

President's Report

July 2008



Welcome to a new financial year and the introduction of GST for our club. Last month annual turnover topped \$150,000 necessitating GST registration. As of 1st July GST is being included in club membership, services and merchandise. Coinciding with its introduction a full review of our pricing policy has been undertaken.

Some items such as hangarage have seen further increases imposed. Aircraft hire rates excluding GST remain the same despite rising fuel costs. This situation will be monitored closely.

The increased income reflects the thriving RAAus operations. Our new Eurofox is proving popular and along with the Foxbat flew a record 147 hours during May. There is a real need for another aircraft and at the August AGM members will be asked to endorse the purchase of an additional Eurofox.

Membership has surged past the 200 mark with lots to do for all members. Friday evening socialising is ever popular being supplemented by the monthly family BBQs, flying comps and new member sausage sizzles. More recently culture vultures were treated to the Blood Brothers theatre night featuring our own Doug Jones, while Paul Grimes hosted a 10 course dinner at Bliss restaurant. Six aircraft flew in to South West Rocks for lunch and three made it to Natfly in Narromine despite suspect weather. After continual unsettled flying weather the car rally professionally organised by Kathy Farley brought with it fine conditions.

Congratulations to the winners of the Hans Westphal Flying Scholarship. They were Wauchope High stu-

dent, Mitchell Freeman and Vincent Pring from Port Macquarie High. Both are progressing well with their training. The scheme continued this year thanks to the generosity of life member, Hans Westphal. Also congratulations to the large number of pilots reaching first solo and licence standard. Keep up the good work and fly safely.

The 50th anniversary Heritage Week Open Days were hugely successful thanks to the efforts of many members. In particular Bob Needham's display of club history and memorabilia was a mammoth task and well appreciated. The club's original Victa Airtourer, provided courtesy of Terry Green, created much interest while the Eurofox and Foxbat were hardly out of the air with trial instruction flights. Immaculate vehicles from the Hastings Auto Restorers and Ford Car Club added to spectator interest.

Our 50th anniversary celebrations will climax with the Re-Union Dinner on the 6th September. Although termed a re-union all current and new members are especially invited to attend what will be a memorable club event. Jim Munday promises to be an entertaining guest speaker and I am sure we will all learn a thing or two. Elaine van Kempen has been busy writing the club history and her book will be launched and available for sale on the night. This is a must read for anyone with an interest in our club.

Increased traffic around our airport has attracted the attention of various authorities. Our club was recently engaged by CASA to conduct a week long survey into aircraft operation in the CTAF(R). Air Services Australia has introduced a trial Unicom for the added safety of all aircraft.

The current committee retires at the August AGM. I would like to thank them for their dedication and hard work throughout the year. A new committee will be formed and I encourage interested members to nominate for the various positions. Support your club. Come along to the AGM and have your say. See you there.

Rod Davison

CONTENTS

| | |
|----------------------------------|-----------------|
| Club Captain's Report | Page 2 |
| Recreational CFI's Report | Page 3 |
| Cross Country in a Trike | Page 4 |
| Unicom Trial at YPMQ | Page 5 |
| Dancing with Dust Devils | Page 6-8 |
| High Flight with CASA | Page 9 |

Hastings District Flying Club operates out of Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday of the month - visitors are welcome. The club owns 3 aircraft that are available for hire by flying members - a Cessna 172 for \$154 incl GST per VDO hour, a Foxbat and a Eurofox for \$104.50 incl GST. Monthly club competitions are held at Port Macquarie Airport on the 3rd Sunday of the month.

www.hdfc.com.au PO Box 115 Port Macquarie NSW 2444

Club Captain



In our modern world of "progress" more and more restrictions are being imposed on us. Activities we once took for granted have now been restricted or the privilege removed entirely. Take airport security. Many of us remember the airport as being a "free and easy" place to visit - everyone was welcome

and car parking was never a problem. Now, airport restrictions and security measures have encroached on our "sacred" flying competitions. Not only are the ubiquitous ASIC cards mandatory but spectators are no longer allowed anywhere near the runway. Only 3 ASIC-carrying pilots are allowed as ground judges, outside the gable markers of course. All others must gather in the aircraft parking area with ASIC cards displayed at all times. This is quite different from the days when we enjoyed a picnic-like atmosphere on competition days.

These restrictions have meant that the HDFC can no longer host the Tri-Club Competition, held for many years between Royal Newcastle, Manning River and ourselves. It was our turn to host it this year but airport restrictions mean it is impossible to conduct a competition that includes visiting aircraft. We would have to submit risk assessments and a myriad of paperwork to proceed. The Tri-Club will no longer happen at PMQ however, we are negotiating for the other two clubs to continue, possibly with Central Coast as well.

