

PROPWASH | AUGUST 2017 ISSUE

PROPWASH

HASTINGS DISTRICT FLYING CLUB NEWSLETTER



Jon Maguire sent us this photo of a beautiful Spitfire replica, which he was lucky enough to see at a stopover on their motor home trip up into Queensland. This was taken at Clifton in southern Queensland. Jon photographed this example from a Messerschmitt Me109's perspective (its arch enemy during WWII). Jon is going flying with an instructor in a Jabiru. Lucky Jon!



**A beautiful scale
Spitfire replica**





Veronica Lind

**EDITOR, MARKETING
& COMMUNICATIONS**

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NOTES FROM THE EDITOR

I received an email from Ken Ladd-Hudson on 16th July 2017 - "I am impressed with the way your Club communicates with the members and I wish you all success for the future." Thank you Ken for the compliment. The new club captain for RNAC is now Greg Kennewell.

If you enjoy Propwash, would you like to drop me a line and tell me so. Let me know what can be improved or what stories you like featured. We're always hanging out for members to submit stories.

HDFC will be celebrating its 60th anniversary next year. I would love to hear your ideas and suggestions to mark this very special milestone. So send them to editor@hdfc.com.au

There are other important events coming up. Don't forget to attend our [Annual General Meeting](#). For all pilots from HDFC and other competing flying clubs, please take note of details on the [Tri-Club Flying Competition](#) on page 36.

For those who are keen to learn to fly, why not apply for a [Flying Scholarship](#) if you're between 14 to 20 years.

Spring will be here soon with more opportunities to fly. Meanwhile enjoy Propwash!

Veronica



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THANK YOU:

Jon Maguire for this issue's cover photo



PRESIDENTS REPORT AUG 2017
BY ROD DAVISON

It is that time again when we reflect on the past year and look to the future at the [Annual General Meeting](#). To be conducted on Wednesday 6th September, this is your chance to become more involved. Come along and be informed of our financial situation and future plans. It is also your chance to nominate for committee, allowing increased input into the daily running of our club. The HDFC is a strong, vibrant organisation and I would like to see all members offer input to keep it that way. Remember we are the club and it is what we make it.

This is also the time of year for membership renewal. Prompt payment is appreciated and will ensure continued membership. Fees have not changed and remain at \$80 for Flying, \$35 for Social and \$11 for Junior Membership. Please contact the [treasurer](#) if you do not receive a membership invoice. I realise individual circumstances change but would encourage everyone to re-join and possibly recruit new members. A large membership provides a strong foundation for deliberations with other organisations such as Council and CASA.

Whilst on Treasury, a new box has been placed on the wall just inside the bar. Any communications with the Treasurer can be placed in this tray.



Also, as you may be aware, anyone paying \$1000 upfront for flying receives a 5% bonus or an extra \$50 credit. This will now only apply to cash transactions as card fees make it impractical. Sorry for this inconvenience. You can blame the financial institutions.

New requirements for the issue of an ASIC commenced on 1st August. As well as sending copies of identification with the application we are now required to show the original to an authorised agent when collecting the ASIC. A very cumbersome and inconvenient process, which will cause problems for many. However, we are lucky in that our neighbour, Terry Green, has been appointed an agent. Club member, David Cooke, will be his back-up. Whilst the HDFC does not insist that student pilots have an ASIC, it does recommend that all certified pilots obtain one. Port Macquarie is a security controlled airport requiring an ASIC when airside.

The Google aircraft booking calendar has been blocked several times recently. This results when pilots attempt to enter a new password. Please do not change the password. If the system fails, contact [Bruce Dunlop](#). A new booking system is being developed by Peter Ford and should be available shortly. We are extremely grateful to Peter for donating his time and expertise to the Club. Ultimately the software package will feature a whole range of capabilities including a personal logbook, tracking of pilot records and aircraft maintenance.

Flying activity has been brisk in recent months. No doubt the lovely winter weather has contributed. In the last month six Pilot Certificates have been issued. Congratulations to all involved. However, attendance at the Pilot Proficiency Days has been disappointing.

PRESIDENT@HDFC.COM.AU

HDFC.COM.AU

Currency is vital in promoting safe aviation and the PPDays are the perfect vehicle for remaining current. With reduced flying rates and instructors donating their time there is no excuse for not taking advantage of this flying opportunity. Get involved and become a safer pilot.

Another great thing about the PPDays is the lunch. A huge thanks to the ladies on the roster who prepare it for us. Costs are reimbursed but we have found the amount can vary widely. Committee has decided to cap the reimbursement at \$40. This does not include the meat. Hopefully this will provide a guide as to the quality and quantity. If found to be impractical, changes will be made.

Foxbat 8685 has returned looking resplendent in its new paint job. Unfortunately, like our other two hard working aircraft, it does not remain clean for long. Regular cleaning is required in order to maintain our valuable assets in top condition. This is the purpose of the [washing roster](#). Unfortunately, many of our pilots fail to fulfil their washing roster obligations, leaving it to a few others. Once again I plead with pilots to take pride in their aircraft and contribute to the upkeep.

Two Personal Locator Beacons have been purchased. One has been placed in each Foxbat. Please check their location and do not remove from the aircraft. Carriage of a PLB is required for any cross country flight of more than 50nm. However, it is comforting to carry one on any flight.

Flight Design, the Company which built our CTLS, has been in receivership since February 2016. In the aftermath of financial reorganisation, the Company now has [new owners. Lift Air, from Eisenach, Germany](#), has taken over all assets and operation of the Company. This is good news for our Club in terms of customer support. Meanwhile, our aircraft is still for sale with several recent enquiries.



Foxbat 8685 has returned looking resplendent in its new paint job.

Teraya Miller from CASA met with Steve, John and myself last week to discuss operations at Port Macquarie Airport. She left the meeting with a clear understanding of our concerns, which included circuit traffic, straight-in approaches, language difficulties and runway access. A safety seminar is being organised for this November.

Applications are now invited for the 2017 Flying Scholarships. With a closing date of 15th September, 2017, full details can be found on our [website](#). Since the inception of the scheme in 2006, approximately 25 Scholarships have been awarded. Jimi Ludriks was one of the inaugural recipients and is now a Boeing 747 First Officer with Cathay Pacific. Jimi returned to the Club a few weeks ago to renew his RAAus Pilot Certificate on the Foxbat.

Until next time, safe and enjoyable flying.

Rod.

AVIATION'S NO. 1 TRUE GENTLEMAN

Have you ever

wondered when you see a gleaming QantasLink Dash 8-400 taxi up to the passenger terminal at Port Macquarie Airport proudly displaying the flying kangaroo painted on the tail-fin, how this iconic regional airline evolved?

If you thought it started in outback Queensland as part of Q.A.N.T.A.S. in the 1920s or as part of the government owned airline T.A.A. later known as Australian Airlines you would be wrong.

The connection I have with the founder of what is now QantasLink, in fact goes back to my flying- training days forty years ago. During this time it was my honour and privilege to meet this man and become firm friends with him. The man I am speaking of was the founder of Tamair Pty Ltd and as the name suggests his company operated a successful regional general aviation business based in my home town of Tamworth. Born in England during the dark days of the Great War, Jim Packer, from the little that is known, given those times was orphaned at a very young age and taken into care by the Barnardos Boys Homes.

Jim arrived in Australia in 1929 at the tender age of just 12 as part of the child migration programme of that time set up for under-privileged kids from Barnardos in Great Britain. Jim went to work on some of the many dairy farms that in those days were dotted around the Tamworth district.

From his early employment Jim went onto deliver milk to households in West Tamworth during the mid to late 1930s. His milk run included my mother's family home in William Street West Tamworth. My mother who was about 7 years Jim's junior was in her very early teens and during the time of my flying training in the late 1970s at Tamair, conveyed her recollections of Jim to me on a number of occasions.

By David Mitchell



Jim soon became acquainted with my mother's family as was so often the case in those days, along with the many people who delivered essential household provisions such as ice, fruit & vegetables, groceries, bread and the like. (note: supermarkets were not in existence in the 1930s).

Jim explained to my Mother how he was taking flying lessons with the Tamworth branch of the Royal Newcastle Aero Club who were based on the nearby old Tamworth Aerodrome (now Tamworth's industrial suburb known as Taminda). Jim conveyed to my mother how he was spending almost all of his wages paying for flying lessons. He also explained how he was working, washing the de Havilland Gypsy Moth aircraft belonging

to R.N.A.C. which was then offset to supplement the cost of his lessons.

Jim obtained his pilot's licence in 1938 and then in early 1942 with Japan entering World War Two enlisted in the R.A.A.F. and was assigned to a communications unit. Because he already had some flying experience he was soon however flying Avro Ansons, then Lockheed Hudsons, and finally DC3s transporting vital supplies from Townsville to New Guinea as well as other locations in the South West Pacific in what was a very hostile war zone. As many older folk would know the DC3 was affectionately called the "biscuit bomber" due to its capacity to carry large quantities of supplies, quite often dropping them by parachute when no airfield was available.

Jim survived the war and following the surrender of Japan soon returned to his beloved Tamworth and with a war-time colleague set up a radio sales and service business in Peel Street. (Tamworth's main street).

With the establishment of East West Airlines in Tamworth in 1947 Jim's urge to fly saw him join the fledgling airline initially as an electrical engineer. He soon however, was flying charter operations for East-West which significantly included many "medivac" sorties especially during times of flood. As a result of Jim pioneering this aspect of aviation, East-West some years later was one of the prime movers in the establishment of the N.S.W. Air Ambulance Service. East-West ceased their charter operations in 1949 to focus on their emerging airline business which was the catalyst for Jim to set up Tamworth Air Taxis. His first aircraft was an Auster J5 - VH-KSA which was purchased from Kingsford-Smith Aviation in late 1949.

Jim's passion for aviation very quickly transcended into his business activities. The business was successful with his many passengers consisting of farmers, graziers, doctors and business people representative of his loyal customer base.

Jim was a people person and possessed a laconic dry sense of humour which immediately had the effect of putting people at ease. I remember one day Jim, over a beer telling a group of Tamair pilots and students (myself among the latter) how he was flying a charter from Tamworth to Sydney on a cold winter's morning in his Auster and when overhead Murrurundi, thought to himself how he would not like to be down on the frost-laden ground some 5,000 feet below. He then said whimsically "pretty soon though I was - the engine stopped". Jim managed to land his Auster safely in a paddock just south of the township of Murrurundi. Jim renamed his business in 1953 and so saw the birth of Tamair - a name in aviation that would last for almost 50 years. The business flourished with Jim acquiring numerous aircraft over a period of time - but more of this aspect of the story shortly.

