

FEBRUARY 2019 ISSUE

HASTINGS DISTRICT FLYING CLUB

PROP WASH

MUST READ FEATURE STORIES:

**Joint Operational Command, Fort Victoria
Operation Repulse by Bob Needham**

David Cooke's Helicopter Surprise

About Bill Crowley by Mike Bullock

Morning Glory Climax by Trevor Kee

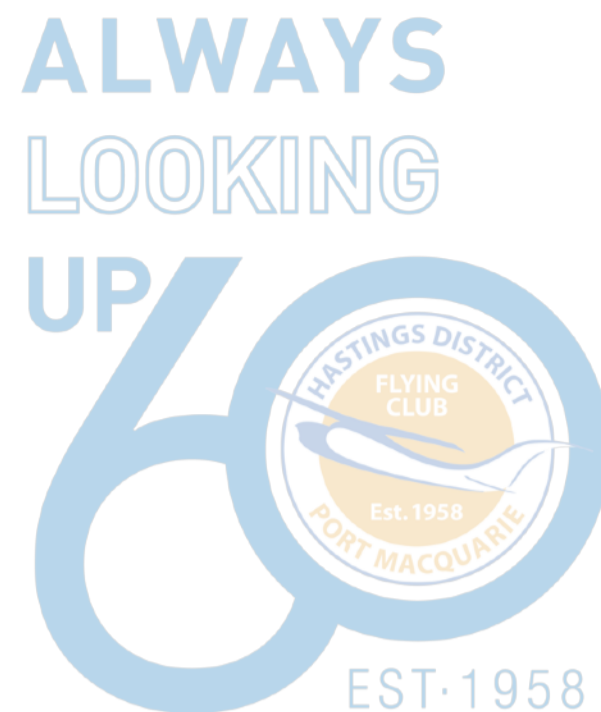
Best Kept Secret by Ed Godschalk



**ALWAYS
LOOKING
UP**



PROPWASH



NOTE FROM THE EDITOR



VERONICA LIND

**EDITOR, MARKETING
& COMMUNICATIONS**

SECRETS TO A VIBRANT FLYING CLUB

The Hastings District Flying Club (HDFC) in Port Macquarie is one of Australia's most successful flying clubs because for 60 years, they practice three very important things - aviation safety; professional airmanship and comradeship. Comradeship is HDFC's best kept secret to having a vibrant flying club. Every aviator, their family and friends come together to share their flying dreams. This was articulated in the January issue of Focus Magazine. Read it online - <http://portmacquarie.focusmag.com.au/who-doesnt-like-a-good-morning-glory>

Looking back, it was exactly 4 years ago that I took over Propwash. The new design and rich stories turn from a newsletter to a magazine and took the world by storm. As the marketing and communications person for HDFC and editor of their Propwash magazine, I am continually fascinated by their stories - where pilots could go, how their heads automatically turn to the skies as they hear a plane humming and how passionate they are about their flying. So don't forget to send me more stories.

We had the pleasure of celebrating Bob Needham's 80th birthday. Bob will be accompanied by his son, Anson to Oshkosh later this year.

The club had their restaurant night at Laurieton United Services Club on Saturday, 23rd February 2019. It was so good to see 31 familiar faces, especially meeting club member and author of Fly Boy, Geoff Litchfield and his partner Muriel. You can purchase Fly Boy on our website.

Don't forget to join us for flying comp and pizza at Dexfield Park on 17th March. Till then, happy flying!

Veronica

editor@hdfc.com.au



*Sharing nostalgic moments at HDFC restaurant night:
From left - Muriel, Veronica, Ray and Geoff*



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EVENTS



FLY & SPY
Saturday, 30th March 2019
Details on our website - <https://www.hdfc.com.au/fly-spy>



FLYING COMP AT DEXFIELD PARK
Sunday, 17th March from 10am
Bring nibbles or dessert to share.
\$10 for pizzas.
Details on our website - <https://www.hdfc.com.au/pizzaatdexfieldpark>



**COFFEE CLUB: FLY-AWAY TO
WALLIS ISLAND**
Saturday, 13th April
Contact Ivan Daniel



**AUSTRALIAN INTERNATIONAL
AVALON AIRSHOW**
Tuesday 26th February to Sunday
3rd March
Contact Rod Davison



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TEL: (02) 6583 1695



WWW.HDFC.COM.AU



HTTPS://WWW.FACEBOOK.COM/HDFCPMQ/

OTHER EVENTS BEING PLANNED

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

OMAKA AIRSHOW
19th to 21st April Easter weekend in New Zealand
Contact Rod Davison

FLY AWAY (TBC)
Luskintyre and Yamba



**PRESIDENTS REPORT
FEB 2019**

BY ROD DAVISON

ONWARDS & UPWARDS 2019

We now look to the future with enthusiasm and anticipation.