Our April Flying Competition was scheduled for beautiful Gloucester. This is always an exciting event, not only for the brief flight away from PMQ but the quiet private strip that allows us to fly some different types of events. At Gloucester we like to do a bomb drop and sometimes a balloon burst as well as steep turns and a spot landing. The April event was quashed when heavy continuous rainfall rendered the Gloucester strip unusable. We will now fly to Gloucester later in the year when the weather is warmer and the days longer.

Our **April Competition** was finally flown on May 4. Many pilots were unavailable but we still had 9 competitors. The Eurofox and Foxbat were also kept busy all day alongside the Cessna. We welcomed Vaughan Durkin for his first competition. Though apprehensive at first his skills and training soon showed through and another proficient flyer has now joined our ranks.

The results were:

Circuit with 1400 rpm stuck throttle

1st Bruce Dunlop & Ray Lind (40), **2nd** Vaughan Durkin (30), **3rd** Barry Williams (10)

Instrument Climb to 3000'

1st Ray Lind (95), **2nd** Rod Davison (93), **3rd** Bruce Dunlop (91)

Forced Landing with no Altimeter

1st Paul Grimes (87), **2nd** Bruce Dunlop (80), **3rd** Ray Lind (75)

Overall

1st Bruce Dunlop (210), **2nd** Ray Lind (200), **3rd** Paul Grimes (177), **4th** Vaughan Durkin

Our **May Competition** was scheduled for Sunday 18 but wind and turbulence were even too strong for the local hardy pelicans. Bruce Dunlop kindly agreed to step in as air judge as I was away, however he wisely decided that it just wasn't worth the anxiety. Our May Competition was rescheduled for May 25 and the weather gods smiled – a perfect day.

We had 10 pilots compete on a glorious day

Instrument Climb to 3000'

1st Bruce Dunlop (96), **2nd** Rod Farley (92), **3rd** Jack Terp (91)

Forced Landing from 2500'

1st Bruce Dunlop (93), **2nd** Ray Lind (84), **3rd** Barry Williams (55)

500' Circuit & Spot Landing

1st Ray Lind (100), **2nd** Jack Terp (95), **3rd** Bruce Dunlop & Bill Coote (90)

Overall

1st Ray Lind (263), **2nd** Bruce Dunlop (259), **3rd** Barry Williams (210)

Our **June Competition** was set for Sunday 25 but, once again, was postponed. A quick glance out the window, even at 6.30am, showed the clouds zooming across the sky at speeds the Virgin Jet would have been proud of. Shortly afterwards, watching the trees bending almost parallel to the ground with the wind force once again convinced us to postpone until Sunday 19. It's amazing how the weather has disrupted so many of our scheduled competitions this year.

On Sunday 29, another glorious day, 9 pilots came out to play. Our competition included a Blind Circuit with both take-off and landing without instruments.

Blind Circuit with No Instruments for both Take-Off and Landing

1st Rod Davison (124), **2nd** Bruce Dunlop (118), **3rd** Richard Bentley (88)

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CFI's Corner



What a month May was! The number of hours flown each month has been steadily rising since the Foxbat arrived in December 2005. This trend has continued with the introduction of the Eurofox. May was an incredible month with the club's 3 aircraft flying 164 hours combined - an average of 5.3 hours

per day! Not bad hey! In addition to this of course are the hours flown by members in their own planes. I would like to thank the club's enthusiastic band of students and regular flying members for their ongoing utilization. I would also like to thank George Northey and Bob Needham for their efforts instructing, and especially to George for the many extra hours he puts in (free of charge to the club) keeping the fleet in the air with the help and guidance of Peter Knowles.

Ray Lind has made the move to RA-Aus and is now available for instructing duties. Ray has been an integral part of the club for many years as Club Captain and his experience will be invaluable for new students. Another man with a whole bag of flying tricks and tips is Jim Munday. Jim has been approved as an RA-Aus instructor for some time and is now ready to get his hands dirty so to speak. Welcome guys.

The Recreational Flying School is going strongly with a steady stream of new students taking the place of those who have gained their licences and endorsements. It looks like we'll be having a pretty big presentation dinner this year. It's wonderful to see so many people achieving their goals. I'd like to make special mention of two new students, Mitchell Freeman and Vincent Pring, who received the 2 \$1,000 flying scholarships donated by Hans Westphal. Thanks Hans! Welcome aboard guys and good luck with your training. (Mitchell got the short straw and ended up as George's student so he will need even more luck). Our scholarship winners from last year, Bonny Stutsel and Megan Fricke, are just finishing as the two boys start. Well done girls.

Last Propwash I suggested a change in procedure to a 500' crosswind turn when conducting circuits and gave reasons for doing so. This system seems to be working well. Thanks to all who have adopted the recommendation. Just a reminder though that you should always follow a preceding aircraft around the circuit.