Along with all of the charter business Jim had built up, soon came the highly lucrative afternoon newspaper runs which Jim had negotiated. These "paper runs" very quickly became the backbone of Tamair's business activities and remained as such for several decades. The afternoon Sydney newspapers would be delivered to Tamworth on the scheduled lunchtime East-West service initially arriving on DC3s and then later Fokker F27s. The papers would then be loaded onto a small fleet of Tamair aircraft and delivered to all of the major centres in New England and North Western N.S.W.



Tamworth Air Taxis, an Auster J5 - VH-KSA, 1949

Tamair trained pilots for a small fee were very generously offered these paper runs to gain experience as a forerunner to becoming a commercial pilot. As they were very much a commercial operation a Tamair CPL holder or instructor was required as pilot in command in the right hand seat. I received the enormous benefit and experience of flying as many paper runs as I possibly could even though I was somewhat limited as result of having a full time job outside of aviation. Nevertheless I was able to fly a sufficient number of these runs to significantly enhance my flying skills. I experienced handling heavily laden Cessna 206 and 210 aircraft quite often encountering strong cross-winds on landing, turbulence, cloud and poor visibility and on occasions all of this in one afternoon. A certain instructor (who shall remain nameless) had a habit of rolling his own "champion ruby" cigarette on the climb-out immediately after take-off from Tamworth. Upon completing this task he would then reach over and pull an afternoon "Mirror" newspaper from the cargo harness having strategically positioned the said bundle of papers prior to take-off. He would then light-up his "roll your own cigarette" and turn the newspaper straight to page 3 where in every edition there would appear a large and photograph of a scantily clad poster girl. Such were the times prior to political correctness.

As mentioned following the early purchase of the Auster, Tamair owned and operated numerous aircraft. Fairchild F24s and then the many Cessna's including a 172, a "squadron" of five 182s (including VH-TMC a "C" model the same vintage as VH-DUZ). Two Cessna 150s were also purchased to properly equip the emerging flying school. One of these 150s, VH-TME was the aircraft in which I was sent solo early on a frosty morning in July of 1977.

There were also Cessna 206s and 210s, a Piper Twin Comanche, a twin engine Cessna 310 as well as a variety of other aircraft. A number of aerial agricultural aircraft were also owned and operated as part of "Airfarm & Associates". This business was acquired by Tamair in the mid-70s following the passing of its owner Basil Brown. Basil was one of the founders of East West Airlines.

As a consequence of the success of Jim's business over the years a thriving maintenance facility also emerged servicing light aircraft from all over Northern N.S.W. and beyond.

A local Tamworth businessman, John Roworth, in the early 70s bought into Tamair as a shareholder in order to introduce much needed capital into Jim's expanding business.

By the time the mid- 70s rolled around Tamair had grown and become very successful. I remember their two Cessna 150s training almost non-stop all weekend with two full time instructors, headed up by Mike O'Brien as CFI. Although only a small part of their overall operations, the Flying School included a satellite training school at Gunnedah Aero Club some 75 kilometres to the west. A wings presentation at Gunnedah Services Club in about 1979 was when I first met Doctor David Cooke who was guest speaker on the night.

Tamair now embarked on a new phase of expansion in its operations which saw the company enter the emerging commuter airline business. They acquired New England Airways who were based in Armidale with two Cessna 402s and soon afterwards North Coast Airlines based in Coffs Harbour with three Piper Chieftains. So then was born the commuter airline renamed "East Coast Commuter Airlines". Three brand new Cessna 404 Titans were purchased and the older 402s and Chieftains sold. The Titans boasted weather radar, with which few other commuter aircraft were equipped.



This gave the Cessna Titan a much more dependable scale of operation and added safety enabling the pilot to skirt around dangerous storm cells. Many an East-Coast pilot was called up on radio by a concerned Chieftain pilot requesting information on storm activity lying across his intended track.

Jim by now was into his early 60s and still flying, but had handed over the management of Tamair/East Coast Commuter Airlines to John Roworth, but still stayed on as a director and an integral part of the company's operations until his eventual retirement in 1985. Although retired he still kept in close contact with the company he had founded 36 years earlier. The general aviation arm of Tamair, including the trading name was then sold to Paul Brederick and Bert Abbott. Paul had trained and qualified as an aircraft engineer with the company gaining his PPL along the way. Bert had been the company's chief pilot.

East Coast Commuter Airlines operated very successfully for a number of years with the company's now formidable profile and negotiating ability being a key factor in the establishment of Williamtown R.A.A.F. base as a "side by side" civil airport with many commuter flights originating from this location.

East-Coast in the next few years acquired a number of other established smaller commuter airlines based in regional N.S.W. with the addition of more Titans and then Embraer Bandeirante turbine engine aircraft.

In 1988 the Hawke Labor Government in a cynical move decided to enforce the government's Two Airline Policy forcing Ansett Airlines who only a few years earlier had acquired East-West Airlines to divest the East-Coast Commuter Airline shares it owned and sell them to Australian Airlines (formerly T.A.A.).

Australian Airlines was in fact owned by the government in question. (See the author's notes at the conclusion of this story). A positive, however, as a result of this "takeover" was that Australian Airlines owned three surplus BAE Jetstream 32 aircraft which proved to be ideal replacements for the Bandeirantes and Titans.

The company was then renamed "Eastern Australia Airlines".

After selling his shares to Australian Airlines but still under his management, John Roworth in what was to prove a very astute move introduced the Bombardier DASH 8-100 36 seat aircraft into the Eastern Australia Airlines fleet.

In 1990 the Federal Labor Government moved to deregulate the Airline Industry in Australia bringing to an end the almost forty year old "Two Airline Agreement". Australian Airlines (formerly T.A.A.) was then taken over by Australia's government owned exclusively international airline Qantas who of course were now free to operate in the Australian domestic market. The airline now traded as "Qantas Eastern Australia Airlines" with the DASH 8s painted in the familiar red and white Qantas livery. In 2008 the name was changed to Qantaslink and so the evolution of this iconic regional airline as it is today was set in place. It is now the largest regional airline in Australia and recently extended its services to New Zealand under the "Jetstar" banner using the proven DASH 8 aircraft.

Two of our club members were pilots with East Cost Commuter Airlines. The late Peter Pritchard was in fact one of the airline's very first pilots. Ken Trotter was also one of their very early pilots and went onto be a check-captain on DASH 8s with Qantaslink prior to retiring some years ago.

The life of Jim Packer or "Jimmy" as we all liked to call him surely has to be one of the most remarkable and inspiring stories in Australian aviation.

Jim's life as enriched as it had been was not without tragedy. In July of 1968 his eldest son, Ken who was in my year at Tamworth High School was piloting one of Tamair's Cessna 182s, VH-TMF. Ken had three of his young friends on board when the aircraft crashed into an open field on the outskirts of Gunnedah. Sadly all on board were killed.

Jim's dry wit as mentioned was a part of his unique make-up. One day I recall a newly employed charter pilot incorrectly making an assumption and asking Jim, if he had learned to fly on Tiger Moths? The reply quickly came back - "Nope they weren't even invented when I learnt to fly - I learnt on Gypsy Moths"

Jim very sadly passed away in 1992 after falling from a table whilst painting the interior of his home in West Tamworth, thus bringing down the curtain on truly a remarkable life.

During the time I knew Jim, firstly as a student pilot in 1977, and then through to the early 1980s he always showed a keen interest in my flying along with all of the Tamair Flying School students, regularly offering words of encouragement. He made you feel like family and as a result my time at Tamair remains as an unforgettable chapter in my life.

As mentioned Jim, whilst very much a "people person" was in many ways also a reserved and private man with very strong family values. It has been said by many who knew Jim, that he "flew under the radar" (no pun intended) with his remarkable contribution to regional aviation and possibly may not have received the proper recognition for his outstanding achievements. In fact a check of Eastern Australia Airlines on Google whilst briefly acknowledging Tamair's beginnings being the start of the airline, makes no mention whatsoever of Jim Packer.

At Tamworth Regional Airport adjacent to the old Tamair Passenger Terminal and Administration Building there is a street named in honour of Jim Packer. (see photo on the next page). It is my wish that the research I have undertaken along with my own recollections can in some small way add further acknowledgement to the legacy of Jim Packer.

Acknowledgements:

Dulcie Mitchell (nee Wilkinson) - My late mother

Paul Brederick - History of Tamair

Greg Cox - Retired Ansett Captain

Ken Trotter - Retired QantasLink Captain



At Tamworth Regional Airport adjacent to the old Tamair Passenger Terminal and Administration Building there is a street named in honour of Jim Packer. (see photo).

It is my wish that the research I have undertaken along with my own recollections can in some small way add further acknowledgement to the legacy of Jim Packer, Aviation's No. 1 True Gentleman.

Author's Notes:

For those who do not already have a copy of Geoff Litchfield's excellent book "Fly Boy" I would thoroughly recommend it as a great read.

Geoff devotes an entire chapter (chapter 35) to the Airline Pilots dispute of 1989. Geoff was at the coal-face of this disgraceful chapter in Australian aviation history and gives the reader some insight into the irreverent behaviour of Prime Minister Hawke during the dispute. It is obvious from Geoff's account of these events that this man for whatever reason harboured an intense dislike for airline pilots and even aviation as an industry.

I still recall sitting in my lounge room in 1989 and hearing Bob Hawke on national television refer to Australia's airline pilots as "Glorified Bus Drivers". For younger readers Bob Hawke prior to entering politics was the leader of the ACTU (Australian Council of Trade Unions). His approach as outlined in Geoff's book surely must rate as the greatest paradox in Australia's political history!

[Buy Geoff Litchfield's book FLY BOY for only \\$20](http://www.hdfc.com.au)

Mary's First Solo

I was having a yarn in the club bar with Mary Pavicich one Friday evening a while back when her interest in flying started out with the thought that "Perhaps it would be nice to learn how to control an aeroplane in straight and level flight so I could fly while the pilot studies the map or has a bit of a rest etc".

Well most instructors have heard that one before so I just smiled with knowing agreement written on my face. After a few lessons and as expected, the story changed to "Do you think it might be a good idea to learn how to land the aeroplane, just in case I had to do in an emergency?" "Sure, why not" said I. Time went on and after Mary's first solo it became "Do you think I could ever get an ultra light pilot certificate?" "Sure why not" said I again.

