileen Fellows for supporting our club in this way. The display is creating much interest.

The membership renewal window has now closed and our current membership list is being compiled. Those who have not renewed but would like to do so must contact the Club now for one last chance to remain a member. Not only do you benefit from the club facilities and activities, but your support aides the Club in providing a strong united voice representative of the Port Macquarie aviation community.

As we approach Christmas, time really starts to fly. End of year activities include the annual Tri-Club Flying Competition in Maitland, the Presentation Dinner and Christmas Party. You are invited and encouraged to attend these events, capping off a very successful 2018 for the HDFC. Sixty years on and our Club is still as strong as ever. This is due to you, our members. Fly safe and have an enjoyable festive season.

Rod

**where people who believe in your
flying dreams come together
since 1958**



Hastings District Flying Club

Incorporating Port Macquarie Recreational Aviation

Operates 7 days a week, since 1958

Oliver Drive, Port Macquarie Airport, NSW 2444, Australia

T: (02) 6583 1695 E: marketing@hdfc.com.au



Celebrating 60 Years of Aviation



EST. 1958 *Always Looking Up*

The Hastings District Flying Club (HDFC) celebrates its 60th anniversary with the theme “**Always Looking Up**” as pilots always do when a plane flies by. It also means that the club is forward looking.

HDFC has been making flying dreams come true since 1958. It operates a flying club and Recreational Aviation flying school out of Port Macquarie with a hangar and club house at the airport.

On 8 September 1958, Hastings District Flying Club was born. By 1960, Chief Flying Instructor Barrie Abbott had been eagerly promoting the club and the beautiful district of Port Macquarie through many exciting social events including air pageants. The club had been encouraging older people to learn to fly. They were particularly keen to encourage younger people to progress to commercial aviation. This fervent desire to stoke the interest of youths in flying continues today with students ranging from as young as 14 to an impressive (and humbling) 94 years of age!

There is an obvious air of camaraderie at HDFC. Club President Rod Davison has a vast vision and grand plans for the Hastings District Flying Club. The vision is to have exciting programs to entice pilots, their families, social members and the general public and ignite a shared passion for flying. Plans include effective social communications through HDFC Propwash newsletters, fly-in and fly-away activities, Fly and Spy competitions and most recently fly-away coffee sessions and visits to several airshows.

HDFC continues the proud tradition began by Barrie Abbott in turning out highly skilled and professional pilots. The Flying School is now led by Chief Flying Instructor, Steve Smith with Ray Lind as Club Captain and Mentor. There are many beautiful reasons why people want to learn to fly. For most, true passion is what drives them to the skies. For others, it is a stepping stone to their dream aviation career. Then there is Joanne Oreb who wanted to be a flying vet and Chris Watts who wanted to propose to his girlfriend in the air.



HDFC is strictly professional with their flying training.

“Our goal is to produce GREAT and RESPECTED Pilots. We do this by ensuring total aviation safety and disciplined airmanship through accurate and professional flying training. Therefore, it is important that Pilots Keep Current through Pilot Proficiency Days.” - Ray Lind, Club Captain

Highlights

- In 2014, Joanne Oreb was our youngest female student to go solo in HDFC's 56 years history at the tender age of 15 years, 1 month and 11 days.
- Two years ago, Leslie Williams, Member of Parliament sent a tribute in recognition of Alex McGee's First Solo with the Hastings District Flying Club being the youngest to achieve First Solo in our almost 60 years history.
- Matthew Baker as a young boy would sit in the back of the Cessna 172 plane during HDFC's monthly Pilot Proficiency Days and watch the pilots go through their emergency procedures. Matthew learnt to fly with HDFC and is now flying with Cathay Pacific.
- Chris Higgins, a Wauchope boy, learnt to fly with Bob Needham in 1984 and is now an accomplished Captain with Net Jets in America. He was so grateful, he came back in 2016 and donated money towards two flying scholarships. Chris also operates a flying school in the US.
- Chris Watt learnt to fly in 2015 because he wanted to propose to his then girlfriend in the air. Keeping his time away secretly for 18 months so he could fly was difficult. Chris finally proposed in May 2015 and Sage said Yes!
- Since 1961, HDFC has been offering flying scholarships. The first recipient was 17-year-old Jimmie Higgins. In 2006, the flying scholarships were reintroduced. Since its inception in 2006, approximately 31 scholarships have been awarded. Jimi Ludriks was one of the inaugural recipients and is now a Boeing 747 First Officer with Cathay Pacific.

HDFC is where flying dreams come true. Let us take you to the skies and make your dreams soar.



ALWAYS LOOKING UP





MEMOIRS OF A HDFC PRESIDENT

Compiled by

Ray Lind



On September 8, 2018, HDFC celebrated its 60th Anniversary with a very well attended dinner involving some of our earlier members right through to our newest members.

The Port Panthers Rushcutter Room proved the perfect venue for the 93 attendees of the HDFC 60th Anniversary Dinner. It was fantastic to reacquaint with former members as well as mingle with the current membership. Thanks to everyone who made this a most memorable evening.

Memoirs of a HDFC President was an exciting concept which gave us an inkling into what each era of our club experienced as the 60 years progressed.

The common theme coming through from all of our Past Presidents has been the passion that all of them shared for aviation. They have industriously contributed in their own unique way to make HDFC the wonderful club that it is today. The elements of Airmanship, Safety and Comradeship all ring true for our current operations and it can be seen that these elements also come shining through from our fascinating past.

RAMON (RAY) POTTS

Our first Past President to speak at the dinner was Ramon (Ray) Potts, who had taken the job some 50 years ago. Ramon paid tribute to our foundation members, especially to long standing CFI , Barrie Abbott. Barrie had taken Ramon up flying for his very first flight in the club's Tiger Moth and of course Ramon was immediately hooked. He applied for a scholarship which he received and this took him through to an Unrestricted Private Pilots Licence.

Ramon also paid tribute to other loyal foundation members including: Harry Hutchison, Bob Armstrong, Alan Mettham Don Pitkin, Vince Williams, Col Harvey, Alan Colins and the club's first female pilot, Greta Yabsley. Barrie Abbott as CFI was of course assisted by very able instructors such as Jim Munday, Aussie Huttley, Brian Peel and Trudy White.

Ramon also reflected on exciting times of the HDFC hosting a 10th year anniversary Airshow with aircraft flying in from all over Australia. Barrie Abbott and Vic Walton performed exciting aerobatics while the renowned Alex Oliver performed some very low flying stunts in his Klem Swallow. The story goes that Alex was always breaking the rules and when The Department of Civil Aviation came to take his licence for his many infringements, they found that he didn't have a licence for them to take. These earlier days of flying were obviously much more free and easy in comparison to today's punitive flying atmosphere.

Ramon also reflected on his son, Wayne's flying career beginning with HDFC right through to the Air Force Academy and now flying with Cathay Pacific. He also mentioned that in the first 12 years of HDFC's operation, the club produced 12 professional pilots who all went on to achieve successful flying careers. What a rich history Ramon opened up for us as our first speaker!



Ramon (Ray) Potts
President: 1968 - 1970

VINCE WILLIAMS

Our next Past President to speak was Vince Williams and although Vince resided over the club during a very dark time financially, his great sense of humour came through as he and his partner, Di told the story while riffling through his copious notes. Vince reminisced about his dedicated role as House Manager for 24 years after President Ray Potts had casually asked him to initially look after refreshments. Vince spoke of the time around 1976 when the club was doing very well with the ownership of 2 aircraft, a Piper Warrior and a Piper Archer. Two members also owned a twin engined aircraft which Barrie Abbott flew on charter flights. Vince then spoke of the difficult time as a group of doctors along with ex HDFC instructor, Trudy White decided to set up a Flying School right next door to HDFC. Financially, this proved just too much for HDFC and its flying operations and despite valiant efforts to hang on, the aircraft were sold and Barrie Abbott lost his full time job.

The club still continued to operate as a social club however and Vince applauded the time several years later when Bob and Phoebe Ann Needham arrived on the scene and took over the flying school next door. Bob and Phoebe Ann have retained their very close and loyal association with HDFC ever since.

Vince recalled some great moments he had as president, for instance the time he flew down to visit the Bankstown Royal Aero Club with Alan Mettham and Col Harvey. With all eyes peeled for aircraft in the busy airspace Vince reported to pilot, Alan Mettham, “BANDIT ON THE LEFT WING!” to which Alan replied casually, “I just want to know where they are, Vince. I don’t want to fight them!”

Vince completed his speech by thanking all past and present members for their hard work and all of the friendships, conversations and camaraderie that the HDFC has harboured over the years.



Vince Williams

President: 1977 - 1981

ROB HOLLINS

Our next Past President to speak was Rob Hollins. Rob touched on the many changes that general aviation light aircraft have been through and had to endure. The main ones concerned the continuing escalating costs, a noticeable downturn in student interest in learning to fly and drastically reduced operating hours. He stated this as being a familiar cry from many flying clubs around the country and the battle for survival financially.

After the demise of the HDFC flying school operations, Rob spoke of the club purchasing a Jodel D11, VH-DRJ. This was a beautiful little 'tail dragger' aircraft but although loved by some members, it proved to be unsuccessful financially for the club to operate so it was sold.

HDFC's next foray into flying came with the emerging interest in ultralight aircraft and some members embraced this lower cost form of flying with great enthusiasm. There was a certain amount of reticence among some of the older members but eventually common sense did prevail and HDFC adopted, welcomed and encouraged ultralight interests in the club. A Drifter aircraft was purchased and under the instruction of Hans Westphal and Bob Needham the turning point had begun for HDFC.

Rob also spoke of the beginning of the club refurbishment about this time under the guidance and management of Harry Bellott. After many hours of work by Harry and other members, the club still stands today in the prime gateway position at Port Macquarie Airport.



Rob Hollins

President: 1981 - 1984

DOUG RADFORD

Doug Radford was our next Past President to speak for his period of tenure in the early nineties. Doug fondly remembered his first meetings with Bob and Phoebe Ann Needham and doing a check ride with Bob. He also spoke of getting to know the club members and going for a fly with Cedric Stephens in his Cessna 150, VH-DVK. Doug was to learn that Cedric flew his C150 like no other pilot and after landing safely, Doug had developed renewed faith in the mighty Cessna design. Doug was also impressed with the vibrant social scene at the club during this period and Friday nights were certainly something to behold! Doug quickly became involved in the regular and extremely competitive flying competitions as well as the state wide Interclub Competitions, which meant visiting places such as: Bathurst, Maitland, Taree, Warnervale, Camden, Moruya, Tumit, Griffith, Condoblin, Parkes, Scone, Tamworth, Armidale and Coffs Harbour. These were exciting times and at every event, we had a big contingent of HDFC flyers attend. Most flew the Needham's C152 VH-PFJ in the competitions but some had their own aircraft. These activities prompted Doug to initially buy a share in a C150 VH-JYP but later he sold his share to buy a much faster, Thorp T18 VH-DTR.