Without trying to sound alarmist, we all need to pay particular attention to procedures and radio calls in and around YPMQ at the moment. For a few reasons

(not directly connected to the HDfC) CASA is looking closely at Port Macquarie operations. Our club is responsible for a significant number of movements so, indirectly, they are looking at us. There are not too many aerodromes in the country where microlights and ultralights are mixing it with Virgin jets. The trial introduction of a UNICOM and the recent selection of YPMQ as a location for a study on procedures at non-controlled aerodromes is evidence of CASA's interest. The RA-Aus Operations Manager has also told me that he is aware there are lots of eyes on YPMQ at the moment. So we need to keep our noses clean.

Keeping your nose clean, as it were, is not hard..... complying with the rules, keeping a good lookout (including radio listening watch) and proper use of the radio is all you have to do. If you are not 100% sure call one of the instructors. We are here to help and welcome calls. If you want to refresh your knowledge on rules and procedures refer to CAR 166 - Operations at Non Controlled Aerodromes and AIP ENR 1.1 57.59.1. The Civil Aviation Regulations can be found at <http://www.casa.gov.au/rules/index.htm> and the Aeronautical Information Publication is (in your flight bag!.....or)at <http://www.airservicesaustralia.com/brief/>. I can fax, post or e-mail copies if you can't find them.

Overall though, thank you all for your considered approach to keeping the rules and showing good airmanship. Please continue to have fun in the air and to be aware of the environment you fly in. i.e. A bloody busy one.

Adam Booker

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Instrument Climb to 1500'

1st Jack Terp (58), **2nd** Ray Lind (56), **3rd** Bruce Dunlop (55)

Forced Landing from 1500'

1st Rod Davison (97), **2nd** Mark Watson & Bill Coote (92), **3rd** Ray Lind (90)

Overall

1st Rod Davison (261), **2nd** Bruce Dunlop (240), **3rd** Bill Coote (211)

Safe Flying

Ray Lind

Cross Country in a Trike - Matthew Tunnicliffe

Destination: Inglewood Historical Society Queensland Ultralight & Hang Glider Fly-in 2–5 May 2008

Only 2 trikes ended up departing the Hastings for Inglewood this year. Myself in an Airborne X Series 582 and Trev in the brand New Airborne XT 912 Out-back.

We arranged to meet at my place at Tele Point for a 9am departure. Trev landed around 9:20 without issue with only the instruction "Land from the North East corner, pop over the fence and get it on the ground before the rise to arrest the ground roll.". Plenty of discussion was had as the wind rustled the trees from the west.

Only way to get off from my place is to take off to the east. We were heavy with camping gear and additional fuel. My X series carried 44 litres in the main tank and 2 X 20 litre jerries, one tied on each side of the trike. The XT had a full belly in the 70 litre tank.

We finally got off at around 9:40am, with a ground roll of about 100 meters, and climbed to the northwest to around 3000' to clear the tiger country between Tele Point and Kempsey. Course was around 345° which took us close to Kempsey airport and then followed the river all the way to the headwaters of the MacLeay river. From here we climbed to 6600' which gave us a glide over the tiger country (less than 10 Nm at this point). The gorge country is visible from here to the left.

We now realized just how cold it was (Not enough clothes on so had to get on the ground ASAP. We had planned our first stop to be Wollomombi which was not far. This time I had fuel so we just needed to land. We targeted what looked like it may have been an airstrip in the past and went in. Once on the ground (11:09am – 3400') we found the grass was waist high and we were more like ride-on lawnmowers than trikes. Oooh the sun was nice so we didn't depart until 11:56am



after adding some layers and topping up the 582 fuel tanks with fuel from the jerries.

We had planned the next stop to be Glenn Innes airport to try to get fuel. Just this side of Glenn Innes Trev spotted a good looking strip with a servo within walking distance. We did a lap and decided to land. There was one issue, a sheep in the middle of the strip. As we came in closer it had a much longer neck (alpaca!). Luckily the owner of the strip (Frank) had heard us and was madly rounding up the alpaca. We landed without issue at 1:08pm. It could not be a warmer welcome with Frank providing weights to hold the wings down while he drove us to town for fuel and the best chicken kebabs in town. We didn't go to the servo (caravan park) next door as the park owner had upset all the locals so they don't patronise his establishment. We have marked this strip in our GPS's as it's a great stop with fuel within walking distance and Frank is happy for us to land. Frank was destined for Inglewood also.

Departed Frank's strip around 2:33pm for the final run to Inglewood. Arrived at 4:50pm and were surprised that there seemed to be no traffic on the radio and we didn't see any traffic in the air either. Unusual for this venue. We landed on a lovely bitumen strip that was not there last year. Apparently the local hospital has been closed and instead they have created a strip for the flying doctors to get in. Not sure how much of a great deal this is for the locals.