Well it took a little while but Mary finally got there on the morning of the 1st August 2017. She gained a solid pass on her flight test in the club's trusty old Foxbat 6985 with our gentleman C.F.I. Steve Smith as her examiner and now joins the ranks of our ever expanding list of H.D.F.C. pilots.

This achievement is added to a long list that this Kansas born, now Australian lady has accumulated over the years. Just to name a few - Sailing the Pacific in yachts as a young woman, diving on the wreck of the Bounty off Pitcairn Island, travelling round the world as a passenger on various tramp steamers, glider aerobatics in Germany and very recently being taught how to loop an aeroplane by fellow club member Anson Needham in his RV8. Anson tells me that she did the last one without any assistance at all, verbal or otherwise.

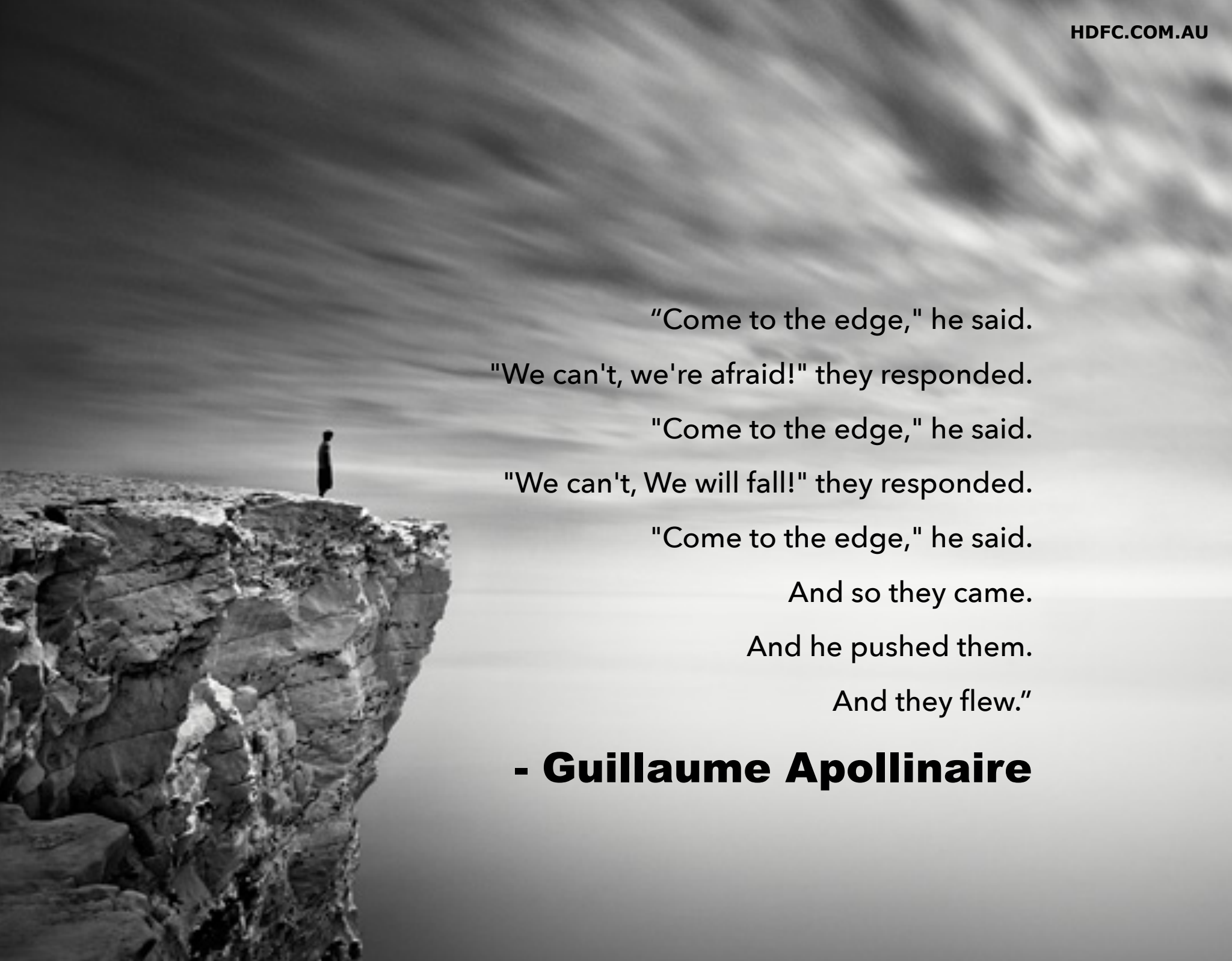


Bob Needham and Mary Pavicich

Right from the word go Mary threw her enthusiasm for flying into her lessons. This enthusiasm was evenly matched by her enthusiasm for the club and its activities. Painting murals to decorate the club bar, helping with the raffle on Friday nights, organising the odd club trip away, framing many of the club's aeroplane pictures, joining in on club renovations and working bees, regularly washing aeroplanes and acting as the gofer for the mechanics while they did 100 hour checks on the Foxbats are just a few that come to mind. Of course many of our members do as much, if not more, but if all of our new younger students and pilots put in this sort of effort for the club then it would be even more successful than it already is.

Well flown Mary. You did it. You didn't think that you could but you did. I knew all along that you could. I'm sure the rest of the club membership will join me in wishing you many, many more happy landings and aviation adventures.

You ancient flying instructor,
- Bob Needham.



"Come to the edge," he said.

"We can't, we're afraid!" they responded.

"Come to the edge," he said.

"We can't, We will fall!" they responded.

"Come to the edge," he said.

And so they came.

And he pushed them.

And they flew."

- Guillaume Apollinaire

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Trevor Kee - *My first solo flight*

Imagine this is me in 1965

1965 (4 yr old Trev), Batman cape and suit on top of Pop's chook shed.

Take off and flight in 1.6 seconds, "All good" - Landing, mouth full of chook dirt and broken right arm. (Not so good.)

Fast forward to Easter 1994. First Hang glider solo flight in a Moyes Mars 190 off 'Mystic Hill' at Bright, NE Victoria. So the addiction began... Firstly off coastal cliffs in S.E.Victoria, (Potters Hill Rd San Remo, Eagle's Nest - Inverloch and the magnificent cliffs at Cape Liptrap).

After a couple of hundred coastal soaring hours I began to trek inland to explore thermal flying. There truly is no better feeling in life than climbing in a thermal above a launch site like Mt Buffalo, topping out at 10,000 feet and then heading off on a 200 - 300 km cross county flight. Brilliant!

Trevor Kee - My first solo flight

The thermal addiction changed my life. Envious of Queenslanders and New South Welshmen's 52 week per year flying season, I packed up the work ute, with wife, 3 kids and a dog and headed north. After a short stint on the Sunny Coast we settled on the Mid North Coast of NSW. "We live in hope: - Wauchope!"

North and Middle Brother Mountains and 'Nellies' at Upper Lansdowne were to become a second home. That was until we bought our own mountain (16.2nm west of Port Macquarie) at Pipeclay.

Although coastal thermal flying typically has low (3,500 ft) cloud bases, flights to South West Rocks, Dungog and Armidale (via Kempsey) have been logged from home.

I have made some excellent friendships over my hang gliding competition career and have lost several close friends. I have also been fortunate to win a few comps over the years, culminating in a 'Sports Class National Title' at the Hay Flatlands in 2000.

In 2005 - I again went solo. This time in an Airborne 2 stroke weightshift microlight off runway 28 at Port Macquarie. With over 2000 hours of hang gliding experience, the transition to a microlight was relatively easy. The hard part was explaining to my mates that I was now flying something with a motor - Oh the shame.

The trike, (microlight) is a magnificent aircraft. So versatile, so easy to fly and easily transported by road. My wife, Gayle, loves it because it is a 2-seater. (No more 300km treks looking for me next to a red-roofed house next to a big green tree!) We've had many a good adventure in the trike with the 2 circumnavigations of Cape York, surfing the morning glory roll cloud at Burketown and 4 crossings of the Simpson Desert. I've logged in excess of 2,000 hours as P/C of a trike, and Gayle must have been navigator for at least 1,300 of them.



1998 - Trevor Kee hand gliding at North Brother



Trevor with wife Gayle

**We live in hope -
*Wauchope!***

Trevor Kee - My first solo flight

Midway through last year, Gayle and I rocked up to the HDFC to learn to fly the Foxbat, (All because she thought that a cabin and cabin-heat might be a little more civilised for our flights to the Northern Tabledlands.) How funny is it learning to taxi a 3 axis aircraft. A trike steers like a billy-cart, the Foxbat is exactly the opposite. Hilarious!. At times it was easier to do a complete 360 degree rather than turn back on track. The rudder (the 3rd axis) is a brilliant piece of kit when you remember to use your feet! Thanks so much for your patience Johnno!

I recently returned to flight training after an extended break since Christmas.

I'd like to thank John Hayler, Ray Lind and Steve Smith for the flight training and flight tasks to date.



1996 - Trevor in Hang glider waiting to launch at Bright, Victoria



What John Hayler, Senior Flying Instructor said of Trevor Kee:

Trevor was a text book student to fly with and we always had a huge laugh flying together. However this wasn't always the case as it took me some time to train him to keep his feet INSIDE the aircraft and even longer to convince him that it was perfectly normal for the engine sound to come from the FRONT bits.



Trevor and Gayle Kee own and operate TG's Child Care and Preschool. They won three business awards recently. With their busy schedule, it's a wonder they have time to fly at all. Trevor achieved his Pilot Certificate on 26th July 2017. Next up will be Gayle!?



The Adventures of a Nobody

By Col Parker

I am a “nobody” in the flying world.

I haven't recorded thousands of hours in thundering jets or made a name for myself in any recognised journals but boy, now at 85, have I had a lot of fun during my Sixty Seven years around light aircraft.

It all started in 1950, just after World War Two, when the Royal Newcastle Aero Club bought a large number of ex RAAF Tiger Moths and encouraged the establishment of local aero clubs around NSW.

My life had first started to get really interesting during World War Two when, at the age of eleven, I was “conscripted” to make camouflage nets for the army after school at the Orange Primary School. (I still have the needle I used).

Then off to Orange high School and its Army Cadet Corps where we were used to test the 303 rifles made at the Emmco factory. We trained, amongst other ways, by forming two sections and trying to out-manoeuvre each other firing blank ammunition. We then went onto the rifle range, learned how to assemble Bren guns with our eyes closed and how to fire them single shot and on automatic.