Doug also took on a whole new role in the club when Vince Williams approached him and asked him to take over as 'Santa' for the kids' Christmas parties. Vince had decided to retire from that esteemed role and thought Doug would be ideal! Doug was always up for a challenge and took to his new role with enthusiasm renting a new red suit from Players Theatre, followed with lots of Ho Ho Ho's over the radio and throwing out lots of lollies with streamers on them. The kids loved it!

As club president, Doug was proud to have organised for the hangar floor to be concreted for the first time. This was done at the cost of the concrete only followed by a working bee shortly after to paint it. Ongoing infestations of white ants had to be cleared from the club house during this time as well. 1993 saw Rod Hall and Darren McGilvray compete in the inaugural Skyrace in Tasmania and a good group went down as support crew and cheer squad.

Several Interclub Dinners were held in the newly concreted hangar as well as the HDFC Christmas party.

Sadly, in 1994 we lost club members Dr. Lou and Joanne Levy and both Doreen Hutton and Mike Marsh were severely injured. They had departed Port Macquarie in bad weather for a visual flight to Launceston and the Skyrace but only reached Diamond Head before striking some higher ground in the low cloud.

Despite moving back to Sydney, Doug still loves to visit the club every time he's up this way.



Doug Radford
President: 1993 - 1994

ROD HALL

Rod Hall as a Past President reiterated his desire for the club to be a Flying Club and not just a social club. Rod was very excited with the club succeeding in the Interclub Competition Flying and always wanted us to be the best. To this end he excelled in the celebrations as the results were read out at each of the venues around the state. He also actively encouraged Bob Needham to blow his very loud hunting horn even louder at the announcement of each of HDFC's successes. Bob on several occasions was told quite firmly and succinctly by other competing clubs where he could jam his hunting horn!

Rod talked of the thrill and excitement of competing in the Skyrace Tasmania with him flying the Aerostar and Darren McGilvray flying the CT4. He spoke of the special thrill of formatting on the legend, Bob Hoover who would then pitch up rapidly and state firmly on the radio, "Gentleman, you have a race!"

Rod was proud of the social events that he heavily promoted as President. One of the highlights was the very popular 'Gangsters and Moles' night held in the club hangar. He claims that the HDFC is socially one of the best aeroclubs in Australia as well as having a very high calibre of pilots who are a credit to the fine instructors we have been involved with. Rod paid great tribute to Bob Needham as a Master Instructor and great mentor.

Rod completed his speech by saying, "the axiom in all this is a shared passion for flying, the lifetime friendships and wonderful memories and experiences."



Rod Hall

President:

1997 - 1998

1999 - 2001

MIKE COULTER

Mike Coulter, our next Past President to speak reminded us again of the club's very strong tradition in competition flying. When Mike first arrived in Port Macquarie he said he felt very confident with his flying and when he found out about the competitions he thought this would be a 'breeze' for him to excel. He spoke of his first Tri club experience when he flew down to Taree with Jon Maguire as a check pilot because Jon only had a restricted licence. Jon then proceeded to land the C150 VH-JYP in the 50 points box where Mike soon found he felt like a bit of a novice as he sailed through all of the scoring boxes without any joy.

He jokingly said, then with a 'bruised ego' he knew he had a lot to learn from these HDFC pilots who really didn't seem to be anything special. He spoke of the intense competitiveness of the pilots and named a few with their individual mannerisms. He talked of a crafty Col West with his ability to pretend the aircraft was grounded when it really wasn't; Neil Files with his famous koala approach on his forced landings; Graham Bell with his knack of approaching on early finals without adjusting engine settings, pitch or anything apart from an occasional tug on his shirt. Both Ray Lind and Rod Davison, the clinical numbers boys: right height, right settings, right speed equals the right result. Mike loved flying all over the state for the inter club competitions at which the HDFC was so successful. Mike also had lots of success while flying VH-JYP of which by now he was a syndicate member.

As president, one of Mike's really great achievements was to have been given the 'go ahead' by members and the committee to source and buy a GA type aircraft that would be suitable for the club's operations. After much looking, a Cessna 172, VH-FPT was found for sale at Wallan, just north of Melbourne. It sounded good with low engine hours and generally in good condition. So on 10 October 2001, Mike Coulter in his work car along with Hans Westphal, Ray Lind and Steve O'Connor headed off and drove all night by sharing the driving. Arriving in Wallan the next morning and following a thorough inspection of the C172 along with a test flight by each of the guys, it was decided that this was the aircraft for HDFC. After a few repairs to the fuel selector valve were carried out, Mike and Hans flew the aircraft back to Port Macquarie a little over a month later to receive a huge amount of interest by all club members. The wonderful C172 VH-FPT gave the club excellent, reliable service for many years and was much loved by many.



Mike Coulter
President: 2001 - 2002

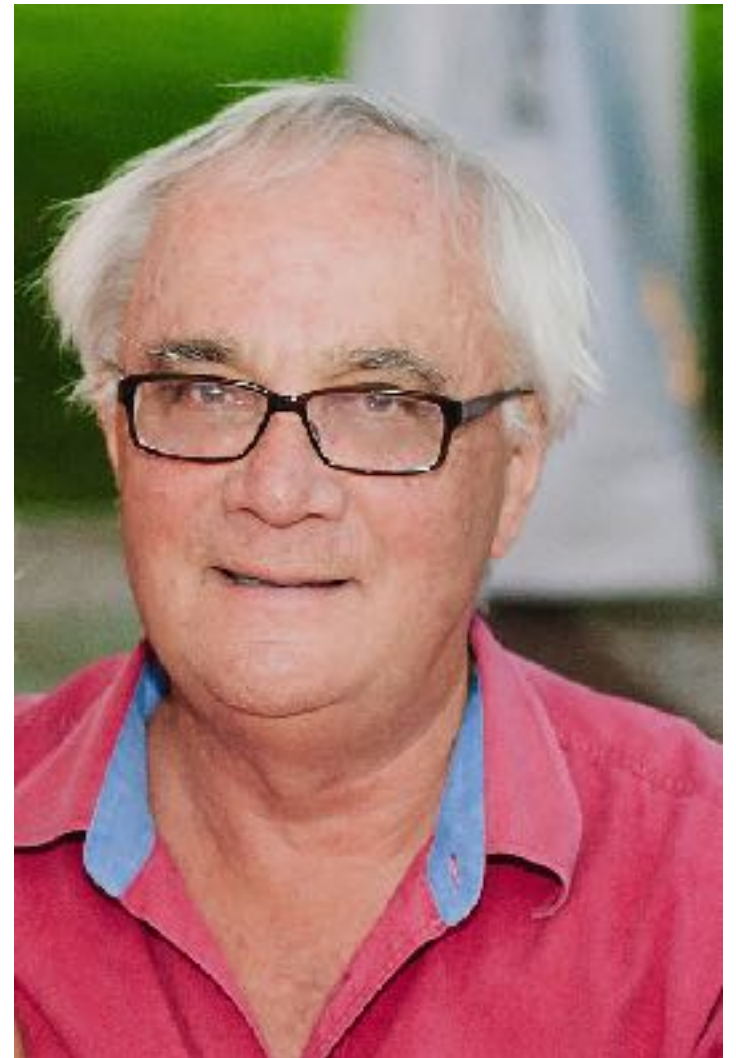
BILL COOTE

To finish our round of Past Presidents and their reflections on the club during their presidency, was Bill Coote. Bill spoke of the exciting time for Lyndal and himself when they arrived in the Port Macquarie district and decided that they'd both like to learn to fly. They promptly started to do their flying lessons with Port Aero Flying School, previously Needham Aviation. David Everingham was the CFI and Bill and Lyndal quickly became addicted to flying. After both gaining their Unrestricted PPLs and of course joining the HDFC, Bill and Lyndal became closely involved with the flying competitions and were very rarely absent. They both also became involved on the HDFC committee. Bill was soon elected as President when Rod Davison decided to have a break from his regular stint as President.

In his president's role, Bill, always ably assisted by Lyndal, became even more supportive of the competition side of flying and during this time period, the club had also committed to becoming even more deeply involved in flying training with an earlier acquisition of the Foxbat 24-4422 and and later still, Foxbat 24-7395. Even later came the purchase of the Eurofox aircraft, 24-5054.

HDFC was moving ahead in leaps and bounds with our flying training but unfortunately, the amount of flying on the C172 had dropped off dramatically and sadly, for economic reasons it was decided to sell this aircraft.

Bill had always been involved in building wooden boats before he decided to learn to fly so he thought that there was no reason why he couldn't build an aeroplane. So Bill set about constructing a Jodel D11 aircraft with his favoured power plant being a Subaru engine. Bill's aircraft was eventually completed and Bill proudly flew it around Port Macquarie and even further afield until he eventually decided to sell it to a buyer out west. Bill continues with his passion for building and at present has almost completed an amphibious aircraft.



Bill Coote

President: 2009 - 2013

60th anniversary dinner

More photos on HDFC's Facebook Group - <https://bit.ly/2QRVL8X>



Thank You Sponsors

The following sponsors donated prizes for HDFC 60th anniversary dinner



\$200 voucher from TG's Child Care



\$100 meal voucher from Hartmut and Elke Kiehn



Hamper from My Blue Tea



Flight in the Chipmunk with Dr David Cooke



\$100 voucher from Ivan Daniel of Audio Visual Networks



\$50 Voucher from Vermilion Pinstripes - Sales Marketing Communications



Flight in the YAK with Rod Hall



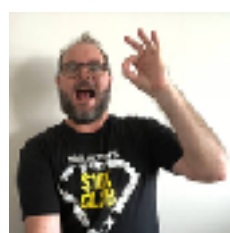
Prints and ties from Steve Smith



Subway voucher from Benn Farrawell



Hamper from Gourmet Taste Sensations



Pilot Exams from Matt Connors

Reflections: 1964

By **Jim Munday**

1964.

If my memory is correct, until 1964 the Club was receiving a federal government subsidy of ten shillings an hour for student training.

In 1964, Jim Higgins, John Webber and I with Barrie Abbott as instructor, flew to Ayers Rock on a CPL navigational training flight. At the time there was a gravel strip at the Rock; Connellan Airlines would fly tourists in there on day trips. On the day we arrived, there was only us four. The strip was about a mile from the rock. We were picked up in a Land Rover and taken to some very basic accommodation. That night we traipsed endlessly across the sand to have a few ales with mine host Lance Rust an American who was the licensee of a tin shed. We climbed the rock; the first chain section was being installed.

Jim Higgins and John Webber both went on to fly for Ansett. Jim and John where in opposite camps during the 1989 airline strike.

In 1967, Gerald Dick was the editor of the first HDFC newsletter “The Propeller”. Heather Sippel did the typing. The Propeller was the start of a successful publishing career for Gerald. He went on to be the publisher of in flight magazines for Air New Guinea, Ansett and Garuda.