Wing packed up and tent erected in the dark. Hopped on the local shuttle into town where festivities were on at the bowling club. Dinner and plenty of refreshments were consumed before returning to the airfield to sit around the campfire chatting about lots. Another triker had arrived from Manilla in his XT 582 trike with lots of home made bourbon which kept the party going.

We were woken around 6:30am with -2° of frost and a drifter doing acrobatics chasing a toilet roll tossed at great height, chopping it into many pieces. The hang-glider tow was also in action towing up the newbie's before the thermals started.

Breakfast was put on by the local RSL and the showers, heated by fire, were lovely and hot. The morning was consumed with talking to pilots and viewing all manner of flying craft that were around. Were far fewer craft compared to last year so we decided to depart on the Sunday and get half way home.

Departed Inglewood on Sunday at 1:05pm destined for Uralla. Trev lives at Uralla now so could have a bed out of the frost. First stop was Ashford (2:30pm) where we refuelled and warmed up. Departed Ashford at 3:12pm destined for Uralla. Over flew Inverell and around 4:25pm I checked my GPS for sunset time which was 5:18pm. Checked our ETA for Uralla and it

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Cross Country in a Trike (cont)

Showed 56 minutes. Not good, had to do something. My wizard wing only cruises at 38knots so it takes a while to get anywhere. Decided to pull the bar in to get more speed so we could attempt to get in before dark. Holding the bar in for a long period of time takes its toll on the shoulders and arms and also requires lots more fuel. Had the 582 humming around 5700 RPMs and landed at 5:15pm with not much fuel left. The XT 912 used less than half the fuel and has a much larger fuel tank so Trev does not have to worry about fuel at all.



Had a warm night in a real bed and got up to a roaring fire and -5° frost outside. Departed Uralla at 10:17am once it warmed up for the final run over the hill and down into the Hastings. Via Apsley Falls then we hopped over the range with only around 7 miles of tiger country. Landed at Tele Point at 12:18pm to 22° and no wind. What a wonderful place we live.

Matthew Tunncliffe

NOTE FROM BOB FURNESS TO THE PERSON WHO LENT HIM A BOOK

To the Club Member who kindly lent me the book of Eddie Connelan's biography. I wrote your name and address down to return the book but unfortunately I have lost it and my memory is not good with names. I asked Gregg Faulkner but he could not remember your name either and he flew you down here when you gave me the book. So if you contact me on 6559 4281, I will get it back to you as soon as possible. The book brought back many memories.

Bob Furness

Unicom Trial at YPMNQ

Airservices Australia trialing a Unicom service at YPMQ between July and October 2008.

The Unicom service seeks to address possible safety concerns with respect to the traffic density and the mix of aircraft operating at certain locations. Airservices will cover the cost of the trial.

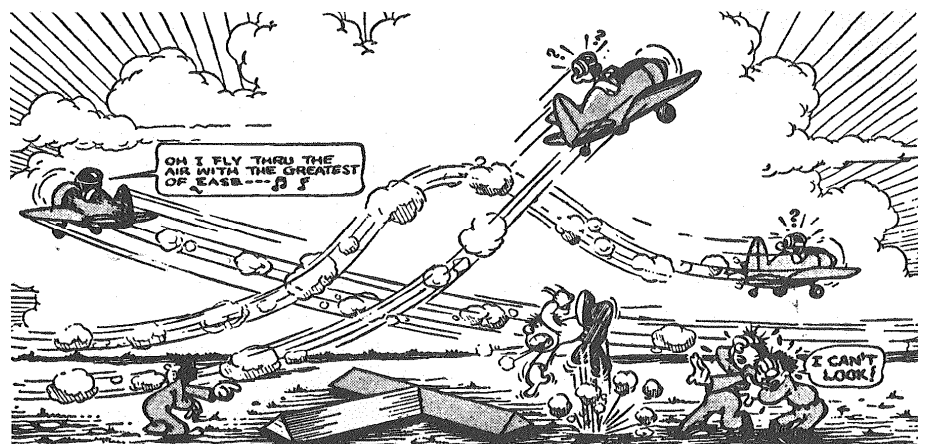
The concept involves a skilled Unicom station operator providing the following information:

- Advisory traffic information in the immediate terminal airspace and movement area
- Meteorological information such as factual statements about the weather
- Emergency services alerting
- Other aerodrome information as requested by pilots which could include runway surface conditions and availability of fuel services

The service will be provided on the existing CTAF/R frequency and the operating hours of the trial will generally be determined by Regular Public Transport schedules.

