

President's Report

February 2007



The committee keeps a close check on aircraft use to ensure the financial survival of our club. Whilst the Foxbat continues to exceed all expectations with over 550 hours flown, the Cessna struggles to break even. High maintenance and fixed costs mean the aircraft needs to be flown for at least 18 hours monthly. Recent usage has fallen well short of this.

I encourage all GA pilots to regularly fly FPT. If each of our pilots flew one hour per month, which should be the case to remain current, its financial viability would be assured. If we value this aircraft we need to fly it.

The arrival of a Gazelle supplements our Foxbat RAAus operations providing another option for pilots. Owned by club member, Ian Baker, it is on line awaiting your use. Contact George or Adam for a check flight in this handy little machine. Hangar space is tight with the additional aircraft and all pilots need to be extra careful when moving aircraft. Markings on the floor indicate aircraft positions but use these as a guide only as other aircraft may not have been left in their exact location. The Cessna is particularly difficult to manoeuvre, essentially being a two person operation. If this is interfering with utilisation we may have to consider leaving it outside. I would appreciate your thoughts on this.

A well attended presentation dinner recognised member achievements in 2006. Congratulations to all recipients especially joint Clubpersons, George Northey and Adam Booker, as well as Pilot of the Year, Hans Westphal. Thank you to Rod and Cathy Farley for organising the enjoyable evening. Gregg and Sue Faulkner have added to our comp days by providing a delicious BBQ lunch. They will also be in control when

CONTENTS

Captain's Report	Page 2
Presentation Night 2006	Page 3
Red Bull	Page 4
Visiting the Czech Republic	Page 5
Strategic Plan Overview	Page 6

CASA hosts a BBQ and Information Night at the clubhouse on Thursday 8th February. Should be a great evening. Come along for free food and the lowdown on VFR flight into IMC and Pilot Maintenance.

During the last weekend of 2006 many club members visited Kempsey to support the Kempsey Flying Club Fly-In. The well organised event was most pleasurable. Gregg Faulkner revelled in his Unicom and aircraft director role while George and Adam were seldom out of the air doing Foxbat TIFs. Gerry Dick gave about 8 of our braver members a taste of aerobatics in his brand new Citabria. He has two for sale and would love to hear from anyone wishing to purchase one.

Our club is keen to establish closer ties with Kempsey and is currently negotiating an agreement that will allow cross hire of our GA aircraft. We are also looking to travel to Kempsey and other locations more often for our competitions.

Twelve HDFC members experienced the thrill and excitement of the Red Bull Air Race. Even George, still recovering from his Motorbike versus the Kangaroo accident, managed to attend. The Swan River in Perth provided the perfect venue with the entire city getting behind this world class event. It is on again this November so start making arrangements. A great time is guaranteed.

Bill Coote received valuable input for the HDFC strategic plan from the questionnaire in the last newsletter. Thankyou to those who responded. Bill and Lyndal have been holidaying overseas so Bill is just getting back in the saddle on this project.

In February information will be distributed and applications called for the Vern Polley Flying Scholarship. One \$1000 scholarship will be awarded. Those young people already flying with us are eligible.

Welcome to all new members. Among them are two 15 year olds, Lucy and Jesse, who will be leaning to fly. Barry Phillips is the proud owner of Cessna 172 VH-PLV which he is making available to club members. With several activities coming up I invite all new and existing members to become involved. Don't forget to check the website for updates of what is happening. Safe and enjoyable flying.

Rod Davison

The Hastings District Flying Club operates out of Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm—visitors are welcome. The club owns two aircraft which are available for hire by flying members—a Cessna 172 for \$140 per VDO hour and a Foxbat for \$95. An additional Gazelle is currently on-line at \$105 per hours Monthly club competitions are held at the Port Macquarie Airport on the 3rd Sunday of the month.

Club Captain



Welcome to another exciting year of flying and enjoying the facilities and activities of our great club and all its enthusiastic members. Christmas and New year have been and passed yet again and already we're speeding into 2007.