In 1968, the first big around Australia flight did happen in April with two aircraft, an Aztec and Twin Comanche. The crew were Barrie Abbott, Gerald Dick and myself.

As an old bloke it is easy to live in the past, however I was bemused by the comment that social drinks commenced in 1986 on Friday nights and continue to this day.

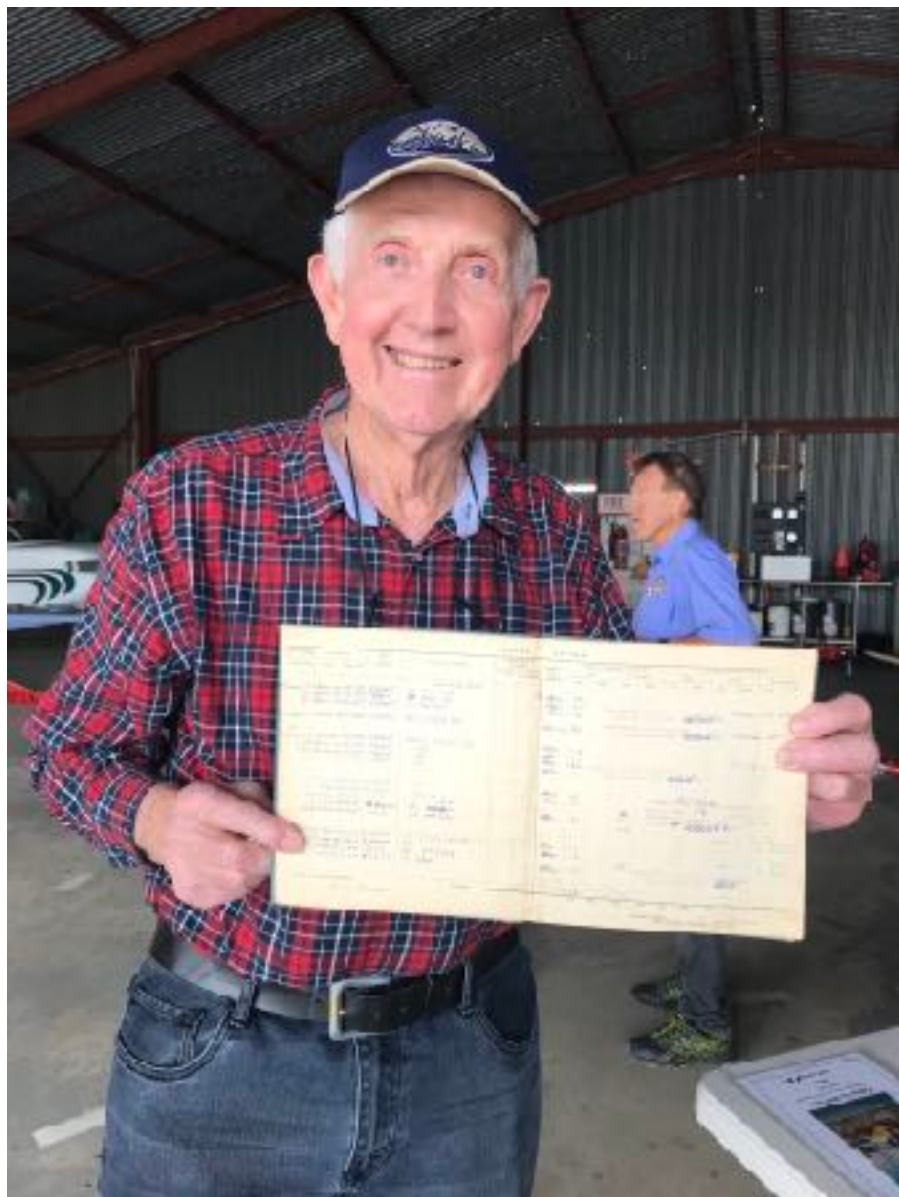
In 1964, the photo of the club house says it all. The clubhouse through the sixties was the focus of family activity on weekends and I can assure every Friday night was a social occasion. Dancing being spontaneously triggered by the right song on the record player cassette. Midnight would be an early Friday night for us. Subjectively I think the membership was a lot younger than it is today. The average age probably about 30 years in the sixties.

By the end of the sixties aero clubs were generally in a lot of trouble through the commercial pressures of flying schools. In our case, our nemesis was Trudy White, however, if it hadn’t been Trudy it would have been someone else. The HDFC has survived this period and continues to succeed. The achievement is rare in the history of aero clubs.

COMMENTS FROM JIM

Greta Yabsley would have been the first lady pilot as Greta attended the inaugural meeting of the club in 1958, and was elected a committee member at that meeting. If my memory is correct Greta learnt to fly the DH82 with Joe Lee, the original club instructor. In the 1970’s Greta purchased her own aircraft and remained socially involved in the club until her untimely death.

As I recall, Kaye Hutchison moved here with her husband Harry [past president] from a property at Edgeroi to a property called “Goolawah” on the north shore, across the Hibbard ferry. The family later moved to Port Macquarie.



HDFC OPEN DAY

14th October 2018: Today the club and hangar doors were opened to the public. Pilots and members were on hand to talk about the history of the club which has been operating in Port Macquarie for 60 years, and to tell their own stories while, sharing their passion for flying. There were 20 aircraft displays at the Port Macquarie Airport tarmac. Visitors purchased TIFs, books, caps, polos and shirts. We had several older members who turned up and their stories were really interesting. 7 year old Isabelle Bingham won a free TIF! Thank you to the Cleaning Bees, all pilots and members for helping out. It's you who have made this event so successful! ·

Also thank you to Port Macquarie News, Your Local Independent Newspaper and Triple M Mid North Coast who featured HDFC's 60th celebrations!

More photos of the HDFC Open Day can be viewed on Facebook - <https://bit.ly/2Q3gMQI>

Allan Collins joined the Hastings District Flying Club in 1960.

He took flying lessons with CFI Barrie Abbott in the Cessna 150 on 13th November 1960 (exactly 58 years ago!). Allan achieved First Solo 3 months later.

Allan came to the Open Day and showed us his log book which he kept all this time!

[illegible]



Dr.
David
COOKE



focus
MENINBUSINESS

Dr David Cooke is a local GP, and the proud owner of the 1950 de Havilland Chipmunk aircraft you can see on this month's front cover! David's family has an interesting aviation history - he's a member of one of only a few four-generation flying families in Australia and has himself spent some time working with the Royal Flying Doctor Service ...

Hi David. How long have you lived in Port Macquarie - and what area of medicine do you practice in? I have lived in Port Macquarie for nearly twenty years, working as a GP at Lighthouse Medical Centre. Apart from family medicine, I do a lot of skin cancer work, having trained years ago as a surgeon and obstetrician.

Since 1969 I have been a DAME (a Designated Aircrew Medical Examiner).

There's a long history of aviation in your family - four generations have all been pilots! Please run us through a little of your family's connection with planes, starting with your grandfather.

I am one of only a few four-generation flying families in Australia's history. My grandfather, Lionel, had the eleventh flying licence issued in Australia. He learnt to fly in 1915 in the second course of the Australian Flying Corps. He flew the Bristol Boxkite at Point Cook and then became an instructor.

My father, Hollie, was a Spitfire pilot who went to the UK in 1941 as a fighter pilot. He was killed in November 1941, one month before I was born.

In 1945 my mother married another pilot, who was killed just before the end of the war. She then married yet another pilot in 1949, and he fortunately reached old age.

My two sons, Anthony and Michael, have a

corporate jet company based in Brisbane. They employ eight pilots and operate jet aircraft that accommodate ten to twenty passengers. They fly clients all over the world, as well as in Australia. Their clients range from celebrities, actors, comedians and pop groups to business executives. When I get the chance, I occasionally fly with them and despite the fact that I partially taught them to fly, they are quick to tell me, "Don't touch anything, Dad!"

My two daughters have always been enthusiastic co-pilots.

With a history like this, there was probably little doubt you'd learn to fly! How old were you when you first flew a plane - and where/when did you gain your pilot's licence? From an early age I would tell anyone who would listen that I would become a flying doctor, and in 1958 as I was about to start medicine, the RAAF Reserve taught me to fly. I was seventeen when I started and gained my licence in 1959. After graduating in medicine in 1965, I returned to flying and gained my commercial flying licence.

For how many years did you work with the Royal Flying Doctor Service of Australia? What did you find the most rewarding about this aspect of your career? In 1968 I joined the Northern Territory Aerial Medical Service and worked for a year based in Darwin and Alice Springs. I then moved to the Queensland branch of the RFDs until 1974. I operated from the Mt

Isa base, covering an area the size of Texas and then from the Cairns base, covering the Cape York Peninsula and Torres Strait.

It was exciting work, often having to set fractures without X-rays and operating in very basic surroundings. There was no satellite navigation or weather radar, and we often had to unwittingly fly through storms.

It was stimulating to work under such difficult conditions, and the people of the outback were so appreciative of the service we provided. It was rewarding to enable people to work in this hostile environment, secure in the knowledge that the RFDs would come to their aid in time of need. I was on call 24 hours a day, seven days a week. Having the same licence as my pilots, they often let me fly the aeroplanes, and in return they would assist me at operations.

Describe the 1950 Chipmunk aircraft you own. What was it originally used for? How did you come to own it? Ten years ago I bought the 1950 de Havilland Chipmunk. They were designed as an Air Force training aircraft and in fact, I did part of my training on them. I love old aeroplanes and have owned a couple of 1940 vintage Tiger Moth bi-planes over the years. In 2001 - 2004, the Tiger Moth was used for joy flights here in Port Macquarie.

How often do you fly this beautiful bird - and what's it like to fly compared to more modern aircraft? I usually fly the Chipmunk

once or twice a week. Most Saturday mornings around 8am I fly as part of a formation team of four aeroplanes. We've become a regular sight heading around the town and along the coast. Patients will often say, "Did you see me wave?" I reply that with other aircraft so close to me, I'm certainly not looking at the ground and most certainly not waving!

These older aircraft are a lot harder to fly than today's sophisticated aircraft.

You also fly regularly to South West Rocks for your medical practice, and I'm assuming you don't use the Chipmunk for this purpose! What other type of plane do you own? Old flying doctor habits die hard. Two mornings a week I use my modern Beechcraft Bonanza aeroplane to fly to South West Rocks to assist at another medical practice. It only takes eleven minutes in the air, and I land in a cow pasture - which the owner clears of cattle for me.

What do you enjoy most about flying? Aviators are a strange breed. We just love to be up in the air, where it is hard to worry over earthly problems. Perhaps it is best summed up in a poem by G R Wilson:

"... none, not one, who truly loves the sky would trade a hundred earthbound hours for one that he could fly."

Thanks David.

Interview: Jo Robinson.

Dr Cooke is a general practitioner who soars in a 68-year-old DeHavilland Chipmunk.

The above article was featured in the July 2018 issue of Focus Magazine.