The Unicom Services concept is not a replacement for Directed Traffic Information (DTI) in Class G. Subject to the trial results, the future plan is to roll out Unicom services at similar regional airports around Australia.

Air Services is also advertising for Unicom Service Providers/Operators. Further information can be found on the Airservices Australia web site.



Charlie - Dancing with Dust Devils - Ole Hartmann

Charlie is a Hornet STOL, rego VH-CVH, owned by George Hacon of Kallala Station, about 70 Nm south west of Mt Isa North west QLD. Charlie was completed in the Australian Aircraft Kits factory at Taree early this year. Due to the demands of the drought, George was unable to collect Charlie so I decided to skip Nat-Fly and deliver Charlie to Kallala Station myself. Looking at the maps, it was a flight of about 1500Nm in an 80knt cruise aircraft - a bit of a long haul. I organized my co pilot, Volker, to come from Cairns Qld and we were quickly into flight planning, making calls and getting Charlie ready for the long distance.

Tuesday morning, blue sky, wind 5knts

We picked the weather and departed Taree mid morning for Gunnedah tracking our usual route following the Manning River valley to Nowendoc and over the ridges to Mt Sandon then on to Tamworth. With the many ferry flights I have done this route is really easy and offers an Ag-strip every 5 minutes along the way.

Passing through Tamworth airspace we opted for a quick stop at Lake Keepit as the weather looked pretty dark to the south west. A quick weather update was happily given by the ground crew at Keepit after answering the usual question "where is the tow-hook on your Hornet"?

No towing this time guys, sorry. Care was taken on departure as the winch was operating and we proceeded to Narrabri as a southerly change was moving in swiftly from the south west. Back in the air, our ground speed decreased to 40knts in moderate turbulence and rain showers. We landed at Narrabri 50 minutes later in challenging conditions and were offered a spot in the hangar and a ride into town. Many thanks for this to Scott Allison from Kaputar Aviation at Narrabri Airfield.

Wednesday morning, blue sky, quickly clearing fog

Refueled by Scott we departed for Mungindi in excellent conditions. We passed Moree for St George, making good ground speed. Stopped at Mungindi for fuel and St George with Alex waiting at the fuel bowser, then on to Roma for a late lunch and more fuel. Conditions became a little more unsettled with over-development to the north west and plenty of good thermals crossing our path on a regular base. A stop was required at Mitchell for my copilot's stomach to settle. Time for a walk, what a great airstrip this is with nothing around. I assume it's for the RFDS.



Approaching Muttaborra

Back in the air, we headed for Charleville dog-legging around showers and storm cells, arriving at 5.40pm after 401Nm and 6.5 hours flying in Charlie the "Drag Queen". This is what we call the Hornet as it is equipped with several high lift devices that make it a STOL aircraft - extra lift versus extra drag. A good rest was on the cards and the motel near the airfield, in walking distance, was the spot to be.

Thursday morning, overcast, light to moderate southerly wind

Thanks to Pete, we were updated with weather and fueled to the brim ready to roll. Departing Charleville, a quick look down the main strip reveals it's an RFDS base with two PC 12s on site. We're off, heading north with a 15knt tail wind taking our ground speed to 100knt.

A quick stop at Blackall then on to Barcaldine for fuel. Lunch at Muttubara and the thermals are back. A small detour of 120Nm to Lammer More Station near Hughenden to visit my friends Sam and Anne and to stay for the night. On arrival I was instructed by UHF to land on the long strip (1000m+). No problem, but nobody mentioned it was only about 12m wide and I don't mean the strip, I mean from the rather tall trees on one side to the trees on the other side, leaving me with only meters to each wing tip. Added to this was the now-gusting afternoon 15knt cross wind over the top of the trees. More like trying to land on an overgrown single lane road. The Hornet STOL was in its element - flaps out, 50knt ASI, pick the spot and precisely drop in. As we rolled out I saw several big red kangaroos hopping around in the bushes next to us, disturbed by all the noise. I don't want to think about what could happen if...!

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Charlie - Dancing with Dust Devils (cont)

At the homestead there's another one-way airstrip. Sam uses this one to fly his daughter to and from school everyday using a Slepcev Storch. He wasn't sure if I would make it in to that. This one was wide as....and plenty long for a Hornet STOL as I showed Sam later that afternoon! The evening was spent in great company with many flying stories about slow and low flying aircraft.

Friday morning, blue sky , light wind SE

We said good bye and thanks to Sam and Anne for the great hospitality. Take-off on the tight strip was brisk and easy in the cool morning. We headed for Richmond and Julia Creek then on to Cloncurry. Having a tailwind really helped on a trip like this. I was impressed by the vast expanses of countryside. Flying in a slow aircraft makes it so much more interesting - you get time to look at things, they don't just race past. We watched the countryside gradually change from lush green and full rivers, ponds and dams to more dusty red, dryish vegetation and small dust devils here and there. A bit of grass floating by and a few new bugs on the windscreen announced the next thermal.