Just to update on our final competitions for 2006, we'll

jump back to the **November competition** held very late in the month as many of our pilots were away in Perth. November 26 was a very important decider for the Vern Polley Trophy as only 3 points separated the top 5 pilots at that stage.

The 10 pilots who flew had to brave extremely gusty and uncomfortable conditions, especially below 700'. In the end we were using reduced flap and slightly faster airspeed on approach to battle the conditions.

Instrument Climb to 3000'

1st Jack Terp (100), 2nd Rod Farley (98), 3rd Bruce Dunlop (97)

Forced Landing with Altimeter Covered

1st Mike Coulter (87) - a brilliant display of judgement in the extremely gusty conditions.

2nd Rod Davison (82) - Rod was sick with the flu and associated blocked ears but the old determination took over completely

3rd Jack Terp (53) - Jack needed to keep out all other contenders to stay on top of the points table but he took his defeat with his usual great sportsman-like demeanour.

500' Circuit with Spot Landing

1st Rod Davison (100), 2nd Bruce Dunlop (90), 3rd Adam Booker (80)

Overall

1st Rod Davison (258), 2nd Mike Coulter (216), 3rd Jack Terp (208) -

Our December flying competition has been the usual navigation trial around the local area. In December 10 pilots flew the interesting, and at times, challenging course with some excellent results. Several pilots flew in January and the results are still to be announced.

The Presentation Night, held on December 2, saw our outstanding pilots receive their awards. Everyone celebrated the achievements of pilots-in-training as well as the seasoned competition pilots.

Bruce Dunlop was recognised as the winner of the

December 2005 navigation trial. **Dave Kennett** was recognised for gaining his PPL. Tailwheel endorsements were gained by **Jack Terp** and **Bill Coote** - Jack on the Tiger Moth and Bill on a Decathlon and then on his own homebuilt Jodel D150.

Meritorious awards were given to **David Cooke** for his amazing flight in the Piper Aerostar 600 from South Africa to Australia with his son Michael. **Bob Timewell** was, in turn, recognised for his flight around Australia a C182.

Instructor Ratings were achieved by **George Northey**, **Adam Booker** and **Jim Munday**. George, the director of ultralight operations, then gave out many awards for recreational flying achievements.

The Forced Landing Trophy for 2006 was won by **Rod Davison** closely followed by **Bruce Dunlop** and **Adam Booker**.

The Vern Polley Trophy for 2006 went to **Rod Davison** as well. Rod just managed to fend off determined competition from **Jack Terp** and **Mike Coulter**.

Pilot of the Year was awarded to **Hans Westphal** for his many hours of dedicated work for the aeroclub.

Finally, Stirrer of the Year was awarded to **Cedric Stephens** for his relentless dedication in not paying landing fees over the years and quite happily taking on the full wrath of Avdata.

2007 is already shaping up to be a great year for flying competitions. The ultralights are also holding a competition on the same day each month as GA so we look forward to a strong response and many safe happy hours of flying.

The **January competition** included an instruments climb to 3000' followed by steep turns to consolidate co-ordinated flying skills and a forced landing with simulated flap failure. 9 pilots flew on the day which was very gusty at times and extremely warm. Our thanks to the ground judges who had to stand out in the sweltering conditions.

The results were:

Instrument Climb to 3000'

1st George Northey (96), 2nd Adam Booker (94), 3rd Bruce Dunlop & Rod Farley (90)

Steep Turns at 2500'

This exercise became rather tricky at the end as we lost our vacuum pump and had no attitude indicator to show an exact 45° turn

1st Jon Maguire (80), 2nd George Northey & Rod Farley (70), 3rd David Mitchell & Bruce Dunlop (60)

(Continued Page 8)

Presentation Night 2006

Over 70 members and friends gathered to celebrate another very successful year for our club.

Club Captain Ray Lind outlined the year's flying activities before announcing the GA flying awards. Jack Terp and Bill Coote were first up, receiving their tail wheel endorsement.

Competition for the coveted Vern Polley Trophy was fierce with Rod Davison narrowly edging out several other contenders in the final round of competition flying. Rod also won the forced landing trophy.