[Read the article here.](#)

Two years ago, David wrote about his first solo at age 17. We published that article in the Nov 2016 Propwash.

[Read it here.](#)





• Continued Page 5

5

A man in a blue patterned shirt and dark pants is kneeling on one knee, holding a ring box and looking at a woman. The woman is standing, wearing a black top and a long, colorful floral skirt, looking down at the man. They are outdoors on a paved surface next to a yellow biplane. The background shows a hangar and other aircraft.

It was a proposal that certainly ended on a high.



Achieving a pilot's license, and flying your own plane priceless!

Ivan Daniel organises sessions when pilots fly to a cafe for coffee and cake.

Ivan owns the SG Aviation Storm 300 equipped with 100hp Rotax motor with inflight adjustable pitch propeller, bought in South Australia after six months of negotiation.

Cruise 115knts.

Endurance 5 hrs + reserve.

Purchase price \$32000

Fixed annual cost \$4000

Ivan's aircraft was mentioned in the Local Independent newspaper on 11th October 2018.

[You can read the article here](#)

I am the third owner and the aircraft was purchased in Edithburgh, South Australia. The acquisition involved six months of negotiation. After the trip to South Australia for a pre purchase inspection, I returned to South Australia with one of the club members to pick it up and commence the trip back to Port Macquarie. Day one involved a stop at Mildura for fuel, food and nature calls then it was to Narromine to settle in for the evening. Next morning we took off, final destination, Port Macquarie.

We arrived safely and were greeted by a number of the club members who were eagerly waiting to see the arrival of the latest addition to the fleet. A memory that will last forever.

"Purchase price \$32,000. Fixed annual cost \$4000. Achieving a pilot's licence and flying your own plane, priceless."

Open day brings you closer to the heavens

By BARBARA DYER



FEW of us can resist the urge to look up when a plane flies overhead.

When it's a light plane, flying low, we tend to track its path across the sky, wondering where it's come from, where it's going to and about those onboard the small aircraft.

Many of these questions will be answered on Sunday when Hastings District Flying Club holds its open day at Port Macquarie airport.

HDFC will open its doors to the public from 9am, with pilots and members on hand to talk about the history of the club which has been operating in Port Macquarie for 60 years, and tell their own stories, sharing their passion for flying.

Veronica Lind of the Hastings District Flying Club said about 700 people were expected to

Ivan Daniel takes in his Storm 300. He will be among the pilots with expert knowledge at the Hastings District Flying Club open day this Sunday

visit the club on Sunday between 9am until 4pm when different types of interesting aircraft would be on display at the Port Macquarie Airport tarmac.

"We'll have everything from various light sport aircraft, to sophisticated general aviation aircraft; from helicopters through to modern, light jet aircraft," Veronica said.

"And for those who dream of flying their own plane, there will be trial introductory flights in one of our training aircraft.

"Or people can book a helicopter ride and enjoy the thrill of flight in a rotary wing aircraft.

"Or they can experience flying in the jet aircraft YAK52 TW.

"Our flying instructors will be available to share what it's like to become a student pilot and discuss what's necessary to learn to fly.

"People can sign up for lessons on the spot." Among the pilots, will be Ivan Daniel who organises sessions when pilots fly to a cafe for coffee and cake.

Ivan owns an SG Aviation Storm 300 equipped with 100hp Rotax motor with in-flight adjustable pitch propeller, bought in South Australia after six months of negotiation.

He recalls the day he flew down with a club member to buy the plane, and his return to Port Macquarie via stops in Mildura and Narromine, as being a memory that will last forever.

"Purchase price \$32,000. Fixed annual cost \$4000. Achieving a pilot's licence and flying your own plane, priceless," says Ivan.

Also attending will be Clyde Stubbs who owns a Cirrus, priced between \$500,000 to \$1 million with a plane parachute.

"We also have Rod Hall who owns the Yak jet and is involved in formation flying on Saturdays," says Veronica.

"And then there is Phil Lamb who built his own RV9 and calls it Petal."

The open day on Sunday is also for people who want to stay on the ground, with a historical display, and radio-controlled planes and plastic aircraft models on show.

Promoting HDFC Open Day



WIN A FLIGHT

YOU CAN'T MISS THIS!

HDFC OPEN DAY

**SUNDAY, 14TH OCT | 9AM TO 4PM
PORT MACQUARIE AIRPORT**

Aircraft Display . Historical Display . Aeromodellers .
Helicopter Flights . Flying Training Information

HASTINGS DISTRICT FLYING CLUB
www.hdfc.com.au

SEPTEMBER 17 2018 - 4:00PM

Hastings District Flying Club open day part of 60 year celebrations

Peter Daniels

Local News

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Conc fly with me: Hastings District Flying Club president Rod Davison and grandson Ned Gribble with the club's Aeropast A22LS Forbat training aircraft.

Following a successful reunion dinner, the Hastings District Flying Club's focus for its 60 year celebrations will now turn to its annual open day.

The event is on Sunday October 14 at the club's Port Macquarie Airport facility.

Club president Rod Davison says the open day will see more than 700 people converge on the club's displays.

"We intend to have an enclosed area where members will park their aircraft on the tarmac," he said.

"People can wander around and view the different aircraft we have within the club, and they can also talk with the owner and, in some instances, the person who actually built it.

"The clubhouse and hangar will house historical presentations, radio control models, plastic aircraft models and flying training information.

"The RAAF cadets will also be on the lookout for new recruits.

"The club is going very well and we are in the process of upgrading our training aircraft too."

Mr Davison, a club member since 1986 and president "three or four times" says flying gives him a sense of freedom.

"You really do see the world from a different perspective."

Rod Davison

"You really do see the world from a different perspective," he said.

"There is also a very real sense and feeling of freedom. You just don't think about anything when you get up there."

Meanwhile all pilots are invited to attend a CASA Afsafety Seminar hosted by the club on Wednesday October 10 commencing 6pm.

Using practical examples, the seminar will look at enhancing the skills involved with radio communications around aerodromes and maintaining situational awareness in a dynamic and changing environment, Mr Davison said.

The seminar will also introduce the role of threat and error management and discuss techniques to complement the technical aspects of flying an aircraft.

Registrations are via the CASA website.

Applications for the 2018 HDFC Flying Scholarships close on September 30.

Two scholarships are on offer to the youth of the Hastings and Camden Haven aged between 14 and 20 years. Full details are available on the club website www.hdfc.com.au

This scholarship scheme was introduced in 2006 and since then 26 scholarships have been awarded. Many of the recipients are now flying commercially with the airlines and in general aviation, Mr Davison said.

The Hastings District Flying Club's open day is at Port Macquarie Airport on Sunday October 14.

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portnews

**ON
AIR**
28th July 2018

60 ALWAYS
LOOKING
UP
EST 1958



Rod Davison, President and Ray Lind, Club Captain were interviewed by Peter Rasmussen of ABC Radio Mid North Coast. Click on Sound Cloud to listen to this interview.



Model aeroplanes displayed during HDFC's Open Day

OCTOBER 12 2018 - 4:09AM

Hastings District Flying Club is encouraging the community to come and see inside a plane at open day



Laura Telford

Local News

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[TWEET](#)
[COMMENTS](#)



OPEN DAY: Hastings District Flying Club are hosting an open day for the whole community. Photo: Laura Telford.

For as long as Doug Toppazzini can remember flying and planes has been his passion.

His earliest memories are that of being fascinated by planes and wanting to learn all about the crafts that fly in the sky.

"Flying was something I had always been interested in. From the actual flying to the aerodynamics of getting a plane in the sky to all the engineering that goes into a plane," Doug said.

"It was – and still is – all so interesting and I think for me it is a passion that keeps growing. I love the freedom flying gives you.

"Before I moved to Port Macquarie I worked in aircraft maintenance and worked with the Royal Australian Air Force for more than 12 years.

"I was stationed all over Australia and it was great to be able to work on such important and interesting planes for a living."

As well as flyable planes Doug also has a number of model planes which he also takes out to fly.

"When I was little I had a number of model planes that I loved to fly and I think that was really my first introduction to planes and flying," he said.

"It was the next best thing to actually flying and even today I have a number of bigger model planes that I still take flying and get a lot of enjoyment from.

"As well as working on planes for a living, five or six years ago I started making a plane as a hobby.

"During that process I found a plane that needed to be fixed up and for the same price as an engine for the first plane I could buy the whole plane.

"So I bought the second plane and spent about a year working on that and fixing it up to be able to fly it. During this time I was also learning to fly and so flying has something I guess I have been working towards for a while."



IN THE COCKPIT: Doug Toppazzini is one of the planes used to train pilots who are learning to fly. Photo: Laura Telford.

Doug is a member of the [Hastings District Flying Club](#) and is encouraging everyone to come along to their open day on October 14.

"I have been flying my own plane for nearly three years and when I moved to Port Macquarie with my family at the beginning of the year and have slipped right in at the flying club.

"As well as my own plane and am currently building a second plane while helping some of my fellow club members build their own plane which is a fun process.

"The club is really great and we are all really friendly and encouraging people who just love planes and love flying.

"So I would definitely encourage anyone if they have any thoughts about wanting to fly come along to the open day and have a chat to us because we would love to hear from you.

"Even if you have never flown a plane or don't own your own plane we can point you in the right direction and help you along the way."

He said at the open day people will be able to ask questions and get up close and personal with the planes.

"We will have lots of planes to have a look at as well as a range of model planes and weather permitting we will be having some joy rides as well.

"So come to the airport and have a look around from 9am."



FUN WITH TOYS: Doug Toppazzini with two of his planes. Photo: Laura Telford.

The Hastings District Flying Club open day is on Sunday, October 14 at the club's Port Macquarie Airport facility from 9am.

OUT AND ABOUT

Hastings District Flying Club open day



I BUILT THIS: Port Macquarie's Tony Earle with the RV12 he built in 2001.

COME FLY WITH ME

The Hastings District Flying Club has hosted a highly successful open day. The event was on Sunday at the club's headquarters in the airport precinct. Hundreds of people attended the event, many looking at careers in flying.



FAMILY DAY OUT: Lauren, Angus, Meg and Bridget Earle soaking up the little bit of sunning on Sunday.



GREAT DAY: Daniel and Mitchell Horsey with their grandfather Kyle.



FUN DAY: Copper, Tahnee and Shannon Dimon from Port Macquarie enjoying a stroll around the aircraft on display at the open day.



ENJOYING THE DAY: Port Macquarie's Ian Moss.



SWAPPING YARN: Port Macquarie's Kevin Campbell and Barney Bailey.



OCTOBER 14 2018 - 5:00PM

Hastings District flying Club open day brings aviators out to play

Peter Daniels

Photos and video

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COMMENTS



Hastings District Flying Club open day 2018

From Cameron and Christopher Bullock who were dressed like Top Gun through to Tony Earle who built an RV12 aircraft: Sunday's Hastings District Flying Club had everyone enthralled.

There is something about flying that attracts people like a magnet.