At this time I was also one of the frustrated teens watching the year eleven students flying their Tiger Moths around Orange, counting the days to get into the Air Training Corps when the Yanks let of their two big bombs over Japan which, though a wonderful way to end a war, also ended my ATC dream.

Although I then applied to enter the RAAF as a pilot they didn't want many newcomers at that stage and quickly surmised that my legs were too short and that ended my medical examination “chop chop”.

So, into the Orange Aero Club I went. I had a permanent job with G.J.Coles & Co and earned 35 shillings (\$3.50) per week. I gave Mum 5 shilling for board and spent the remaining 30 shillings every weekend that was fine enough at the then Orange Aerodrome (an empty paddock at the edge of town). I didn't have time for beer or cigarettes or girls as they all took away from my flying money.

George Campbell was appointed CFI for the Western Districts including Orange, Parkes, Forbes and Cowra and anyone who has heard of George will recognise how fortunate we were to have such an amazing man to teach us to Private Licence standard.

Many a later well-known airman such as Jimmy Hazelton profited from instructions from George who was adamant that all we undertook had to be first class and woe-betide anyone who tried to shortcut the proper way of doing anything we did around an aircraft.

Jimmy became an instructor himself and his attitude was to make sure we knew all he could teach us to keep us alive and well. I will never forget the day he took me up and said "well I know you will try this one day so let's teach you how to survive".

With that he took the Tiger down low and made me climb over fences, dodge trees and undertake a lot of other manoeuvres that a young idiot might attempt. For that I'm very grateful.

One remarkable situation with the Hazelton family was when Max crashed his Auster in the Blue Mountains. We didn't know where he had gone down, only that he was missing so we, at the Orange Aero Club, formed pairs to go out in Tigers and trace is flightpath. This was no easy task as it was raining steadily and the cloud base was low. So low in fact that my co-pilot and I were forced to land in a paddock. A most surprised farmer invited us in to dry off and let the Club know we were down O.K.

The years passed quickly and I graduated from Tigers, Avro 643's, Chipmunks, Austers and on to the various Cessna and other makes. In all I have now flown 171 different aircraft including the P51 Mustang and the L39c Albatross (on my 80th birthday) so I've been a very fortunate man.

Sometimes I'm asked what are my most pleasant memories and I would have to reply that my time with the various rescue organisations would be top of the list..

I have been fortunate to have worked with the Volunteer Air Patrol – part of the Volunteer Rescue Association, the Rural Fire Service, Bushwalking groups, Local Police, Polair, the Water Police and other bodies who could use an "eye in the sky".

Being heavily involved with the Volunteer Air Patrol, attached as it was to the Volunteer Rescue Association, I was on call for exercises and serious call-outs.

One exercise planned was a very important one. Together with Polair, local Police and the Water Police we were required to fly into the Williamstown Air Base, refuel and tie the aircraft down, and wait to be called.

NOW, when the Police put on an exercise like this they make it as realistic as possible. At around 5am next morning we were dragged out of bed at the Motel to be told that "a yacht had foundered off the coast and four people were believed to be hanging onto it or in the water" Go find them!"

Out to the 'drome we went. Checked the aircraft, worked out each search pattern with Polair and the other VAP aircraft involved, and off we went.

At this stage I was flying the Beechcraft Bonanza. Having a fair idea of where the "damaged yacht" was from information received it only took us around half an hour to

find it. Here we found that there were three men in the water hanging on to various parts of the boat and we circled overhead and called Polair as to our find with the request to get the Police launch Delaney to come to our co-ordinates. This it did and we thought that this would be the end of the exercise BUT NO.....

Just as we were about to head back to Williamstown we got a call that a "tinny" had called to the Marine Rescue that its motor had failed and it was getting dragged out to sea.

This wasn't an exercise but the real thing so they sent us off to see if we could find it,

and find it we did.

Again we called in our position and Delaney was sent there to tow the boat back to shore.

In 1984 another great memory was being chosen as an official in the Southern Cross Air Race. This involved a large number of different aircraft flying through three states and the Northern Territory, seeing how accurately they could fly set routes to estimated times.

My task was to take off early in the morning, land at an intermediate aerodrome, accurately record the time each aircraft passed over the drome and report those times to the judges.

At one aerodrome (Finke), the Corby Starlet and the Tiger Moth had to refuel so they taxied into town and up to the local car petrol pump and refuelled there.

This was a great event and I logged over thirty hours in an almost new Cessna 172 RG, at times carrying a film crew with cameras and other equipment.

Throughout other years I flew cover over the Bridge to Bridge Ski Race, found a group of lost Scouts near Mittagong, found lost hikers, flew a tiny Grumman Lynx on Shark Patrol and took part in a myriad of other adventures.

A lot of my flying has been cross-country and I have enjoyed the challenge of working out what data I needed to prepare, remembering that the more accurate the preparation, the more successful and pleasing the flight. Not anywhere as easy then as with GPS back-up today.

*Ray Lind
has decided
that I am
still too
active, and
apparently
still
capable of
handling
RA-AUS
aircraft,
and so I'm
not allowed
to give up
flying.*

2002 also was a very big year. In January I started getting serious about converting to the Jabiru aircraft. My J400 kit had arrived on the 20th of December the previous year and construction had commenced.

Now that really was a challenge. Construction time was three years and was carried out under our house at Fitzroy Falls near Bowral. Final inspections were by Phil Goad and Martin Ongley and I undertook the test flight myself at Goulburn.

In 2006 I moved up to Laurieton and was fortunate to find hanger space with Bob Furness at the Camden Haven Airfield.

All had turned out well and I spent many hours in the Jabiru before on-selling it to a businessman in Blackall Queensland when I found I was not using it enough to justify the hangerage fees.

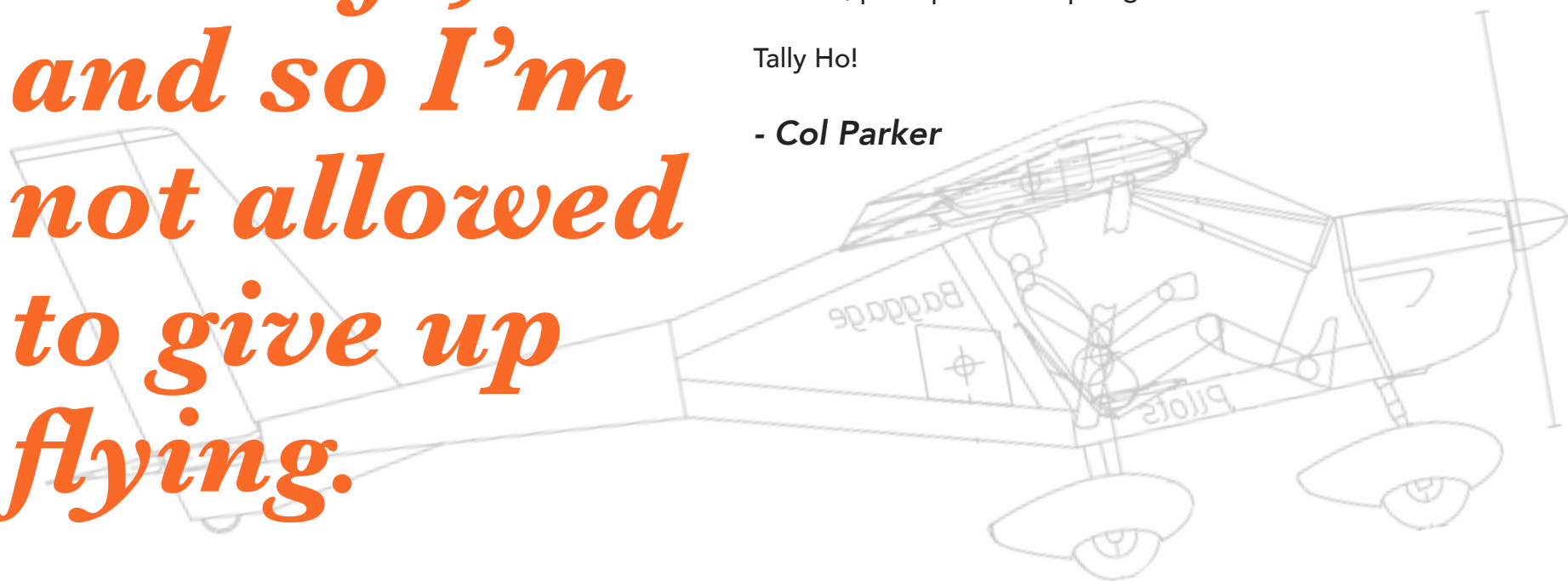
So...What now?

Well, after a great time over the last eleven years flying the Jabiru locally and then the HDFC aircraft, Ray Lind has decided that I am still too active, and apparently still capable of handling RA-AUS aircraft, and so I'm not allowed to give up flying.

As my Dad died of a heart attack at 84, the decision therefore is for me to fly only dual in the future so that in the event I became incapacitated in the air I wouldn't put a passenger at risk. To this end I look forward to continuing on whilst ever I still can, perhaps even inspiring others to do so.

Tally Ho!

- Col Parker





Jim Davis Training - Columns

"This article was written by Jim Davis and collated by Greg Connors. For more of the same you can go to www.jimdavis.com.au and get his best-seller "PPL".

HDFC thanks Jim Davis for these articles.

LOW FLYING

I phoned airshow pilot Larry Beamish to say I am writing an article on Low Flying. There was silence, then a burst of laughter, "So you want to talk to the expert?" He recently flew his Cub into power lines and walked (actually staggered) away.

LARRY was lucky, and I think he committed just one of a whole bunch of mistakes that have the potential for nailing you.

He had just completed his planned routine for the crowd at a model aircraft gathering. There was a delay before the next act so the organiser asked Larry to do a flyby to keep the folks amused.

Larry had been performing along the north/south runway, and for the fly-by switched his approach to the east/west one, so that he could curve around past the crowd. For a moment he imagined the airfield was a real one - not a model aircraft sized one that looked real. So he assumed there would be no power lines on the approach to the runway. And that's where the mistake crept in. There were power lines and he had fallen into that terrible trap of assuming.

CAA used to have an objectionable little testing officer who was always waving his finger at people and saying, "To assume makes an ASS of U and ME". I wanted to strangle him, but he was quite right. I assumed you checked the fuel, I assumed you brought a map, I assumed you got hold of the met. Okay, I assume you have got the picture by now.

Despite the number of low flying accidents, it's legal, it's safe, and it's a hell of a lot of fun - but only if you stick to the rules and do it intelligently.

Wires are the main problem - you either don't see them at all, or you see them too late to do anything.