Bruce Dunlop's navigational prowess earned him the Steve O'Connor Memorial Navigation Shield.

Hans Westphal was the worthy recipient of the prestigious Pilot of the Year. Hans has been kept extremely busy instructing on the Foxbat whilst taking an active interest in the maintenance and operation of club aircraft.

George Northey, RAAus operations manager, presented numerous awards after himself receiving recognition for his Instructors Rating. Jim Munday and Adam Booker were also recognised as RAAus instructors.

Damian Butchmann received his wings and Morton Curran his Pilot Certificate. First Solo awards were presented to Jimi Ludriks, Ian Hurrell, Geoff Gillmore, Chris Kiehn, Bob Small and Hartmut Kiehn.

Rod Davison recognised David Cooke's achievement of flying from South Africa to Australia as well as Bob Timewell's journey around Australia.

He then announced Clubperson of the Year was to be shared by George Northey and Adam Booker. Both are hardworking committee members involved in all club activities. They completed their RAAus Instructor Ratings and are now busily ensuring other club members can experience the joy of flight at minimal cost.

Adam passed his Stirrer's Spoon to Cedric Stephens following his antics with Avdata over landing charges. Beware, as it is now Cedric's responsibility to collar next year's recipient.

A special presentation was made to Michael and Robyn Coulter. Moving to Macksville early January Mike will be sorely missed. He has been actively involved as a member, committee person and president over the last nine years. Mike will remain a member and intends to fly the Kempsey 172 down to our comps.

Congratulations and thanks to the organising committee for another enjoyable social event.

Rod Davison



Red Bull - Perth 2006

If you hear that there is a boom going on in the West, believe it! I've never seen a city with so much building underway. Perth is absolutely exploding with new development everywhere, and a real sense of excitement in the air. They also have the best public bus system I've ever seen. Three routes – red, blue and yellow – have buses doing continuous loops, so a bus arrives at any given stop about every 6 minutes. And they're FREE! You just get on, sit and enjoy the view while the automated display shows each approaching stop for you to check against the map on the wall. A fantastic way to get around the city, and all powered by natural gas.

The Red Bull Air Races, and accompanying flying displays, were among the most exciting aviation events I've ever seen, and probably the worst promoted. They had an estimated 350,000 people packing the foreshores of the beautiful Swan River, but the audience information was non-existent. BIG opportunities missed! Lessons to be learned for next year. Fortunately the Port Macquarie Mob (about 15 of us from Hastings District Flying Club) had packed our scanners and flight radios with us, so we could listen in to air traffic control and know what was happening. The action was fantastic, highlighted by the low-level F-18 that tried (and very nearly succeeded) to come in through our hotel room window, where most of us were watching from the balcony. (The hotel is still wondering how Sue and I could empty so many beer bottles)

24 hours before the trip home, I was on the hotel Internet connection (can you believe 55c per minute!!!!!!!!!!!!) and allocated us decent seats for the return legs. As it turned out, we scored an international-configured Airbus 330-300 with good seating and seat-back video screens. The weather was clear, and even from 37,000 feet the aridity of the country was apparent. Again the Sydney to Port leg was very comfortable with Qantas-Link (as it should be for the price!).

Lessons learned:

- ☺ Use on-line booking confirmation and seat allocation 24 hours before flight, and print your own boarding pass.
- ☺ Perth is very exciting, and a great holiday venue, with easy access to Fremantle, Margaret River, etc.
- ☺ Don't fly in a QANTAS 747 in domestic (cattle) configuration.
- ☺ When in Perth, travel the city by bus.