A quick stop at Cloncurry for fuel and we departed for Gleeson Station at Leichhardt River to the north, a one hour trip with the tail wind. If we missed it, we would be at the Gulf of Carpentaria in no time, wondering about croc food, so we watched the map closely. We found Toms and Bindi's place, Gleeson Station, easily and settled in for the rest of the day after 5 hours flying. Tom's Hornet STOL is proving itself in the field. He is clocking hours like mad and it was good to see it working and to receive firsthand feedback from the pilot. Tom is very happy with it..."so rugged, just cut out for the job" he reckons. While there we helped Tom install the heavy duty double caliper disc brakes and the 26 inch bush tires we supplied earlier. This will certainly get him into some otherwise inaccessible places now with his Hornet STOL. In the evening we had a BBQ and met all the staff, chatted and had a great time. It got dark so quickly we missed going down the river to check out fresh water crocs.



Departing Mt Isa

Saturday, blue sky, moderate 13knt SW wind

Goodbye to Gleeson Station and off on the last leg of the trip to Mt Isa and Kallala Station. About mid day I saw several big towers of dust building up near Cloncurry and all along the route to Mt Isa. We bounced around at 6500' running from one brick wall into the next. The average climb rate in these big thermals was 1300'/min, the best was 2100'/min. We were really busy keeping the aircraft and my copilot's stomach settled. The landscape below didn't look very inviting for a forced landing - lots of hills and sharp ridges with a nice brisk SE wind creating small waves and lots of up- and downdraft areas. Temperatures of +35°C guarantee big thermals and associated turbulence. Arriving at Mt Isa we had to wait for a big dust devil to depart from the threshold of 16.

After refueling and a quick lunch, we rolled for the last hop to Kallala Station. On departure we couldn't miss the massive amount of industry and mining happening at the south west end of the field. What a sight and this in the middle of now where! A huge operation. In the air we were quickly reminded of the ongoing elevator services and made use of some to get to 5000' tracking south west. The landscape changed into red dust, dry riverbeds and tableland geography. Tracking south west meant it was getting very remote and, apart from the dust devils, there was only the odd dust trail of a road train in the distance.

One hour later we spot Kallala Station. It was very dry out here! We descended, made our selves known on UHF and with a few passes turned onto final for the strip next to the homestead. We landed into a gusty 15knt wind looking out for approaching devils. Charlie was now finally home, the emotions were high on all sides and we received a warm welcome.

Despite having flown 4.5 hours in some rather vertically challenging conditions I couldn't refuse George and Pip a flight in Charlie. After a decent cup of tea, we were back on the runway, with George and I taking Charlie to the sky again. A short property inspection, and a few runs over the paddocks needing mustering in the next days, and

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Charlie - Dancing with Dust Devils (cont)

George quickly got the feel for his new bird. Back at the Station Pip, his wife, climbed aboard and off we went into an amazing golden bush sunset - absolutely fantastic!. The air had cooled off and felt like silk, the devils were gone and Pip really enjoyed her first flight in Charlie, surprised by his quiet running and agility and, most of all, his impressive visibility. We got back to the Station as the last light faded. The BBQ was on and good company awaited us. George and Pip and friends couldn't wait to hear the report on the trip up.

Sunday, blue sky- 9am the wind kicks in with 15knts, gusting

George and I practiced take-offs and landings in Charlie and the 18knt wind didn't help much with honing skills. We filled the day with training and reviewing Hornet-specific flying then moved into mustering techniques. George has completed many log book hours mustering in fixed-wing aircraft and has extensive knowledge of techniques used to safely fly and at the same time "stimulate" the cattle or mob to track in a certain direction keeping control of where they go and advising the ground crew at the same time of what to do etc.... A bit of a hands-full job so here am I learning from the master.

Monday, blue sky 9.30am, wind 15knt gusting,

Airborne and using Charlie to work a paddock about 6km X 8 km in size. It was rather rough and turbulent, 32°C, with dust devils here and there. I marvelled at the accuracy of George's flying. He put Charlie where he needed him with ease, splitting mobs of cattle to separate them from camels and wild horses, getting the cattle to track to the next dam where they would be joining other cattle and the ground crew. At the same time I realized there are about 7 dust devils coming through the same paddock which meant zig-zagging past them and keeping an eye on them and the wind direction. After about 2 hours we have moved close to 1000 head of cattle and the ground crew on bikes is rounding them up easily now, leaving us to track back to the station and visit a few pumps/windmills/bores on the way back. George told me this is the so called "Bore run".