The club's open day featured some 20 aircraft on display - many home built - while there were displays of model planes, right down to the plastic models who built as a child.

The club was also keen to dispel some of the myths about the costs and elitism wrongly associated with learning to fly and achieving your licence.

Club president Rod Davison said the club works in association with Recreational Aviation Australia.

"The type of flying we do with the Recreational Aviation Australia means learning to fly and continuing to fly is very affordable and much more accessible," he said.

"I know you always talk costs and when you talk about what we do as a club, it is affordable.

"You can achieve your licence for these aircraft for around \$5000 to \$6000.

"The first step is to organise with us an trial introductory lesson. You get to fly the plane and if you like it, we will take you through the process."

Mr Davison also said a number of people were unaware of the club existed.

"I've spoken with a few people this morning who were surprised to know we were out here," he said.

"But I suppose not everyone comes out to the airport either."

Despite the rainy weather of the last few days, Mr Davison said he was pleased the rain had cleared.

While the main focus for the day was on the aircraft on display, there was also plenty of interest in the radio model club's display of planes and the scale model planes.

"These displays have really added something to our open day," he added.

The flying club boasts some 160 members with a mix of social and flying members.





ALWAYS LOOKING UP

HDFC AIRCRAFT

1958 : Tiger Moth DH-82A VH-BHP

1960 : Cessna 150 VH-ESP

1962 : Victa Airtourer VH-PMA

1962 : Piper Cherokee 150 VH-PMB

1965 : Victa Airtourer VH-PMC

1966 : Mooney Super 21 VH-PMQ

1966 : Cessna 172 VH-PMD

1969 : Piper Cherokee 140 VH-PXN

1973 : Piper PA28 180 Challenger
VH-PMJ

1974 : Piper Warrior VH-PMW

1976 : Piper Archer II VH-SXC

1978 : Piper PH38 Tomahawk VH-TLA

1985 : Jodel D11 VH-DRJ

1989 : Maxair Drifter XP503 55-0189

1990 : Drifter A582 25-0448

1994 : Drifter SB582 25-0980

2002-2013 : Cessna 172 VH-FPT

2006 : Foxbat A22 24-4422
(co-owned)

2008 : Eurofox 24-5054

2009 : Foxbat A22LS 24-7395

2014 : CTLS 24-6669

2015 : Foxbat A22LS 24-8685

Celebrating 60 years of aviation
HASTINGS DISTRICT FLYING CLUB

8th September 2018



CLUB CAPTAIN'S
REPORT - RAY LIND

Captain's Report

PILOT PROFICIENCY DAY

Will be named ... **HDFC FLYING COMPETITION**

Yes, it is official!

Committee Members have passed that we change the name from Pilot Proficiency Day to HDFC Flying Competition.

Of course, we still do all the checks and balances necessary to promote safe aviation and improve skills because the primary goals of HDFC have always been Safe Aviation and Professional Airmanship, that make you great and respected pilots.

We would like members to join us every 3rd Sunday of each month, weather permitted, and pitch to be better than your last performance.

These Monthly Flying Competitions are held to encourage our pilots (student pilots included) to fly and maintain currency. To achieve this, we have each pilot fly with a mentoring check pilot or one of our instructors. HDFC charges only \$100 an hour with no instructor charge for these special days. Each exercise usually takes .5 of an hour so this is definitely the cheapest, most beneficial form of flying for our pilots to maintain their confidence and currency.

As usual there will be a BBQ lunch at \$10 per head after the competition.

We need volunteers for these lunches. Please contact Veronica Lind if you can help out.

2019 DATES

20th Jan
17th Feb
17th Mar
19th May
16th Jun
21st Jul
18th Aug
15th Sep
20th Oct
17th Nov (Tri-Club Comp)

Captain's Report

JULY 2018 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club



Lovely, warm, sunny weather greeted our Proficiency Day for July, hardly like winter at all. We had eight (8) pilots fly in the PPD which was a very good number for our club, although we'd always like to see more. The aim of our PPDs is to assist our pilots in any way possible so that they may remain safe, confident and current with their flying at the very affordable price of only \$100 an hour for these days. Our flying events were as follows.

500' LOW LEVEL CIRCUIT (Spot Landing)

In this exercise we simulate very bad weather with low cloud making visibility extremely poor. The pilot therefore has to slow the aircraft down, use one stage of flap and stay in close to the runway so as not to lose sight of his landing area. Also the pilot has to accurately fly at exactly 500' for the whole circuit whilst completing all of his checks. This is completed with a Spot Landing where the quality of the landing is judged closely as well as the touchdown point. Our results today were:

1st David Mitchell 85 pts, 2nd Mark Watson 80 pts, 3rd John Cleland, Mark Crawford and Ivan Daniel all on 45 pts.

The other pilots, although they all made it nicely back to the runway, actually failed to make the large runway touchdown markers, which we use as our ground scoring box.

RIVER BASH

This is a Co ordinated Flying Exercise up the Maria River which also requires careful attention from the pilot to maintain exactly 600', keep the aircraft balanced at all times and remain positioned exactly over the centre of the river. This is great fun but does require some careful concentration from the pilot.

1st Simon Guthrey 56 pts, 2nd Trevor Kee 54 pts, 3rd Ivan Daniel 53 pts

FORCED LANDING

Today this exercise gave the pilot a simulated total engine failure at 1500' over the field. Things happen quite quickly from this lower altitude so the pilot has to be quite brisk in going through the safety checks and to get the aircraft set up for a satisfactory landing back onto the airfield.

1st Mark Crawford 70 pts, 2nd Trevor. Kee 66 pts, 3rd Mark Watson 48 pts

BONUS LANDING POINTS

Bonus landing points are gained simply by the pilot landing correctly and smoothly on the mains, holding the column hard back, (nose wheel well above this runway) and the undercarriage straddling the centre line. A maximum of 40 points can be gained with the two landings.

1st Trevor Kee, John Cleland, Mark Watson and David Mitchell all on 30 pts, 2nd Ivan Daniel and Graeme Smith on 20 pts.

OVERALL

With some very accurate flying in his C182, the highest point score was gained by **David Mitchell** on 201 pts.

2nd **Mark Watson** 193 pts and 3rd **Trevor Kee** 185 pts.

Well done to all of our participating pilots.



Captain's Report

SEPTEMBER 2018 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club



Lovely clear skies welcomed our September PPD for 2018, but with a slight crosswind just to make life interesting for our pilots. It's always good during PPDs not to have weather that is too perfect as this can lead to complacency within our pilots. In this way, if anyone does experience any difficulty with a crosswind, the check pilot can always offer some advice and guidance.

Today we also added several new elements while taxiing onto our scoring sheet. These involve: a Brake Test immediately after the aircraft starts moving, an Instrument Function Test and an EFATO Self Brief out loud. These extra elements are in keeping with our ongoing focus on Safety and directly in line with our training and RAAUS Policy. All of our pilots were able to comply with this extra section without any problem following a quick brief before each flight.

We had eight (8) pilots compete today who all took advantage of the great flying rates of \$100 an hour for these aged specialised days. Everyone gains from our PPDs which are designed to maintain our pilot's currency, confidence and competency while possibly taking them out of their comfort zone at times.

BLIND CIRCUIT / SPOT LANDING

In this exercise we cover the instrument panel to simulate a total instrument failure and the pilot has to fly a perfect circuit gauging his heights and speeds using outside visual references only. The pilot then has to finish with a perfect landing in the scoring box. This activity shows the pilot that flight can take place perfectly safely despite a total instrument failure.

Our highest scoring pilots were:

1st David Mitchell 92 pts, 2nd Rod Davison 77 pts, 3rd Trevor Kee 76 pts.

RIVER BASH

This exercise involves a coordinated Flying Exercise up the Maria River at exactly 600'. The pilot has to keep the aircraft in balance with the rudder (extremely important) during all of the turns whilst maintaining a position exactly over the middle of the river. This requires a high level of concentration and focus from the pilot.

1st Rod Davison 50 pts, 2nd Col Hayler 47 pts, 3rd Mark Watson 46 pts.

FORCED LANDING

This exercise simulates a total engine failure while just approaching the airport. We commenced the exercise from A020 today and the pilot then had to glide the aircraft safely to a suitable landing area while going through all of the necessary trouble checks.

1st Mark Watson 82 pts, 2nd Col Hayler 72 pts,
3rd David Mitchell 46 pts.

BONUS POINTS

These points are gained for perfect landings regardless of whether the pilot touches down in the scoring boxes. The landing has to occur with the column hard back whilst maintaining a position exactly in the middle of the runway, main wheels straddling the centre line and the aircraft rolling straight. These three elements will earn the pilot a maximum score of 20 points for each landing. Our impressive pilots today were:

1st Col Hayler 30 pts, 2nd David Mitchell and
Rod Davison 20 pts, 3rd Mark Watson 10 pts.

OVERALL

Scores were very close and we had to refer to our handicapping system to determine a winner.

1st Col Hayler 192 points.

2nd Mark Watson 190

3rd David Mitchell 183 points.

Congratulations to all of our pilots who participated during this important day's flying.



Captain's Report

NOVEMBER 2018 TRI-CLUB COMPETITION

By RAY LIND, Club Captain
Hastings District Flying Club



The Tri club competition for 2018 was held at Rutherford Airfield, Maitland. This is a wonderful venue for this event and the weather proved to be perfect for flying. The three flying activities staged were::

The Flour Bomb Drop, River Bash and a Spot Landing. We had five pilots compete while Royal Newcastle Aero Club had ten. Unfortunately Manning River Aero Club weren't able to field a team to compete, which was very disappointing.

Newcastle proved too strong for HDFC on the day and were able to claim the perpetual Tri Club Trophy as theirs for the next year.

From HDFC our best performing pilots were: **Mike Bullock 249 pts, Rod Davison 242 pts and Mark Watson 186 pts** and this also took the place of our November PPD.

As individuals, our pilots once again showed their professionalism and prowess in flying. Rod Davison gained the trophy with a 1st in the Flour Bomb Drop while Mark Watson came 2nd in the Spot Landing section.

Next year the Tri Club will be held at Taree so we're hoping for a much larger contingent of pilots to attend this important flying event.



Learn to Fly with HDFC



HOW TO GET YOUR WINGS: Contact one of our highly experienced flying instructors > Book a Trial Introductory Flight > Undertake flying lessons as per pilot certificate syllabus > Go First Solo > Get your Pilots Certificate

MORE: Passenger endorsement > Cross-country endorsement

All details on our website - www.hdfc.com.au

RAY LIND - Our goal as a flying school is to produce **GREAT** and **RESPECTED** Pilots. We do this by ensuring total aviation safety and disciplined airmanship through accurate and professional flying training.

Safe, professional instructing is to continue and become the hallmark of the Hastings District Flying Club and our Flying School. With this reputation, we will expect to build up the numbers of our flying students and maintain our very competitive and affordable training. We will become second to none among all RA-AUS Flying Schools and General Aviation Schools.