Gregg Faulkner

Talk of Training Aircraft - www.flight.org

At Shepparton, we have had a number of RAA aircraft as trainers in the RAA school. We started off with one **Gazelle** back in 2002, then bought a second. We have also had a **Jabiru**, a **Storch** (fly synthesis version), and a **CTSW** online at various stages over the past three years. The CTSW in the hands of a proficient pilot is a great aircraft. In the hands of a novice, it's a difficult aircraft to handle. Neither the CTSW or the Storch were robust enough to handle the "landings" that ab initio students sometimes use them for. Both of them have had undercarriage problems. Another fast plastic aircraft on our field, a **Sting**, has had two undercarriage failures on the ground, one catastrophic while taxiing out to the runway. The Jabiru is one of those aircraft that you either love or hate. We found an equal number of pilots for both categories. Our instructors did not find the Jab as good a trainer as the **Gazelle**. The Gazelles, over the years, have proved to be the most effective trainers we have had - at least for ab initio training. The problem is, once pilots had their licenses, they were looking for something faster, more comfortable, a better range etc for cross country work. We have taken delivery of a new **Technam**, and although it has been in the school for only 3 months, we have already placed an order for another. The instructors are very happy with them particularly our really tall boy - he always had trouble in the Gazelle and just had too much difficulty folding himself up comfortably to get in the Jab. I should note that all the instructors are both GA and RA. The Technam racked up 60 hours the first full month of flying, and looks like being equal or better this month. The customers have spoken. Dual instruction in the Gazelle is about 25 per hour cheaper than the Technam, but most customers prefer to pay the extra for the newer, prettier, faster Technam. Go figure.

Although I mostly fly longish trips in a **Comanche**, I used to occasionally jump in the Gazelle to just tootle about the sky. Now I would much prefer to tootle in the Technam. It's the old story - you pay for what you get. There are more expensive aircraft than Gazelles, and cheaper ones. There is an ad in our latest newsletter for an open cockpit seat of your pants RAA aircraft for \$6,000. Cheap flying if that's your bag. It ain't mine. Don't rush in and buy an aircraft - certainly not until you have completed your basic license - it is always cheaper to rent one (ask me how I know). Then after you have got a feel for the market, if you must own one, there's lots out there.

Incidentally, Shepparton Airport will be home to a try-before-you-buy day next year (see latest edition of RAA mag) where prospective owners can book in to have a trial flight of a range of RAA aircraft. You might like to pop up and have a look at some of them. And of course, our White Gazelle is about to undergo an engine transplant courtesy of Bert Flood and will then be put up for sale if you want to own one. **Mick**

Flight to the Czech Republic

Lyndal and I trekked this Christmas/ New Year to Prague in the Czech Republic to visit our daughter and her young family.

The flight from Australia with Austrian Airlines was in a 777-300, a beautiful aircraft to fly in except for the fact that seating was uncomfortably close. We travelled via Kuala Lumpur and Vienna, a total elapsed time of 27 hours. Our arrival in Vienna was early in the morning and cloud was on the ground at Vienna airport. This is no problem for a modern aircraft in Europe as we descended in near complete silence and touched down with hardly a ripple in complete white out.

Looking for some flying activity Lyndal and I travelled by road from Prague into northern Germany past Dresden and Berlin to Parchim, a trip of about six hours drive if you don't get lost, nine hours if you end up near Rostock on the Baltic Sea. Our four year old granddaughter, Ellie, journeyed with us.

My contact was Jurgen and our destination, his home in a minute village outside Parchim. I had made contact with him through the internet when he found my log for the building of BNL. Jurgen is an aircraft electrical engineer retired recently from Airbus and in the early stages of Jodel construction, building a D150.

He currently flies a Skyfox which he hangars at a small grass strip just a push bike ride from his home. The strip is right under the controlled area for Parchim Airport which is used mainly by Russian Freighters so the grass strip is effectively controlled by the Parchim tower. The weather was nasty, very windy, and no good for a joyflight so we had to make do with just looking and shivering in the cold.

On our return to Prague our need for real flying led us to investigate a field 25 kms north east of Prague. With the help of TOM TOM we found the field. We picked the wrong day, visibility was down to 10' and the ground was covered by frost/ice even at 11am. This field has a web site which with an English language version www.flyforfun.cz. Believe it or not, there was actually a fellow already at the airfield, waiting for the fog to clear so he could fly his radio-control model.