On my first encounter with wires, I am flying O for Orange, a Mark III Lancaster in Guy Gibson's 617, Dam Busters, Squadron. I swoop down to 60ft so that the two spotlight beams combine to form a circle on the water. I aim for the centre of the Möhne dam wall. Tracers from the towers stream directly at me and skim just past the cockpit. The aircraft rocks in the night sky as bursts of flak get dangerously close.

Actually that is not quite true. My mount is Bravo November Romeo, the Pretoria Flying Club's J3 Cub. And I am maybe 10ft above the waters of the Bronkhorstspuit Dam. At the last second I pull up and rocket over the wall at nearly 65mph. What a man.

I have 32hrs in my logbook and I am invincible. When I tell my buddy about it he wants to know whether I went under or over the wires that run from one tower to the other. 'Wires?' I say, 'What wires?'

Actually I didn't see much wrong with my jaunt, apart from the fact that I'd had never had any dual training, and you're not allowed to do it solo.

Perhaps if I run through the right way to do it legally and safely I may save someone's mother the price of a bunch of lilies. So here's the gen... Low flying is officially anything below 500ft AGL. You must be away from game parks, built up areas, gatherings, airfields and so on. And you must do it so you are not a nuisance or danger to persons or property on the ground. This means that if you frighten a herd of turkeys, or your mother-in-law, you have contravened the regs and may suffer certain indignities, including imprisonment, a fine, having your licence put through a confetti machine, or a slap on the wrist from the CAA. Oh yes, or death.

Dual means no Dam Busters stuff until you have your licence. But before you hurl this magazine to the floor and head for the aeroporto, I advise you to read on - there's stuff to think about.

Like why do you want to fly below 500ft?

HERE ARE SOME REASONS:

Because:

- ▶ You are Guy Gibson.
- ▶ You think you are Guy Gibson.
- ▶ You want others to think you are Guy Gibson.
- ▶ You are sight-seeing
- ▶ You are game spotting
- ▶ You are inspecting power-lines
- ▶ You are mustering / herding
- ▶ You are forced down by bad weather - low cloud
- ▶ Because you are in the military, or the police, and have been tasked to fly low. (On the border we flew for hours on end at less than treetop height. Literally. We had to climb to clear clumps of those vegetable-ivory trees. The territory was absolutely flat and there were no power-lines. The purpose of this hedge-hopping was to avoid small arms fire. SAM-7s also don't work on aircraft at that height. And, of course, it was wonderful, amazing, beautiful fun.
- ▶ And finally there is the extremely bad reason - the one that leads to most bloodshed and tears. You hope to impress someone, either on the ground or in the aircraft. You use slightly different techniques for each of these. But generally if you are low because of crappy weather and poor viz, or you are doing a power-line inspection, then you should slow down to your climb speed and select take-off flap. If you are low for most other reasons you need to maintain plenty of airspeed - at least normal cruise speed. This gives you good manoeuvrability and the ability to hop over wires. Low and slow is the dodgy end of low flying.

There are three golden rules to low flying.

1. Don't do it on the spur of the moment.
2. Don't suddenly do it - give it serious thought.
3. Never do it without pre-planning.

Here are some questions to ask yourself before going down.

- ▶ **Why am I doing it?** We have looked at the reasons, and you will see in a moment how the reason influences your technique.
- ▶ **How low do I plan to fly?** There's a massive difference between flying at 500ft, and going down to 50ft.
- ▶ **What should I do before going down?** This is the main part of your planning. We will go through a whole bunch of stuff shortly.
- ▶ **Is this an intelligent place to be doing it?** From 500ft AGL you can see a long way, but at 50ft you can't, so you must plan to stay in a safe area. It's best to follow a line feature like a beach, road, rail, river and so on - so you know where you are all the time. Low level nav is a subject all of its own that we will look at some other time.

Unfortunately, following line features has its own hazards. Beaches are fairly safe, except that they attract other traffic and kite fishers. Roads and railways very often follow the same routes as power lines. And rivers live in the bottom of valleys - which have their own problems. We will look at them in a minute.

Now the specifics:

Visibility

I'm talking about more than normal met viz. First, don't even think of low flying if the windscreen is dirty or misty. Your life depends on crystal clear vision to see power lines, birds, kite fishermen's strings and so on. Now chuck everything off the glare shield - jerseys, caps, nav computers, maps and so on. Next, where's the sun? If you plan to fly into the sun - forget low flying. If a turn takes you into the sun, climb before you do it.

If you are sightseeing or game spotting, you are not part of the deal - that's for your pax. You must look ahead all the time and don't join in the duiker hunt.

If you are low because of low cloud and poor viz, try going a bit lower. Being ground-shy can chase you up into that wispy stuff just below the cloud. Come down 50ft and the viz will improve dramatically. But if you are scud-running - don't. Rather scud-crawl. Some years ago there was a guy flying a 210 from East London to Durban. He had his family on board and had been forced below the cliffs by low cloud and drizzle. He was belting along when he shot off the end of a point where the coastline curved back to his left. What to do? Obviously turn left to try and find it again. Bang. Straight into the cliff. Had he used 10° of flap and 80mph, instead of 180mph, he might have been able to curve round with the coast.



Larry Beamish's Piper Cub after its encounter with a power line



From the ground the power line may be easy to see - but not from the air.

Wind

A 10 knot wind can turn into a raging turbulent gale if you meet it in a valley. But, of course you wouldn't fly in a valley, would you? It can also become an invisible aerial waterfall that pushes you into the ground on the wrong side of a ridge. Keep out of valleys, and take rising ground at an angle so you can turn away if you need to.

A tailwind gives you a pathetic angle of climb, like you've lost 50 horses. It also sends you skimming across the ground, which makes you think you have plenty of airspeed, and manoeuvrability. We all stupidly tend to throttle back flying downwind. Even 20kts can be seriously dangerous. Say you cruise at 100kts indicated, and you are flying into a 20 knot headwind. You soon get used to the scenery going past at 80 knots. Now if you turn downwind and settle for that familiar 80 knot groundspeed, you will have an indicated airspeed of - believe it or not - only 60 knots. Don't underestimate this - it has caught many competent pilots.

During a downwind turn you feel you are slipping into the turn. Say you are turning left, you will see the aircraft apparently sliding left across the ground. You will want to jump on left rudder to correct it. Don't do it.

Glance, and I mean glance, for a millisecond at the ball - if it's anywhere near the middle, which it will be, don't fiddle - just leave it.

If it is jammed into one corner, still don't fiddle. Level the wings, get some height and sort yourself out.

The same applies to turning from down wind, to into wind, except that you feel you are skidding out of the turn, not slipping into it. Again, don't fiddle with the ball - it will be fine.



Beware rising ground - it can easily out climb you.



If you are going to be low and slow - then use a bit of flap.

Finally, if you are flying from A to B in a crosswind you simply have the nose pointing X amount into wind. It feels funny but don't try to fix it with the rudder. Just keep the wings level and the ball in the middle and put up with the crabbing. That's how God meant it to be.

Sun

We've spoken about this - combine a low sun with a dirty windscreen and you are dead meat. You have been warned - I don't want your rellies bitching to me about it.

If you are flying from A to B at 400 or 500ft, and your ETA is late afternoon, aim to pass a bit to the west of your destination. If you are a mile or two to the east, you will fly straight past it and never see it. But if you are 20 miles to the west of it you will see the white walls lit up by the sun.

Birds

Think where birds are likely to be. Rubbish dumps - which are seemingly sited according to some universal municipal law. They are always next to the airfield and the cemetery.

Birds also hang around over beaches, fishing harbours, lakes, rivers and so on. They are a very real risk to low flying aircraft. The lower you are the more likely you are to hit a bird, and the less room you have to recover. Put on your landing light - it makes a big difference to whether they see you in time. Also, if you are about to hit a bird, pull up - most birds fold their wings and drop at the last moment.

Surface

Two surfaces are verboten for ze low flyink. Wasser und Zand.

The reason is that neither have a recognisable shape or size. How big is a wave? Or a sand-dune? So you could be 10ft above ripples or 100ft above waves. Don't believe me - ask the two pupes who ripped the main wheels (but not the nose wheel) off a Cherokee by flying into a sand dune. Or the other student who bounced a 172 off Hartbeespoort Dam, without crashing. Yu haf bin vorned, ja!

Slope

If you are flying towards the Berg, the ground will rise, and it doesn't take much slope to out-climb a light aircraft. If you are flying upstream in a valley (but you wouldn't fly in a valley would you?) then you can easily be out climbed by the valley floor - just as three youngsters did in a 172 from Durbs to Joeys.

Wires

Don't expect to see them - you have to lookout for the poles or pylons, not wires. And when you do see the line of pylons don't imagine you have it sussed. There is often another string of them joining in or crossing. This nearly caught me while doing a power line inspection. I was flying just to the right of a straight line of wires which disappeared over the Karoo horizon. The next thing I was inches above a wire that joined in from the top of a nearby koppie.

Finally, and pay careful attention, when you do spot the massive power lines don't just hop over them - you will slam into an invisibly thin, extremely strong, tight, steel wire that doesn't sag down with the others. Let's call it Larry's Line!

Power Setting

You don't have time to fiddle with the power at low altitude. Before you go down, make sure you are on the best tank and the pump is on (or off if the book calls for it). Set the mixture a bit on the rich side in case you suddenly need a handful of throttle. The pitch should be set for the climb and the gills must allow decent cooling. Carb-heat calls for intelligent handling - particularly if you are scudrunning - because this is just the weather for icing.

If you need to change tanks or check the carb-heat or any other engine related task, what's the first thing to do? You got it - climb. Finally, it's like landing or takeoff - you keep your hand on the throttle all the time.



A famous photo of a well-known pilot doing extreme low flying at Langebaanweg

Density altitude

Yep, hot days and high altitude rob your performance. Just reminding you.

Pax Unbelievable, ridiculous pax. If you have a jitterbug in the seat next to you, one of those who grabs your arm and shouts "WHAT'S THAT?", do your low flying another day. I had a passenger who grabbed the stick and pulled it back to help him move his seat forward. Another in the back of a 235 Cherokee managed to wedge the fuel drain open. Brief them loudly and plainly to keep out of your hair and to keep their hands and feet to themselves. Ideally you want another pilot in the front with you. Someone who can keep an eye on engine gauges and fuel selection, and do the radio work.



In the UK the military have the Mach Loop - but this back seater still thinks it's nuts!