To maintain and enhance our flying hours so that we can retain at least two aircraft for our abinitio training as well as supporting a higher performance machine suitable for cross country training as well as providing a challenge and further avenue of flying for pilots who have completed their training.

To build up our stock of highly experienced instructors who give in depth briefing for all lessons, have superior flying and teaching skills and are able to give standardised lessons comparable to any General Aviation school. Our instructors will also keep up to date and detailed Student Records available for any following instructor to take over training in a logical, sequential manner.

To engender in our instructors an attitude of total safety who are always available to give advice and guidance to pilots covering Human Factor issues. In this way we hope to be able to avoid occurrences and incidents so that Human Factor lapses never claim a victim.

Pilots are encouraged to participate in Pilot Proficiency Days to improve piloting skills and maintain currency. Join us every 3rd Sunday of the month. Students who have been solo are also encouraged to participate.

CFI Report

BY: STEVE SMITH

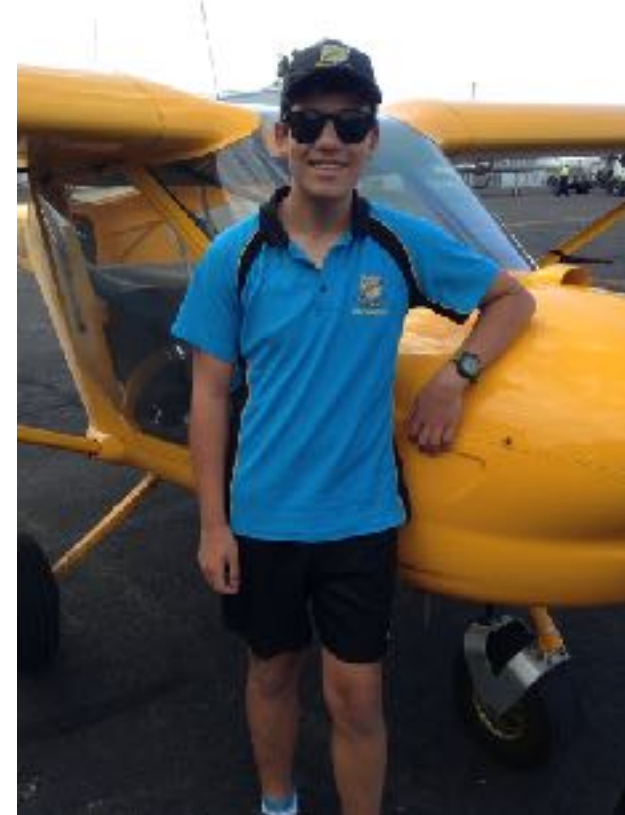


◀ Congratulations to Stuart Robb on gaining his Cross Country endorsement on 27th July 2018.

▶ Congratulations to Jake Stuckey on gaining his Pilot Certificate on 30th Aug 2018. Jake is 17 and has supported his flying addition by working at a well known chicken outlet.



▶ Mike Bullock congratulates his student Billy Crowley on completing his first solo on 31st Aug 2018. Billy is only 15 and has set his sights on being an Airline Pilot. It's interesting to note that time spent on his home flight simulator has paid off by achieving one of the lowest times to solo.



▶ Congratulations to Kynan Schneider on his first solo on 15th Nov 2018. Only 16 years old Kynan has a great future in aviation ahead him.



Jim Davis

MASTER CLASS BY JIM DAVIS

COLUMNS

This is an authorised copy contributed by Greg Connors. Jim has 15,000 hours of immensely varied flying experience, including 10,000 hours civil and military flying instruction. He is an established author, his current projects being an instructions' "manual" and a collection of Air Accident analyses, called 'Choose not to Crash'.

TAKE-OFF (INTO WIND)

This is the worst taught exercise in the book – probably because it is so easy. And once you are in the air, instructors don't want to tell you about what you have just done wrong. Hell you got it in the air and are climbing away – what more could they ask? Besides, they are busy trying to persuade you to use more right rudder in the climb, and get through your after take-off checks while keeping the airspeed somewhere near the correct figure.

THE result is that you get away with bad take-offs most of the time, while bad landings call for much criticism and discussion.

Actually, if you want to be seen as a good pilot, take-offs call for a lot of work and very accurate flying. And if you ever become an airline pilot you will find that take-offs are subject to more preparation, and cause more grey hairs than any other part of the flight.

Strangely, the advent of passenger jets is partly responsible for our poor technique on take-off. We watch the Boeings and Airbusses roar down the runway, rotate into the climb attitude and disappear into the clouds. We think – if that's how the professionals do it, then that's the way I will do it.

WRONG.

In a light piston aircraft – probably the most important advice I can give you is to lower the nose and fly level as soon as the wheels leave the ground. Then keep it there until you have your best rate of climb speed.

Years ago, I was a sprog working for Placo at Wonderboom. Zingi, my boss, and the best pilot in the world, sent me to Rand to collect a 140 Cherokee. It wasn't the standard 140 with a 140 HP engine and only two seats. This was the super powerful 150 HP model with four seats.

At Rand I bumped into three guys there who all wanted to go to Wonderboom. No problem – I loaded them all into the little aerie and off we went. Now, anyone who has flown a 140 out of Rand with two up, will know that it is extremely unwise to put even one more body into the aircraft, let alone two. But I didn't know that until we were well past the point at which aborting was an option.



I USED TO GIVE HIM PLENTY OF REASONS TO DISCUSS MY ANCESTRY AND MY IQ

What saved our bacon was that I remembered the advice I have just given you – level off until you have climb speed. So I just kept the nose down and eventually we made it.

I have seldom seen Zingi so cross when as he saw four of us clamber out of the little aeroplane. And I have to confess that I used to give him plenty of reasons to discuss my ancestry and my IQ. However I noticed that he soon turned my crime into selling point. He would say to potential customers, “You see that great, gormless oaf over there? Well he was stupid enough to fly a 140 out of Rand with four up. And this little aeroplane saved his life.”

Well, what's so special about a take-off?

We can all do it.

Ah – but can we all do it well? I am talking about by-the-book, smooth, accurate, and above all – safe? The sort of

stuff she will hammer into your head to get you ready for your flight test – be it PPL or Com.

The take-off starts with your vital actions, so we will look at them first.

VITAL ACTIONS

Strangely, there is no right and wrong way of doing your vital actions. It's a great idea to use a written checklist, but if you have a good one in your head – that's fine. The one in the aircraft handbook is not adequate – it doesn't deal with such things as setting the correct frequencies, or checking the DI and compass, or pax briefings.

Here's one that I like, it is a mildly modified military one used by the RAF and the SAAF.

Hatches, Harnesses, Electrics, Trim, Throttle-Friction, Mixture, Pitch, Fuel, Flaps, Gills, Gyros, Autopilot, Altimeter, Controls.

You follow this with add-ons about pax and crew briefings, including discussing departure clearances. You should also state your intended lift-off, and climb speeds, and what you will do if the donkey dies at various stages of the take-off. We will talk about this when we get to the exercise on forced landings.

But first, where do you do all these checks? Here are some things to help you decide how to position yourself for the VAs. You can seldom get them all right – so just make the best of what you can. Ideally you want to be at the threshold, facing:

- Into wind – for engine cooling.
- So you can see both left and right base, and final approach.
- So you can see the wind-sock.
- So you don't blow muck at aircraft behind you during your run-up.
- So the sun doesn't flicker through the prop. Idle revs are about the right frequency to make folks who are prone to epilepsy foam at the mouth and do jungle dances.
- So you can get out of the way if one of these long-winged gliders, appears on final pointing straight at you because of the crosswind.

Now for the run-up – if you do it **before** the VAs, here are your problems:

- The engine may not be warm enough (Continentials like the temp to be in the green – while Lycoming engined aircraft handbooks actually discourage prolonged ground running and warm-ups).
- Once you have checked that everything is fine with the engine, it's stupid to start fiddling with things that can make it not fine.
- You can easily get carb ice while you are doing the other checks.

- The plugs may have time to foul while you are doing the VAs
- And if you do the run-up after the VAs:
- You may be sitting for quite some time with the hatches closed on a hot day.
- You may blow a stone up and jam the elevator hinge, after you have checked controls free. Jeff Towill crashed an Aeronca at George through this.
- You may blow stones into the flaps.
- You need to make your own decision about whether you do the run-up first or last. I do it last, but that's just my choice.
- Now let's have a look at each of these checks.

HATCHES

Understand the mechanism, and do it yourself - don't trust anyone else.

Cherokee doors are notorious for popping open just after take-off. A little while ago one crashed in England, killing both people. It seems they had been so busy trying to shut the door that they forgot to fly the aircraft.

Generally, a door popping is a non event. It normally trails open about 15cm. It makes a hell of a rushing of wind noise and sucks all your important paperwork out. Simply do a normal circuit, land and fix the problem.

Baggage doors can be life threatening. On some light twins they can dump your luggage into the prop. Actually I like to make sure that baggage doors that lead into the cabin are unlocked – just in case you need to get out that way.

HARNESSES

Put them on snugly, especially shoulder harnesses – they are literally life-saving. One pilot told me, before take-off, that he found the shoulder harness uncomfortable, but would put it on if he needed it. Really – during an EFATO? (engine failure after take-off).

There is nothing on the check-list about seat locks, so this is a good place to do it. Plenty of Cessna pilots have died when their seat lock failed.

Again, don't trust pax to lock their seats properly – check them. I had a passenger in a C182 whose seat slid back after take-off. What did he do? He grabbed the stick to pull himself forward. Some mother's children...

Finally, make sure you can reach everything, including the fire extinguisher, with your harness on. Cessna fuel selectors can be difficult.



ELECTRICS

This covers – circuit breakers, rows of switches, mags on both, alternators charging, avionics, frequencies and so on.

TRIM

This means all the trimmers – some aircraft have three. Trim seems such a minor thing – an add-on to take pressure

off the stick. Let me tell you of two crashes caused by poor trim setting.

The first was a Turbo Dak that crashed at Wonderboom on 21st August 1997. Here is the wording of CAA's accident report:

Final power assurance checks were carried out on the aircraft's engines on the morning of the accident. The AME (Aircraft Maintenance Engineer) trimmed the elevator-trim tab to the full nose up position in order to reduce the stick forces required to hold the tail down during the engine power checks, but he did not set the trim back to neutral afterwards.

The AME was requested by the pilot(s) to remove the aileron and elevator external gust locks and the landing gear down lock pins. He left the rudder lock in place, which was later removed by one of the pilots. The pilot(s) did not carry out a pre-flight inspection. At approximately 1646 on 24th August 1998 the aircraft crashed during take-off from runway 11.

The Pilot-in-Command, who did not wear a shoulder harness, sustained fatal injuries and the co-pilot, who did wear a shoulder harness, serious injuries.

The accident occurred on the first flight after a maintenance inspection, which included power assurance checks of the engines.