Home at Kallala Station

Bores, of which he has more than 40, are spread all over the Station (~400 sq/miles) and require regular checks to make sure the water is flowing, the windmill pump is operating correctly and the dam is alright. Some of the bore pumps are diesel engine operated and need regular fuel and maintenance. In this time of no rain for months on end it is vital for all the stock to have water in the dam. It means a lot of work on the dams, cleaning them and keeping them filled, shifting stock to allow paddocks to recover, mustering and drafting cattle and pulling weaners.

Since Charlie has been at Kallala, I have been told he has been used 5 days a week, every week, and has been of great use with the time schedule and the management of such a big place in such hard times. The maintenance on the aircraft is easy and minor so he's a real time and dollar saver compared to the former C182. The versatility of Charlie has made it easy for George to land at bores, inspect fences, do aerial baiting, muster in some hair-raising flying conditions and keep up with all the odd jobs spread out over the place.

In the afternoon my friend Neville arrived in his Mooney 201 to take us home. We said goodbye and wished them the best, safe flying and lots of rain. With this ferry flight I have learned so much more about North Queensland and the hard working people we never get to see or hear about who make it all happen. The flying conditions are tough and require skill and experience and the right aircraft for safety. Volker and I enjoyed every moment of the adventure and met so many great people along the way.

The Mooney airborne, we head for Atherton QLD to take Volker home and to inspect and test fly an amphibious aircraft. After that, finally the home stretch back to Taree to get another Hornet STOL ready for delivery. For the logbook - 48 hours in 8 days.

Get out there and fly

Ole Hartmann

www.aircraftkits.com.au

High Flight with unofficial CASA supplement

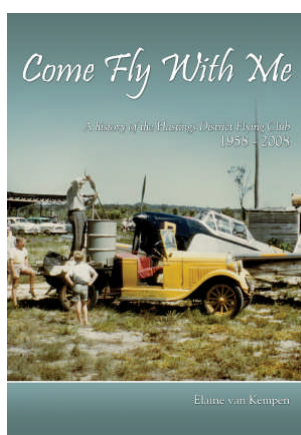
Oh, I have slipped the surly bonds of earth, ⁽¹⁾
 And danced ⁽²⁾ the skies on laughter silvered wings;
 Sunward I've climbed ⁽³⁾ and joined the tumbling mirth⁽⁴⁾
 Of sun-split clouds⁽⁵⁾ and done a hundred things⁽⁶⁾
 You have not dreamed of — Wheeled and soared and swung⁽⁷⁾
 High in the sunlit silence⁽⁸⁾ . Hov'ring there⁽⁹⁾
 I've chased the shouting wind ⁽¹⁰⁾ along and flung⁽¹¹⁾
 My eager craft through footless halls of air.
 Up, up the long delirious, ⁽¹²⁾ burning blue
 I've topped the wind-swept heights ⁽¹³⁾ with easy grace,
 Where never lark, or even eagle ⁽¹⁴⁾ flew;
 And, while with silent, lifting mind I've trod
 The high untrespassed sanctity of space, ⁽¹⁵⁾
 Put out my hand, ⁽¹⁶⁾ and touched the face of God.

NOTES:

1. Pilots must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.
2. During periods of severe sky dancing, crew and passengers must keep seatbelts fastened. Crew should wear shoulder-belts as provided.
3. Sunward climbs must not exceed the maximum permitted aircraft ceiling.
4. Passenger aircraft are prohibited from joining the tumbling mirth.
5. Pilots flying through sun-split clouds under VFR conditions must comply with all applicable minimum clearances.
6. Do not perform these hundred things in front of Civil Aviation Safety Authority inspectors.
7. Wheeling, soaring, and swinging will not be attempted except in aircraft rated for such activities and within utility class weight limits.
8. Be advised that sunlit silence will occur only when a major engine malfunction has occurred.
9. "Hov'ring there" will constitute a highly reliable signal that a flight emergency is imminent.
10. Forecasts of shouting winds are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.
11. Pilots flinging eager craft through footless halls of air are reminded that they alone are responsible for maintaining separation from other eager craft.
12. Should any crew member or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.
13. Windswept heights will be topped by a minimum of 1,000 feet to maintain VFR minimum separations.
14. Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the CASA and the appropriate aircraft maintenance facility.
15. Aircraft operating in the high untrespassed sanctity of space must remain in IFR flight regardless of meteorological conditions and visibility.
16. Pilots and passengers are reminded that opening doors or windows in order to touch the face of God may result in loss of cabin pressure.

Did you know?