Trim

Have it trimmed noticeably nose up so you need a conscious push on the stick to keep her down. It reminds you not to relax, and if you are distracted for a moment it will cause her to climb.

VHF range

Remember that you reduce your VHF and VOR range to a very small area when you are really low. And, of course, you want to climb before using the radio.

Loose articles

I really don't need to explain this do I? And remember kids with Coke bottles that roll around on the floor and get behind the rudder pedals. Also remember seat belts and shoulder harnesses. ON all the time.

Valleys

Yup, I've mentioned them a couple of times already. They are very tempting because that's where the boats and fun are happening. But they are also extremely dangerous. Strong valley-winds, rising floors, narrowing walls, wires (no pylons to warn you), birds... keep going with your own list, because valleys are THE most dangerous places for low flying.

Looking back on my Dam Busters flight, I didn't check any of these things. So the God who looks after old ladies and student pilots smiled upon me that day. But don't trust her - she is a fickle wench, and will hurl you to the ground on a whim.

Ask Larry.



Even a carefully planned low flying exercise such as this is fraught with traps for the unwary. Image Richard Webb.

CFI Report

BY: STEVE SMITH

CONGRATULATIONS TO THE SIX NEW PILOTS



Simon Guthrie
2nd July 2017



Nathan Green
21st July 2017



Angelo Gannon
3rd July 2017



Tevor Kee
26th July 2017



Chris Hollis
31st July 2017



Mary Pavicich
1st Aug 2017

Wow, what a month! Six new Pilot Certificates. Congratulations to all the newly qualified pilots you certainly earned it. All those early mornings, frustrating weather delays have all been worth it. Some have already taken friends and relatives for a fly.

This season of the year is definitely the best for flying, now is time to take advantage of the smoother air. Have a look at the whales but don't go beyond gliding distance from a beach.

If you see a kangaroo on the runway or have a flat tyre at Port Macquarie Airport then ring Airport Operations. The number is now on a card in each of the aircraft. Unfortunately 118.1 is not always monitored by the safety cars.

It's good to see the writing pads that are in the aircraft being used to write down aircraft call signs. If flying solo use the knee boards that have been put in each aircraft it saves the distraction of looking for the pad. It is planned to put pen holders in each of the aircraft. Port Macquarie Airport is a very busy place these days. We need to keep track of conflicting traffic. If the aircraft numbers in the circuit are overwhelming try overflying the field at 2000ft at wait until the situation improves.

Happy flying. Remember "safety is no accident."

- Steve Smith CFI

CFI Report

BY: STEVE SMITH



PILOT CONVERSION

Jonathon Bradtke normally flies helicopters in Cambodia. Jonathon is the son of the club engineer Alan. In order to borrow Dad's RV12 he had to do an intensive 3 day course in the club's Foxbat 8686 to gain his RA licence.



FIRST SOLO

Jake Stuckey, one of our Flying Scholarship recipients, completed his First Solo on 13th July 2017.

STUPID ASICS

The ASIC question has just reached a new phase of stupidity with CFIs no longer being able to certify photographs and documents. This signals to me that CFIs have been found to lack integrity and have no role in airport security.

The authorities need to be reminded that it was the flying schools in the US which alerted the authorities to the irregularities in some of their students' training that led to the September 11 attacks. We are being charged \$100 a year to access our own aircraft. A passport lasts 10 years at the cost of about \$200.

Pilots and CFIs with over 50 years' experience in the industry are being asked to prove every two years that they not a security threat. We recently had a local 23,000hour pilot asked to show his ASIC four times in as many days by the same enthusiastic council officer. Everybody in the industry knows that airport security is an expensive joke.

Anybody who thinks that the ASIC is the answer to airport security has to be dreaming.

STEVE SMITH

FROM THE CEO / RAAus agrees with you. It is one of the reasons RAAus has ceased being an issuing body for ASIC. It is not that CFIs are not trusted. In fact under the new regime, anyone can become an agent of an issuing body and process ASIC applications. RAAus exited ASIC due to the high risk it presented to our organisation. See the enews to members on this topic: <https://tinyurl.com/y9cy7hvx>.





YOUR FLYING DREAMS CAN COME TRUE!
APPLY FOR A FLYING SCHOLARSHIP

DETAILS ON OUR WEBSITE - [HTTPS://WWW.HDFC.COM.AU/FLYING-SCHOLARSHIPS](https://www.hdfc.com.au/flying-scholarships)

ABOUT THE HDFC FLYING SCHOLARSHIP

The scholarship value of \$1200 each represents about 50% of the minimum Air Instruction or aircraft cost as shown in the figure 1. HDFC membership and BAK theory kit will be provided by the club. Instructor and briefing costs are borne by the student and are paid to the instructor as they arise.

Upon accepting the scholarship successful candidates will contribute an equivalent \$1200 which then gives them \$2400 credit toward air instruction costs.

Scholarship training is valid for 12 months.

ABOUT THE FLYING TRAINING

Flying training will be in the Foxbat aircraft under the tutelage of one of the club’s Recreational Aviation Instructors. The training will lead to a Recreational Aviation Australia pilot certificate. Lessons can be arranged 7 days a week.

We are one of the leaders in Recreational Flying Training. Our enthusiastic team of instructors draws on experience from many facets of aviation and will ensure that your flying training is conducted thoroughly, professionally and to the highest standards.

APPLICATIONS

Close on Wednesday, 15th September 2017

Apply by [downloading forms](#) from our website or [applying online](#).

APPLICANT CRITERIA

- Applicants must be -
- ▶ Aged between 14 and 20 years
 - ▶ Submit their most recent school report (if they are studying)
 - ▶ Outline why they would like to learn to fly
 - ▶ Take a Trial Introductory Flight to assess aptitude at a cost of \$99

ESTIMATE COST OF TRAINING

Recreational Aviation Pilot Certificate (estimated cost)	
HDFC membership (must have)	\$80/year
RAAus membership (must have)	\$235/year
Basic Aeronautical Knowledge Theory Kit (BAK)	\$90
BAK briefings (must do) 12 topics, about 12-15 hours	\$30/hour
Air instruction (at least 20 hours, usually 20-25 hours) Discount available for 10 hours pre-paid	\$130/hour
Instructor (20-25 hours)	\$50/hour
TOTAL (minimum)	\$4,475

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.

Captain's Report

MAY 2017 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Lovely, calm and sunny weather greeted our Proficiency Day for May. Unfortunately we only had a very disappointing number of five(5) pilots fly on this Pilot Proficiency Day. As well as being such a wonderful vehicle in which every pilot can maintain currency and proficiency, these special flying days also make each pilot a safer flyer and in turn protect the safety of others who fly with them. We also continue to offer the incredible advantage of such cheap rates of \$100 an hour for these flying days. I urge ALL of our pilots to try to find the time to fly in the PPDs. This also includes all of our STUDENTS. You don't have to have your Pilot Certificate to fly on these days. During our PPDs we are simply practicing the same sequences that the students are covering as part of their training.

Our flying events were as follows.

500' LOW LEVEL CIRCUIT (Spot Landing)

In this exercise we simulate bad weather with low cloud making visibility very poor. The pilot therefore has to slow the aircraft down, use one stage of flap and stay in close to the runway. This is completed with a Spot Landing where the quality of the landing is judged closely as well as the touchdown point.

1st Rod Davison 70 pts, 2nd Mark Watson 50pts, 3rd David Mitchell 45 pts

RIVER BASH

(Co ordinated Flying Exercise up the Maria River at 600')

1st Rod Davison 57 pts, 2nd Mark Watson 56 pts, 3rd Jon Maguire/ David Mitchell 48 pts

FORCED LANDING

This is a practiced Glide Approach without power while reciting all of the normal Forced Landing checks. As well as trying to land in the scoring boxes the pilot has to land exactly in the middle of the runway with the column held back fully to do a perfect landing.

1st Jon Maguire 62 pts, 2nd Mark Watson 60 pts, 3rd Rod Davison 44 pts

STEEP TURNS

1st Mark Watson / Jon Maguire 55 pts, 2nd David Mitchell 50 pts, 3rd Rod Davison 40 pts.

Two PPD winners, so Mark and Rod had a tug of war over this medal.



BONUS LANDING POINTS

Out of a possible 40 points.... two landings in the MIDDLE of the strip and the column held HARD BACK for each landing.

1st Rod Davison 30 points, 2nd David Mitchell 20 pts, 3rd Jon Maguire/ Mark Watson 10 pts.

OVERALL HIGHEST SCORES

Today we couldn't split the two winners for the May PPD.

1st Rod Davison and Mark Watson both on 221pts, 2nd Jon Maguire 210 pts, 3rd David Mitchell 199 pts.

Well done to our pilots for the display of some very impressive flying skills.

Captain's Report

JUNE 2017 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Our June PPD was flown despite the weather looking very unfriendly at times with cloud and rain continually hovering and some brisk cross winds to add to the challenge. These weather conditions are actually ideal for our PPDs because it is the type of weather when most pilots wouldn't fly because of a possible lack of confidence in their piloting skills. When you can fly with a competent check pilot in these uncomfortable conditions, it certainly gives rise to much more self confidence in our pilots and allows them to practice skills which they possibly haven't addressed since they completed their flight training. It's so important for our pilots to fly during our PPDs to maintain their hard earned skills. These days are not about competition.....they are about pilot currency and pilot development.

Stuck Throttle / Spot Landing

In this exercise we simulated a partial engine failure or stuck throttle on 3000RPM at the beginning of the downwind leg. This is not enough power to maintain altitude so it allows the pilot to experience what it feels like to suffer a partial engine failure. The pilot then has to finish the circuit with a perfect landing in the scoring box with reduced power the whole way.

Our highest scoring pilots were:

1st Col Hayler 40pts and 2nd Rod Davison 30pts. While the rest of our competing pilots made it back to the field they didn't quite succeed in making it to the scoring boxes.

River Bash

(Co ordinated Flying Exercise up the Maria River at 600')

This exercise is lots of fun for the pilot but more importantly it teaches the importance of the correct use of the rudder during steep turns.

1st Col Hayler 59 pts, 2nd Rod Davison 56 points, 3rd Jon Maguire 52pts.

Forced Landing

A total engine failure can occur at any time so this exercise allows the pilot to practice his emergency checks as well as being able to judge his landing position on the ground with confidence and complete accuracy.

1st Col Hayler 76pts, 2nd Mark Watson 44pts, 3rd Rod Davison 42pts.