The co-pilot sat in the left-hand seat and while he started the engines, the PIC attended to the cockpit checklist.

It would appear that the accident was as a result of the PIC taking-off with the elevator trim set to the full nose-up position. This resulted in the nose of the aircraft pitching up after rotation, causing the pilot to lose control.

If the aircraft had been flown according to CAA's approved Flight Manual, the elevator trim should have been checked five times before take-off: First by the captain during the cockpit pre-flight check. Then by both the captain and the first officer during the after-paperwork check-list. And finally by both of them during the pre-take-off check-list.

The second crash by was a low-hour, newly converted, Baron pilot on the Natal south coast. They became airborne prematurely, drifted off the left side of the runway and crashed, injuring all four occupants. Investigators found it trimmed nose-up – presumably from the landing. And the rudder was trimmed to the left.

If you don't trim properly you have to be wide awake – and sometimes very firm to prevent a crash.

THROTTLE FRICTION

Another silly little thing to fiddle with. I mean, why worry about throttle friction when you will have your hand on the throttle anyway? Well because it often controls the friction of the mixture and pitch controls, and if one of them creeps back during take-off you can be in serious trouble. Have the T-shirt. Forgetting this nearly killed me in a Twin Comanche at Kimberley.

MIXTURE

This is tricky. You should set it to give you full power for take-off. But you can only do that at full throttle. There is no way of setting it during your checks. So what to do?

Well, if you really need every ounce of power because it is hot and high, then you must take full power while lined up against the brakes, and lean before brake release.



Above: Level off immediately after liftoff and accelerate in ground-effect until you have climb speed



Above: Do not climb away like a Boeing, rather let the speed build before you start to climb at best rate or angle

With a carburettor engine, if you do lean at full power for take-off, then make sure you richen the mixture slightly before any power reduction. You see, carburettors have a power enrichment jet which gives extra richness, for cooling, at full throttle. So if you lean at full throttle and then later throttle back slightly, the mixture may become too lean.

Think carefully. On the ground you need to have the mixture leaned aggressively – so as not to foul the plugs. If you do your run-up after the VA's, that is the time to check the mixture's operation. And finally you will set it wherever you need it for the take-off.

MAGNETOS

If you did your run-up first, then this M is for Mags on BOTH.

PITCH

Pitch – fully fine.

FUEL

Don't fiddle with the fuel selector at this stage – stay on the tank that has proved itself during the taxi and run-up. If you want to confirm that the other tank is working before setting off across the desert – do it at 3,000. Of course, you don't only check tank selection, you also check that the pump is on (or off on some aircraft) and the fuel pressure or flow is where it should be. Leaving the pump on the High position in fuel injected Continentals has had tragic consequences due to the almost inevitable rich cut as you get airborne.

FLAPS

Another tricky one. If you select flap now you might blow stones into them during the run-up. If you put them on standby you might forget them.

GILLS

Open. That's it.

GYROS

You should have set the DI before taxiing, perhaps ten minutes ago – see how far it's wandered. This gives you an indication of its health. Then confirm that the suction is where it should be at idle. Make sure the little aircraft on the AH is vertically set, and there is no warning flag on the turn coordinator.

AUTO PILOT

Off, but set for your initial heading. Remember that immediately after take-off is a bad place to test the autopilot – particularly at night or when climbing into the muck.

ALTIMETER

Set to QNH. But note that the airfield reference point and the runway thresholds can vary quite a bit? At Rand, runway 17/35 has a difference in threshold elevations of 136'.

CONTROLS

Full and free movement in the correct sense. Which ever way you move the stick – that control surface should move up.

INSTRUMENTS

I hate it. Whenever anyone says “instruments” they gaze vaguely round the cockpit wondering what to check.

The engine instruments should be checked during the run-up. Then you do the gyro instruments under “gyros”. And the pressure instruments should have been checked during your round-the-cockpit check at start-up.

When I was hangar boy at Placo in the sixties I used to fly as a sort of safety-pilot cum bag-carrier for the boss – Piet van der Woude. Piet was no stranger to alcohol and often our early morning departure in his Twin Comanche would be preceded by a bleary eyed look round the cockpit followed by a declaration that “All ze clocks seem to be vorking – ve go”.

OK, so now we are ready for take-off. You check left and right base and finals. This is not always easy in a high-wing. Now tell the tower you are ready. When they clear you it means NOW – this is no time for re-checking things. You line up on the centreline, stop for a maximum of two seconds and confirm the wind-sock is still doing what you thought, and that the DI and compass pretty much agree with runway heading.

Finally, glance at the cross runway and its approaches. Port Elizabeth ATC once cleared me for take-off on 17 and I came within a millifrac of being wiped out by Fockstrut Tingo Twee (20 tons of fire engine) that had been cleared inspect runway 26.

Now you release the brakes and smoothly apply full power, using just enough right rudder to keep the nose-wheel on the white line. As the aircraft accelerates in a level attitude confirm you have full power, temps and pressures in the green and the airspeed increasing.

When she wants to fly – the handbook will give you an approximate airspeed – gently ease the stick back a little until she flies off the ground. Level off in ground effect and accelerate to best rate (or angle) of climb speed, then raise the nose into the climb attitude.

COMMON FAULTS:

Banging the throttle open too quickly, causing the engine to splutter, and possibly die.

- Opening the throttle too slowly, or not fully.
- Taking your hand off the throttle.
- Not using enough right rudder to stay on the centreline – students nearly always drift to the left.
- Using right aileron to try and steer back to the centreline.
- Not using an extra bit of right rudder as the nosewheel steering is lost during liftoff.
- Climbing with the right wing down and the ball to the right – still not enough right rudder
- Rotating too abruptly.
- Rotating too much – like a Boeing, and running out of airspeed.

AFTER TAKEOFF CHECKS

At about 400 ft AGL do whichever of the following are appropriate to type.

Brakes – on and off to stop the wheels spinning.

Undercarriage – selected up. Keep you hand on the lever and watch for a change of charge rate, or hydraulic pressure. Only release the lever when you have a red light.



Power – on some aircraft you reduce to 25 inches – or whatever the POH says.

Pitch – on some aircraft you reduce to 2,500 RPM – or whatever the POH says.

Mixture – set for the climb.

Fuel – switch the pump off but keep your hand on the switch for a few seconds and confirm the pressure, or flow, stays in the green.

Flaps – confirm you have climb speed and smoothly retract the flaps. Watch the ammeter or hydraulic pressure. Then confirm visually, and from the gauge, that the flaps are up. Adjust the nose attitude to maintain climb speed.

FINIS. That is the take-off completed, and if you do it like this you are amongst the elite few. You will also impress your testing officer so much that he will relax and be on your side for the rest of the flight. ✈️

CASA AV SAFETY SEMINAR AVIATION SAFETY - ENHANCING PILOT SKILLS IN A DYNAMIC ENVIRONMENT

October 10, 2018, Wednesday, 6PM

HDFC club house, Port Macquarie Airport



Australian Government

Civil Aviation Safety Authority



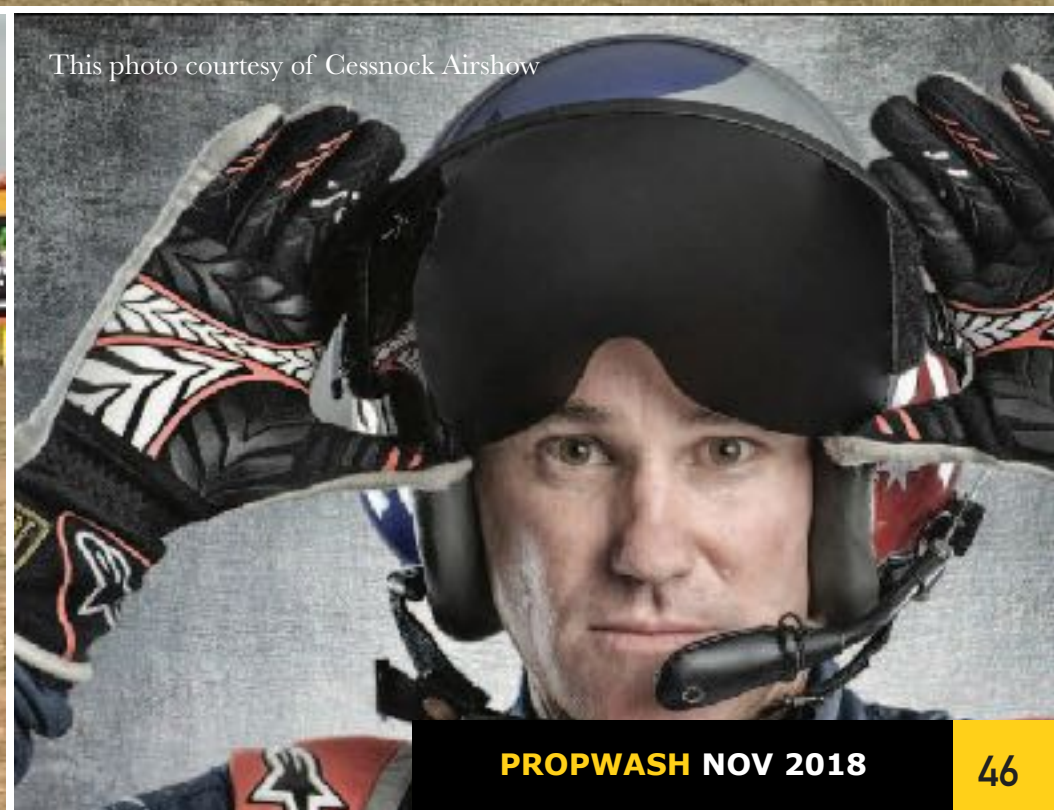
Hastings District
Flying Club (HDFC)

The CASA Aviation Safety Seminar held at HDFC had an impressive attendance of over 30 pilots. Everyone gained important knowledge from the three main areas discussed:

- Communication,
- Situational Awareness and
- Threat and Error Management.
- These seminars are certainly worthy of all pilots' attendance.

Cessnock Air Show

22nd September 2018



WALCHA Air Show

3rd November 2018



This photo courtesy of Walcha Airshow



Looking Cool

Ed Godschalk



Model Aircraft

A permanent display of over 100 plastic model aircraft is now housed in the clubhouse. The collection was produced by Doug Fellows and donated to the club by his wife, Eileen, following Doug's death. It has created much interest so check it out when next in the club.



Notices



Vale Cedric Stephens

3rd August 2018 - It's a very sad time to lose such a wonderful character from our club. HDFC was an important part of Cedric's life for so many years. Our sincere condolences to Cedric's family during this very difficult time.



Vale Ron Walesby

6th September 2018 - Ron Walesby recently died aged 100.7 years. Ron was a club member for several years. He was a legend of aviation. Always a true gentleman, Ron was highly regarded for his community spirit. Condolences to his immediate and extended family.

Ron's article ["Low Flying - It's strictly for the Birds"](#) was published in our recent Propwash.