The shorter stroke of the EJ22 Subaru (Liberty) engine gives this engine the same piston speed at 4000rpm as a Lycoming O-360 has at 2,700rpm. Much tighter, ring, piston and bearing clearances on the Subaru combine with more stable dimensional control through liquid cooling and superior lubrication through synthetic oils result in much lower wear rates compared to air cooled aircraft engines. Want to know more: www.sdsefi.com/air51.htm



Come Fly With Me

A history of the Hastings
 District Flying Club

1958 - 2008

by Elaine van Kempen

To be launched at the 50th
 Anniversary Dinner in
 September
 \$35.00



Roasted Muesli

2 cup Porridge oats
 2 cup wheat flakes
 ½ cup shredded coconut
 1/3 cup sunflower seeds
 1/3 cup sesame seeds
 1/3 cup chopped almonds
 (or a mix of your own favourites)
 ½ cup honey heated with ½ cup sunflower oil
 1 tsp vanilla
 3/4 cup mixed dried fruit

Mix first 6 ingredients together. Add heated honey, oil and vanilla essence.

Bake 150 degrees for 1 hour turning occasionally. When cool add fruit. Serve with yoghurt.

Liz Drinkwater

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

CONGRATULATIONS

Ray Arkinstall – Solo 26/5/08 Eurofox
 Liz Drinkwater - Pilot Certificate 20/5/08
 Mitchell Freeman - 2008 Scholarship winner
 Bernie Haggarty – Solo 27/5/08 Foxbat
 Lucy Johnston – Pilot Certificate 25/5/08
 Keith Murray – Solo 25/5/08 Foxbat
 Vincent Pring - 2008 Scholarship winner
 Michael Toohey - First Solo 27/5/08 Foxbat
 Peter Worrall – Solo 25/5/08 Foxbat

NEW PRICES

From July 1 the HDFC is obliged to be registered for GST - the success of the Recreational Flying activities has taken the Club's income over \$150,000/year. This means that GST will be included in the price of everything.

Prices from July 1

| | |
|---------------------|----------------|
| FPT Hire | \$154.00/hr |
| Foxbat/Eurofox Hire | \$104.50/hr |
| Flying Membership | \$49.50 |
| Social Membership | \$33.00 |
| Junior Membership | \$11.00 |
| Hangar Rental | \$150 or \$100 |
| Shirts | \$35.00 |
| Caps | \$16.50 |
| Cloth badges | \$4.00 |

A map in the hands of a pilot is a testimony of a man's faith in other men; it is a symbol of confidence and trust...A map says to you, 'Read me carefully; follow me closely; doubt me not.' It says 'I am the earth in the palm of your hand. Without me, you are alone and lost.'

Want to read more? **West with the Night** by Beryl Markham, first published in 1942

BAR ROSTER

JULY

18th Rod Farley
25th Tania McKenzie

AUGUST

1st Adam Booker
8th Eric Elsey
15th Bruce Dunlop
22nd Bill Coote
29th David Mitchell

SEPTEMBER

5th Doug Jones
12th Marcus Ludriks
19th Barry Williams
26th Jon Maguire

OCTOBER

3rd George Northey
10th Rod Davison
17th Damian Buchtmann
24th Ray Lind
31st Richard Bentley
29th Bill Coote

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

CALENDAR

July 2008

Sun 20th Monthly flying competition & BBQ lunch

August 2008

Fri 1st New members sausage sizzle 5pm
Wed 13th Committee meeting
Sun 17th Monthly flying competition & BBQ lunch
Wed 20th Annual General Meeting

September

Fri 5th New members sausage sizzle 5pm
Sat 6th 50th Anniversary Dinner at Westport Bowling Club
Wed 10th Committee meeting
Sun 21st Monthly flying competition & BBQ lunch

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower noted "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadeloupe exit off Highway 101, make a right turn at the lights and return to the airport."

NEW MEMBERS MAY- JULY

Ray Arkinstall (flying)
Michael Coddington (flying)
Ross Costanzo (flying)
Graham Craig (flying)
Bridget Erle (flying)
Laurie Easter (flying)
Nikki Fleming (flying)
Mitchell Freeman (flying)
Gavin Gudgeon (flying)
Ian Horne (flying)
Robert Hopley (flying)
Michael O'Neill (flying)
Terry Pike (flying)
Drouin Pike (junior)
Vincent Pring (flying)
Tony Ryan (flying)
Geoff Stone (flying)
Bill Storok (flying)
Michael Toohey (flying)
Peter van Ovost (flying)

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marketing

Lyndal Coote
6559 9953

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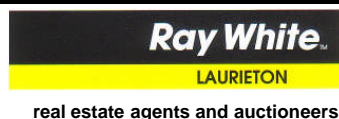
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Adam Booker & George Northey with the 2008 Flying Scholarship winners, Vincent Pring and Mitchell Freeman



A mob of HDfC people at South West Rocks Kiosk for lunch