BONUS LANDING POINTS

These points are gained for perfect landings regardless of whether the pilot is 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 to score a maximum of 20 points for each landing. Our impressive pilots today were:

1st Rod Davison 30 pts. (The Maximum bonus points would be 40 pts)

2nd Col Hayler and Mark Watson 20pts, 3rd Jon Maguire 10pts

OVERALL HIGHEST SCORES

1st With some very impressive flying was Col Hayler, 195 points.

2nd Rod Davison 128points.

3rd Mark Watson, 102 points.

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

Captain's Report

JULY 2017 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Our July PPD experienced beautiful, warm flying weather with clear skies for the most part. Today we welcomed Mark Crawford for the first time to fly in these exercises. Mark only recently qualified for his Pilot Certificate so it was great to see him. Other students can also participate during these days as well, provided they've at least reached Solo Standard.

Once again we had a rather disappointing turnout with the number of pilots participating. These are excellent exercises to keep our pilots current and at the incredible rate of \$100 an hour for these days, it's the perfect way to fly, keep current and to have fun.

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 Rod Davison 120pts, 2nd Mark Crawford 100pts, 3rd Mark Watson 76pts.

River Bash

(Coordinated Flying Exercise up the Maria River)

1st Jon Maguire 59 pts, 2nd Rod Davison 54pts, 3rd Mark Crawford 52pts.

Forced Landing

(Simulating a total engine failure overhead the field)

1st Jon Maguire 77pts, 2nd Mark Watson 44pts, 3rd Rod Davison 43pts.



BONUS POINTS

These points are gained for perfect landings regardless of whether the pilot is 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 to score a maximum of 20 points for each landing. Our impressive pilots today were:

1st Mark Watson 40pts, 2nd Mark Crawford, Rod Davison 30pts, 3rd Jon Maguire 20pts.

OVERALL

1st With some very impressive flying was Mark Crawford 221points.

(A special congratulations to Mark who showed that all of his very recent training has worked well for him and made him a very proficient pilot.)

2nd Rod Davison 217 points.

3rd Jon Maguire 210 points.

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

Captain's Notes

By RAY LIND, Club Captain
Hastings District Flying Club



THOROUGH PREFLIGHT!

This important action before every flight could SAVE YOUR LIFE! During a scheduled service our engineers found this potentially deadly object jammed in the rudder cable behind the seat in the Foxbat 7395. This pen, which had been dropped at some stage, could have caused a disaster.

In your preflight always ASSUME that there is something WRONG with the aircraft. By following this pattern you may find potentially dangerous situations before they cause a serious problem.

A timely reminder for everyone who flies..... if you drop something in the cockpit, FIND IT IMMEDIATELY and PICK IT UP! It could cause a serious situation for you or someone else!

OCT 19-21 2017

MASSIVE AVIATION EXHIBITION

OzRunways
For every pilot. For every flight.

PRESENTS

AIRVENTURE AUSTRALIA

NARROMINE

07 3188 9369

AEROBATICS ROULETTES

BUY, SELL, TRADE

FREE SEMINARS

BIGGEST FLY IN OF THE YEAR

OVER 400 AIRCRAFT

GUESS WHAT THIS PLANE IS IN THE SHADOW & GO IN THE DRAW TO WIN 1 OF 5 FREE TICKETS

GO TO OUR FACEBOOK PAGE TO ENTER

AUSTRALIAN PARACHUTE FEDERATION

SAAA

RECREATIONAL AVIATION AUSTRALIA

AIRVENTUREAUSTRALIA.COM.AU

*** CONDITIONS APPLY**

AIRVENTURE AUSTRALIA WILL BE HELD FROM 19TH TO 21ST OCTOBER 2017 AT NARROMINE

The team at Oz-Kosh are pleased to announce that AirVenture Australia will become the new Oz-Kosh in 2017. Details are on this website - <http://www.airventureaustralia.com.au/about>



Watch the Roulettes on Youtube

<https://youtu.be/PWXOXuVISNg>

AGM

Annual General Meeting

Wednesday, 6th September 2017 from 7 pm to 9 pm at the HDFC Club House

AGENDA

1. Apologies
2. Confirmation of Minutes of the 2016AGM
3. President's Report
4. Financial Report
5. Appointment of Auditor for the financial year ending 30 June 2018
6. Membership fees for 2018-19
7. Election of Office Bearers and Committee for the year 2017-18. Note: All members of the current Committee will retire on 6th September 2017 although some may wish to stand again. Nominations correctly completed on the form below must be received by the Secretary, or posted on the club noticeboard, by Wednesday 30th August 2017.
8. Discussion of matters which members may legally present, notice of such matters being provided to the President seven (7) calendar days prior to the meeting.

No member is entitled to vote at the AGM unless all moneys presently payable to the Club have been paid in full.

This agenda and an audited copy of the 2016-2017 Annual Accounts will be posted on the Club notice board seven (7) days prior to the meeting.

Bruce Dunlop - Hon Secretary - July 2017

E: bruce@dunlopit.com.au

NOMINATION FORM

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

For the position PRESIDENT

VICE PRESIDENT

SECRETARY

TREASURER

COMMITTEE MEMBER (4)

For the financial year 2017-2018

 (Signature of proposer) (Signature of nominee signifying acceptance)

PROXY FORM

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

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

Date: _____ 2017

 (Signature of member) (Signature of proxy)

Annual Tri-Club Competition

16th September 2017 at Kempsey Airfield from 8.30 am to 4.30 pm



The Hastings District Flying Club will be hosting this year's Annual Tri Club Competition at Kempsey Airfield.

This Flying Competition is between Hastings District Flying Club - HDFC, Manning River Aero Club, Royal Newcastle Aero Club and Kempsey Flying Club.

Events -

- ▶ Blind Circuit / Glide
- ▶ River Bash (4 turns)
- ▶ Spot Landing / Flapless

Timing -

- ▶ 0800 onwards - Arrival and registration
- ▶ 0830 Briefing
- ▶ 0915 First competitor departs and continues throughout the day
- ▶ Morning Tea, lunch and afternoon tea provided by Kempsey Flying Club at a small cost
- ▶ 1430 Presentation

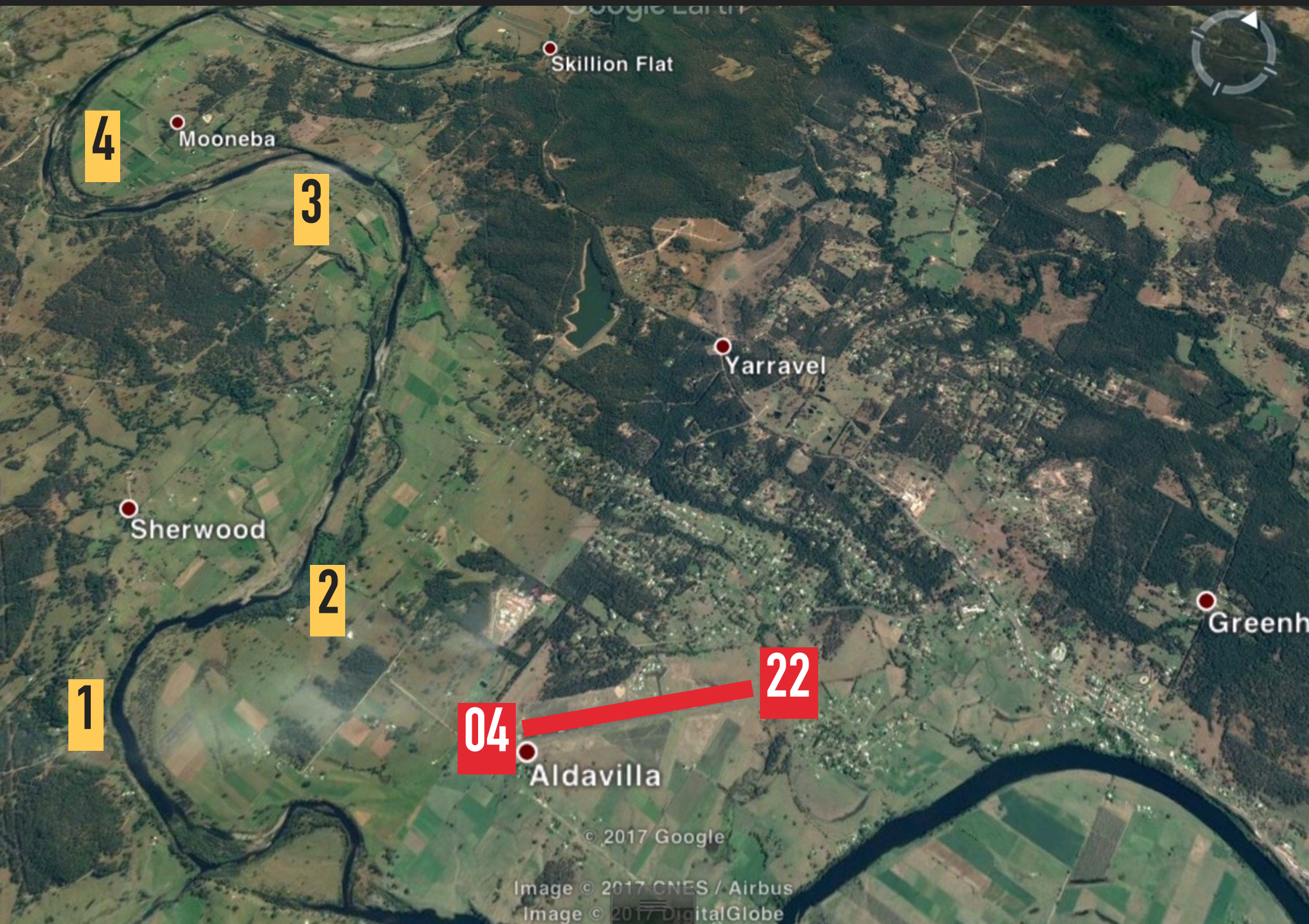
Note -

- ▶ Notice of Cancellation, due to weather, will be at 17.00 local time on Friday 15/9/17