Another excursion, this time solo, took me to Revnicov, a village about 45 minutes east of Prague. Here, I was looking for a model aircraft manufacturing business that made a Jodel model. Not really knowing what to expect I arrived at the village only to discover that TOM TOM had not been programmed with information on the streets of Revnicov. No point in asking anyone as no one

speaks English in these villages. So I grid searched the back streets and eventually found a sign for Hacker Models. They occupy a brick barn, a relic of communist occupation - still no English but written word and hand signals got me through and I bought two Jodel models to make the trip worth the effort.



The Czech Republic and Eastern Europe are not really the best places to expect to fly light aircraft in winter so our aviation experiences were fairly limited. It would be wonderful in summer!

And, by the way, Prague and the Czech Republic also have some fine old buildings to look at!

Bill Coote

STRATEGIC PLAN UPDATE

Overview

Hastings District Flying Club (HDFC) was established in 1958, some 2 years after the official opening of the Port Macquarie Airport. In 2008 the club will be 50 years old, one of the oldest flying clubs in Australia. The club has 130 members 90% of whom are classified as flying members. This is expected to increase to more than 200 members by the year 2016.

In 2006 the purpose of the club is to provide members with affordable flying opportunities, both GA and Ultralight, and to encourage social interaction, education and training for pilots and would-be pilots of all ages. The club should take on the task of recording, preserving and presenting the history of aviation in the Hastings. By the year 2016 it is envisioned that the HDFC will have established itself in a new clubhouse/hangar facility on the PMQ airport, will be recognised as the regional hub for recreational flying, and will have a fleet of GA and Ultralight/LSA aircraft supported by its own flying school.

Key Issues Arising

We need a plan for ongoing effective internal communication with all members and for external publicity and promotion of the club

- Gregg and Sue Faulkner will write articles for the media
- Bill and Lyndal Coote will produce a newsletter every 3 months
- A between-newsletters communication strategy needs to be implemented particularly with regard to promotion of club activities, probably based on email.

We need a well-advertised program of flying and social activities, planned well ahead, that is attractive for pilots, their families, social members, aspiring pilots, visiting pilots and members of the general public

- This is the responsibility of our social director Rod Farley and Club Captain Ray Lind. It is intended that the ultra light aircraft will be put to use in club competitions from January 2007.
- Consideration might be given to: Opens days, Club nights with a guest speaker, fly ins and fly outs
- We need a current list of financial members with full contact details circulated to committee members and available in the club house – it should be updated monthly. A job for Richard Bentley maybe?

We need an action plan for attracting new members and retaining existing members so that the club grows

- Our President Rod Davison has always been up to this challenge.
- Bill Coote will include an article in each Newsletter highlighting achievements of long term members such as the air sea rescue mission of 1978 to be featured in the next newsletter.
- Induction program/package for new members

We need to plan for the probable rebuilding of the club & hangar in another location at the airport by deciding what we need, where we want it and how we are going to raise the necessary funds to achieve it.

- Bill Coote is developing a list of stake holders. This will include Bob Small for the air cadets and Richard Bentley for HDFC financials other suggestion are welcome.
- Bill and Lyndal Coote attended a one day seminar on Funding Business Growth which is part of the capital raising program of the Dept of State and Regional Development.
- Rod Davison is on the PMQ airport planning task force.

We need to get more members actively involved in the operation of the club.

- Another one for Rod Davison but also Ray, Rod Farley and all of us.
- Sue and Gregg Faulkner are running a BBQ on Flying Comp Sundays

We need to investigate the acquisition of a liquor license

- Bruce Dunlop has some inside information and will investigate further

We need to consider the acquisition of additional aircraft.

- Adam Booker and George Northey have identified an available Gazelle and will develop operating guidelines.

We need to record, preserve and present the history of aviation in the Hastings.

- Bill Coote will follow-up with Liz Gillroy Port Macquarie Hastings Council's Regional Museum Curator with the intention of arranging an open day and to begin a catalogue of the clubs memorabilia.

Bill Coote

Peter Pritchard

The HDFC committee was greatly saddened to hear of the sudden death of club member, Peter Pritchard, on Saturday January 27th in Brisbane.