AIRCRAFT WASHING ROSTER

It is the individual pilot's responsibility to care for our valuable aircraft. This not only involves washing and keeping them clean and tidy but also in general movement of any aircraft within the hangar. Treat our aircraft as your very own because as a member you have part ownership of these aircraft. Please take care of them and help us keep our costs down by looking after them.

Why an aircraft washing roster? Our aircraft are our purpose. It is vital we care for these valuable assets. The benefits of regular washing and cleaning are numerous. A roster is the best way to ensure this regularity.

Why me? This roster is sent to all regular Foxbat and CTLS pilots. The HDFC committee believes it is the responsibility of all pilots who fly club aircraft to ensure they are maintained in a clean and tidy manner. Sharing the load benefits all and keeps costs down.

How does it work? With 3 aircraft, we need three people scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person (underlined> should contact their partner to arrange a suitable time. Book the aircraft on the calendar. If you cannot perform your duty in the allocated time period you may arrange a swap with another team. Any changes should be clearly shown on the noticeboard roster.

The duty. The two Foxbats and CTLS are to be washed. This can occur simultaneously or one after the other. Division of labour is your choice.

A box of cleaning materials including instructions is in the hangar. Please read instructions especially with regard to Perspex and the CTLS. When finished please date and sign the duty roster also found in the box of cleaning materials.

Aircraft movement. The hangar is full with aircraft in close proximity. Please exercise extreme care in moving aircraft to avoid damage. Pay particular attention to wingtips moving over propellers and windscreens. Ideally three people should be involved with one on each wingtip and one moving.

Questions? Please contact Rod Davison if you have any questions or problems concerning this roster. He will act as the co-ordinator.

Thank you for your assistance in sharing the load.

| | | |
|----------------------|-----------------|--------------------------|
| 19/11/18 to 3/12/18 | Steve Smith | 0405775192 |
| | Kynan Schneider | 0413915871 |
| | Maxwell Mangan | 0466810932 |
| 3/12/18 to 17/12/18 | Dave Toulson | 0418668355 |
| | Rod Davison | 0419632477 |
| | Kyle Jones | justcallmekyle@gmail.com |
| 17/12/18 to 31/12/18 | Bruce Dunlop | 65595444 |
| | Mark Watson | 65596407 |
| | Jake Stuckey | 0413817805 |
| 31/12/18 to 14/1/19 | Mary Pavicich | 0419693617 |
| | Ray Lind | 0428820698 |
| | Ben Farrawell | 0414238203 |
| 14/1/19 to 28/1/19 | Mike Bullock | 0412237787 |
| | Col Hayler | 0437478549 |
| | Graham Smith | 0408409966 |

HOSPITALITY ROSTER



Duty is from 5pm to 8pm of a Friday evening.

Volunteers are still required for this roster. If you can help please phone Rod on 0419632477

2018

| | |
|----------------------|-----------------|
| 16 th Nov | Rod Davison |
| 23 rd Nov | Doug Toppazzini |
| 30 th Nov | Dino DiBona |
| 7 th Dec | Ray Lind |
| 14 th Dec | John Hayler |
| 21 st Dec | Bruce Dunlop |
| 28 th Dec | Steve Smith |

2019

| | |
|----------------------|-----------------|
| 4 th Jan | Doug Toppazzini |
| 11 th Jan | Ray Lind |
| 18 th Jan | David Toulson |
| 25 th Jan | Veronica Lind |
| 1 st Feb | Rod Davison |
| 8 th Feb | Mike Bullock |
| 15 th Feb | Bruce Dunlop |

From heavy metal to the light fantastic: your guide to RA-Aus conversion

An article from Flight Safety Australia

If you have ever wondered what it is like to convert to an RPC, this great article from CASA gives a first-hand account.

Read it online - <https://www.flightsafetyaustralia.com/2016/04/from-heavy-metal-to-the-light-fantastic-your-guide-to-ra-aus-conversion>



A Pilot in Every Home

Have you read the report from RA-Aus where they share their 2019 - 2023 strategy with a vision to have “a Pilot in Every Home”?

Read it online - <https://www.raa.asn.au/storage/2019-2023-strategic-plan-v1.pdf>



INFORMATION

WELCOME NEW MEMBERS

Chris Munro
Jeremy Rogers
Kyle Jones
David Bittar
David Archer
Barbara Cannon
Jennifer Horn
Maxwell Mangan
Hayden Alchin
Janet Cain
Dino Dibona
Mark Scott
Nicholas Tessede
Tom Cannon

JOIN THE CLUB - If you wish to join us as a member of the Hastings District Flying Club, please download our Membership Kit here - <http://goo.gl/jlK4C7>

All members can ask to join our private Facebook Group - <https://www.facebook.com/groups/HDFCgroup/>

PILOT WHITEBOARD DETAILS

All RAAus pilots flying club aircraft must update their details regularly. The information on the whiteboard is vital in determining both licence and flying currency. Pilots can either write up their own information or email it to CFI Ray Lind at CFI@hdfc.com.au

Student pilots should provide their details to the CFI Steve Smith at cfi@hdfc.com.au

Details required include:

- Name
- RAAus membership number
- RAAus expiry date
- AFR renewal date and
- Date last flown

AIRCRAFT FOR HIRE

Aeroprakt A22LS Foxbat - \$140/hour (\$170/hour for non-members)

Flight Design CTLS - \$150/hour (\$180/hour for non-members)

Cessna 172 VH-WXA - \$250/hour (contact Rod)

Cessna 182 VH-DUZ - \$250/hour (contact David Mitchell)



FLIGHTS

Trial Introductory Flight (TIF) - \$99 - purchase online <http://goo.gl/go7KbX> or call us

Hangar rental - \$190 per month

MEMBERSHIPS

Flying membership - \$100

Social membership - \$40

Junior membership - \$11

Join the club - <http://goo.gl/ZbgRbn>

MERCHANDISE

Visit our online store - <https://www.hdfc.com.au/online-store>

Shirt - \$35

Broad brim hat - \$20

Cap - \$20

Cloth badge - \$4

Anniversary key ring - \$4

Come Fly With Me Book - \$5

Fly Boy Book by Geoff Litchfield - \$20

PAYMENT OF ACCOUNTS

Members who direct deposit account payments are reminded to reference their deposit with their name. This includes deposits made at HCCU branches.

The bank details are:

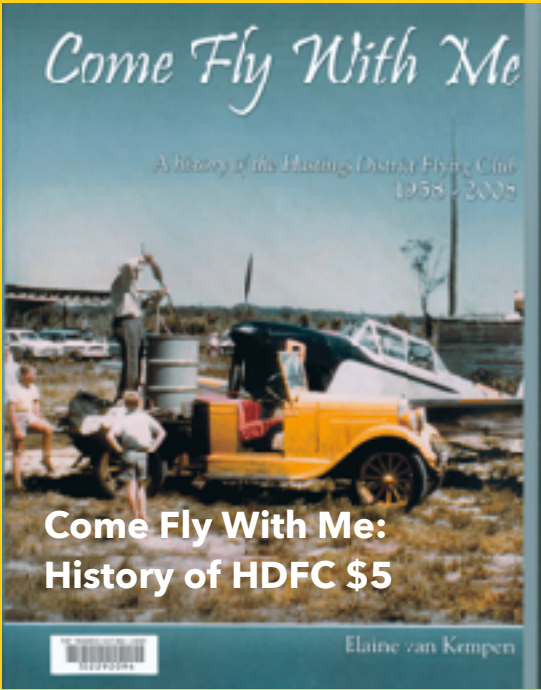
Holiday Coast Credit Union, Hastings District Flying Club,
 BSB: 802 214

Acct No: 350022

You can also pay your account with EFTPOS or a Visa or Mastercard, but you will need to come to the club. We are unable to take such payments over the phone.

HDFC 60TH ANNIVERSARY GIFTS

Available at the club house or online <https://www.hdfc.com.au/online-store>



Trial Introductory Flights \$99

MENS SHADOW POLO
P50IMS
CARBON BLUE
LOGO LEFT CHEST
850MM X 850MM
EMBROIDERY



LADIES SHADOW POLO
P50IMS
CARBON BLUE
LOGO LEFT CHEST
850MM X 850MM
EMBROIDERY



\$35



| Size | S | M | L | XL | 2XL | 3XL | 5XL |
|----------------------|----|------|----|----|-----|-----|-----|
| Garment ½ Chest (cm) | 52 | 54.5 | 57 | 60 | 64 | 70 | 79 |

| Size | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 |
|----------------------|------|----|------|----|------|----|----|----|----|
| Garment ½ Chest (cm) | 46.5 | 49 | 51.5 | 54 | 56.5 | 59 | 62 | 65 | 68 |

COMMITTEE MEMBERS

(2018 - 2019)



Rod Davison - President
 Ray Lind - Vice President / Club Captain
 Steve Smith - Vice President / CFI
 David Toulson - Treasurer
 Bruce Dunlop - Secretary

Mark Crawford - Facilities
 Doug Toppazzini - Maintenance
 Veronica Lind - Marketing and Communications
 Mike Bullock - Events

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L2 MAINTENANCE



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Chief Flying Instructor
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RAAus & GA Flying Instructor
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Mike Bullock
RAAus Flying Instructor
T: 0412 237 787 | E: mrbullock@iinet.net.au



Glenn Cleary



Alan Bradtke



Doug Toppazzini



**ALWAYS
LOOKING
UP**

MANAGEMENT COMMITTEE & FLYING INSTRUCTORS

| | |
|--|---|
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| Chief Flying Instructor | Steve Smith T: 0405.775.192 E: sfrqsmith@me.com |
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| RAAus & GA Flying Instructor | John Hayler T: 0414.580.246 E: charliervictor44@hotmail.com |
| RAAus Senior Flying Instructor | Bob Needham T: 6585.3418 E: induna191@gmail.com |
| RAAus & GA Senior Flying Instructor | David Massey T: 0403.925.462 E: david@massey.nu |

HASTINGS DISTRICT FLYING CLUB

P.O. Box 115, Port Macquarie, NSW 2444

T: (02) 6583 1695 | E: president@hdfc.com.au

www.hdfc.com.au



HASTINGS DISTRICT FLYING CLUB **is where Aviators, their families and friends come** **together to share their flying dreams since 1958**

Since 1958, the Hastings District Flying Club (HDFC) Port Macquarie brings aviators, their family and friends together to share their flying dreams.

HDFC encourages air-mindedness and interest in aviation in the youth of the Hastings district. It operates a flying club and recreational aviation flying school with a hangar and club house at Port Macquarie Airport on the NSW Mid North Coast. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday—visitors welcome.

Club membership is \$100 (flying) and \$45 (social). The club owns three aircrafts available for hire by flying members—two Foxbats for \$130/hr each and CTLS for \$140/hr (including GST).

A monthly flying competition and BBQ lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.



HASTINGS DISTRICT FLYING CLUB

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www.hdfc.com.au