Enquiries -

Contact Ray Lind, lindflight@gmail.com, T: 0428-820-698

Annual Tri-Club Competition



YKMP - YPMQ - 155° - 22 NM 118.1

Event Sequence for Runway 22

1. Blind Circuit / Glide

- ▶ Depart the circuit upwind and track straight ahead to river

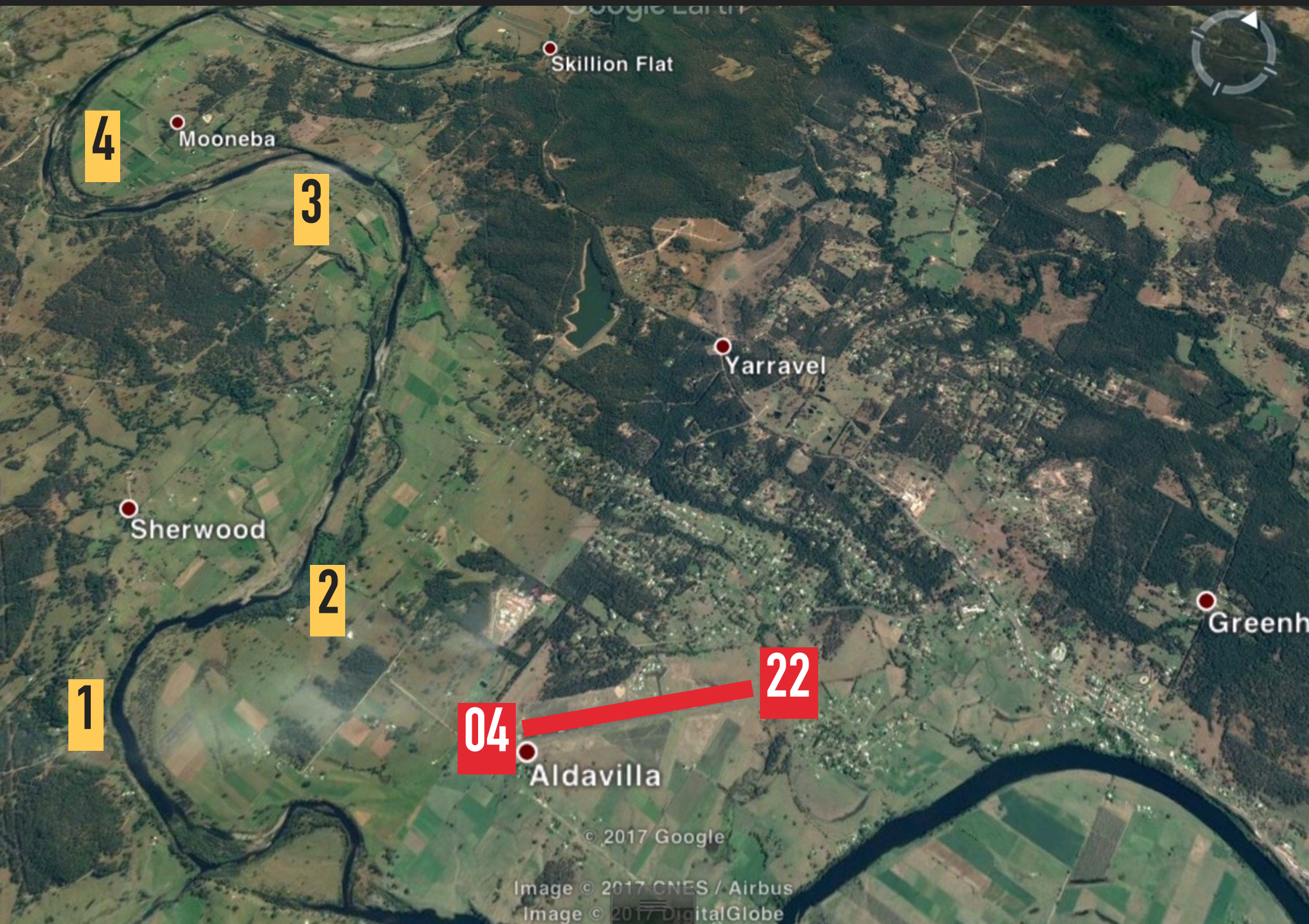
2. River Bash (4 turns) as shown on map above

- ▶ At the end of sequence track inbound from West (4 nm) to join midfield cross wind RWY 22 @ 1000'

3. Spot Landing / Flapless

- ▶ End of sequence

Annual Tri-Club Competition



YKMP - YPMQ - 155° - 22 NM 118.1

Event Sequence for Runway 04

1. Blind Circuit / Glide

- ▶ Depart the circuit downwind, track South West to river

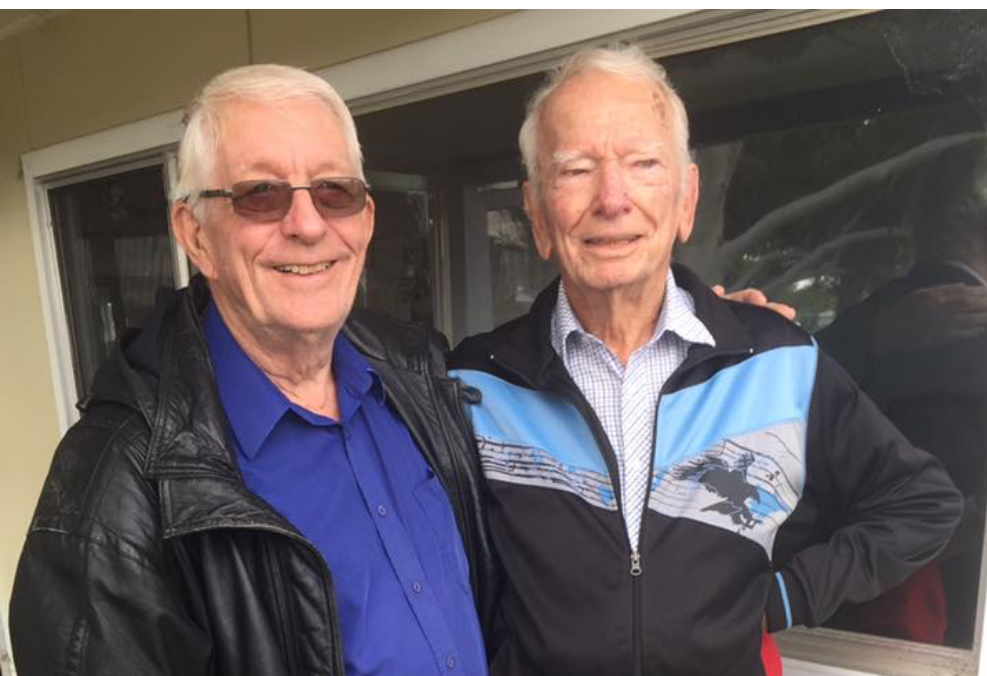
2. River Bash (4 turns) as shown on map above

- ▶ At the end of sequence track inbound from West (4 nm) to join oblique downwind RWY 04 @ 1000'

3. Spot Landing / Flapless

- ▶ End of sequence

Happy Travels, Vince Williams



Bob Needham farewells Vince Williams as he commences his epic journey touring Australia with partner Di in their motor home. Bob and Vince pictured recalling their first meeting. Vince was the first person Bob met when he arrived in Port Macquarie.



Matthew Baker Flying High

Roster.

Please check website for Roster updates
- <http://www.hdfc.com.au/roster>

HOSPITALITY

August

11th John Hayler

18th Steve Smith

25th Rod Davison

September

1st Matt Connors

8th Ed Godschalk

15th Craig Whiting

22nd Bruce Dunlop

29th Mary Pavicich

PPD LUNCH

Food prices have gone up, so PPD lunch is now \$10 per person

Aug and Oct - volunteers needed (please inform [Veronica Lind](#))

19th Nov - Helen Smith

Matthew Baker was mentioned in St Columba Anglican School news on 5th June 2017.

Very proud of Matthew Baker who as a young boy would sit at the back of the Cessna 172 during our PPDs and watch the pilots go through their emergency procedures!

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.

Fortnight Beginning	Team	Phone
31/7/17 to 14/8/17	Russ Delforce	0414710440
	Jan Burgess	0450223446
	Ross Allen	0404207199
14/8/17 to 28/8/17	Steve Smith	0405775192
	Jordan Maxwell	0412555639
	Patrick Barltrop	0497073743
28/8/17 to 11/9/17	Dave Toulson	0418668355
	Rod Davison	0419632477
	Alex McGee	0468891912
11/9/17 to 25/9/17	Bruce Dunlop	65595444
	Drouin Pike	0447128388
	Angelo Gannon	0474120211
25/9/17 to 9/10/17	Mary Pavicich	0419693617
	Tim Amor	0418296380
	Jon Maguire	0427194108
9/10/17 to 23/10/17	Mike Bullock	0412237787
	Col Hayler	0437478549
	Graham Smith	0408409966

Prices.

Including GST

Aircraft For Hire

- ▶ Aeroprakt A22LS Foxbat - \$130/hour (\$145/hour for non-members)
- ▶ Flight Design CTLS - \$140/hour (\$155/hour for non-members)
- ▶ Cessna 172 VH-WXA - \$250/hour (contact Rod)
- ▶ Cessna 182 VH-DUZ - \$290/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 - \$80
- ▶ Social membership - \$35
- ▶ Junior membership - \$11
- ▶ Join the club - <http://goo.gl/ZbgRbn>

Merchandise

Visit our online store - <http://www.hdfc.com.au/#!/online-store/ca37>

- ▶ Shirt - \$35
- ▶ Broad brim hat - \$20
- ▶ Cap - \$16.50
- ▶ Cloth badge - \$4
- ▶ Anniversary key ring - \$4
- ▶ Come Fly With Me Book - \$10
- ▶ Fly Boy Book by Geoff Litchfield - \$20

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>

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: 35022

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.

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 Steve Smith 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

WELCOME NEW MEMBERS

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

Albert Lok
Jonathon Bradtke
Sonu Duggan

Elegant, sleek Flight Design CTLS Light Sport aircraft is for sale now at \$132,000

FOR SALE:

Flight Design CTLS

Year of Manufacture 2014

Airframe hours. approximately 618

Annual due. 28/4/2018

Engine Rotax ULS 100hp

Engine hours. 584

Propellor. Neuform 3 blade Constant Speed Variable Pitch

Instruments. Dynon 7" single screen, Analogue engine instruments, Analogue back up ASI, Altimeter

Avionics. Garmin SL-40 Com, GTX 327 Mode C Transponder, Garmin 795 GPS, Kannad 406 ELT

130L fuel giving over 6 Hours endurance at 110-115 TAS. Empty weight of 329 kg giving useful load of 271 kg.

This aircraft always hangared and L2 maintained. No accident history. Immaculate condition inside and out. Would suit new aircraft buyer.

[More details on our website](#)



Management Committee & Flying Instructors

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Vice President/Club Captain	Ray Lind T: 0428.820.698 E: cfi@hdfc.com.au
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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



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 \$80.00 (flying) and \$35 (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 pilot proficiency day and lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.



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