Peter has been in and out of the club over many years and, with his extensive flying experience, always had good stories to share.

AIR SEA RESCUE MISSION 1978

In May 1978 a Port Macquarie crew under Jim Munday, and including Port Macquarie Air Services Director and pilot Allan Mettam and fellow pilots Richard Oaks and Ian Moss, joined the air-sea rescue search for four missing divers.

The Port Macquarie Air Services aircraft started the search at day break working at a height of 500 feet from Perpendicular Point to as far south as Old Bar and 45 miles out to sea. Ironically, it wasn't until they were on the last minute of their last run and 43 miles out to sea that Richard Oaks spotted the missing divers.

The Port Macquarie aircraft was asked to stay over the craft till replaced. The missing divers were picked up by a police boat from Forster at 9 pm that evening.

After nearly 12 hours in the air, the Aztec returned to Port Macquarie after a job well done.



GAZELLE



CESSNA 172



FOXBAT

Bar Roster**

Friday February 2 Rod Farley
 Friday February 9 Adam Booker
 Friday February 16 Jon Maguire
 Friday February 23 Marcus Ludriks
 Friday March 2 David Mitchell
 Friday March 9 Barry Williams
 Friday March 16 Bill Coote
 Friday March 23 Eric Eley
 Friday March 30 Alan Bradtke
 Friday April 6 Rod Davison
 Friday April 13 Greg Faulkner
 Friday April 20 Jack Terp
 Friday April 27 George Northey
 Friday May 4 Ray Lind
 Friday May 11 Rod Farley

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

NEW MEMBERS SINCE OCTOBER

Lucy Johnston (flying)
 Jessie Bute (flying)
 Barry Phillips (flying)
 Alliyi Freeman (flying)

CALENDAR

Thurs 8 Feb

**CASA MEETING AT FLYING CLUB
 6pm**

Sat 17 Feb

FLYING COMPETITION AT GLOUCESTER
 Overnight stay. More info from Adam Booker

Sun 11 March

MARCH FLYING COMPETITION

Sun 8 April

LUNCH AT SOUTH WEST ROCKS

Let Adam Booker know if coming or add name to list in clubhouse

Sun 15 April

FLYING COMPETITION

Sun 20 May

FLYING COMPETITION AT KEMPSEY

Forced Landing from 2500'

In the gusty conditions only 4 pilots scored a box

1st Adam Booker (97), 2nd David Mitchell (72), 3rd Mark Whatson (59)

Overall

1st Adam Booker (241), 2nd David Mitchell (217), 3rd Rod Farley (213)

January 21 was also the first time we have run an ultralight competition concurrently with the GA competition. This procedure was extremely successful and enabled us to have 7 ultralight pilots flying as well. George Northey and Adam Booker, as our new ultralight instructors, ran the activities perfectly and our new pilots realised that competition flying is quite an art form and skill that extends pilots to the limit in a very positive and rewarding fashion. Adam will have a full report.

Safe flying

Ray Lind

Inaugural Ultralight Competition January 2006

The first comp consisted of a forced landing from 2000' then a 500' circuit with spot landing.

1st Rod Farley, 2nd Natalie McKenzie, 3rd Jon Maguire

Adam Booker

HDFC COMMITTEE

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 <p>George Northey Managing Director</p> <p>PO Box 5414 Port Macquarie 2444 P: 6582 7997 Mob: 0414 956 665 F: 6582 7998 gnorthey@pmcs.com.au</p>	<p>This space could be yours for \$60 for 4 issues</p>


CASA Evening Safety Seminar
 HDFC Clubhouse at PM Airport
 February 8th
 6pm
 Safety issues being covered:

- Pilot Maintenance
- Fuel Management
- Operations in & Around Controlled Airspace
- Visual Flight Rules operations into Instrument Meteorological Conditions

 CASA experts will deliver a presentation on the chosen topics as well as engage pilots in lively discussions about relevant local issues.

Free BBQ for all attending.



**Hastings District Flying Club
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**POSTAGE
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