I would like to sincerely thank everyone for their support in making 2018 another highly successful and enjoyable year at the HDFC. It has been special as we celebrated and commemorated 60 years of aviation. We now look to the future with enthusiasm and anticipation.

Flying Scholarships

The successful 2018 HDFC Flying Scholarship recipients have been announced. Congratulations to Maxwell Mangan and Nicholas Tessedè. They were selected from nine high quality candidates. Thanks to all applicants for your enthusiasm, time and effort.

Donation

The Ludriks and Baker families have combined to donate \$1500 to our 2019 Flying Scholarship Scheme. Marcus made the announcement at the HDFC annual Presentation Dinner citing the support to Jimi and Mathew in their early flying careers. Both boys are now flying with Cathay Pacific. Thank you for this wonderful support allowing the HDFC to encourage more young people into the air.

Presentation Dinner

The HDFC recognised member efforts and achievements at the annual Presentation Dinner. Fifty people attended to witness the presentation of Wings, Solo Mugs and Certificates. Congratulations to all recipients but especially Mike Bullock as Pilot of the Year, Ivan Daniel as Clubperson of the Year, Billy Crowley as Student Pilot of the Year and Mark Watson as Most Proficient Pilot.

Furniture

New club member, Shayne Phipps, has sourced and delivered some badly needed replacement furniture. As well as 100 good quality chairs, Shayne provided bookcases, office desk, student desks and a stationary cupboard. A huge thanks to Shayne in making our Clubhouse a better place.

Stop Press. Bruce Dunlop has also been able to secure 20 Bar Stools from the Laurieton United Services Club (LUSC).

Christmas Party

A highly enjoyable night with abundant food, drink and laughter. Ivan's large inflatables added atmosphere with the plane proving most popular. Elf Shayne entertained with his balloon skills and was joined by Santa Bullock to top off the evening.

Australia Day

A BBQ on HDFC's grounds proved to be the way to go.



Sling Demonstration

On Tuesday 5th February club instructors and committee had the opportunity to test fly a Sling 2 LSA. Apart from a relatively heavy empty weight the aircraft proved most impressive with many positive attributes conducive to the flight training environment.

Meanwhile the HDFC Sling was shipped from South Africa on the 20th February.

CTLS Sale

The CT remains on the market with little buyer interest. The price has been reduced to \$105,000. However, a sale is not essential before delivery of our new aircraft. The club will again be able to operate 3 aircraft for a period of time.

Hangar Doors

The bottom door guides are in a poor state of disrepair making them difficult to operate. Please exercise caution when sliding the doors and proceed slowly so as not to jam the bottom running bolts.

Various solutions have been investigated with a fix to commence shortly. It will involve volunteer labour. Any expertise in the removal and replacement of concrete would be appreciated.

Australian International Airshow

The Avalon Airshow runs from Tuesday 26th February to Sunday 3rd March. I will be attending the Friday trade day as well as the Saturday public airshow. Anyone attending please feel free to make contact.

Eight members will attend the Omaka Airshow in New Zealand at Easter. A similar number will attend Oshkosh in late July. If you would like to join us please let me know.

Model Aircraft Display

Social member, Brian Oswell, has an interesting aviation background flying Lincoln Bombers in the Air Force before a career in the airlines. He is a keen aviation historian and has volunteered to identify and prepare information on our recently donated aircraft collection.

Brian is also keen to organise a display of his memorabilia in the clubhouse during the week of ANZAC day. Watch this space.

Dexfield Park Pizza and Flying Comp

The March Flying Competition will be conducted at Dexfield Park on Sunday 17th. A Pizza lunch will be provided by Masterchefs Clyde and Sue at a cost of \$10. Both non flyers and flyers are most welcome.

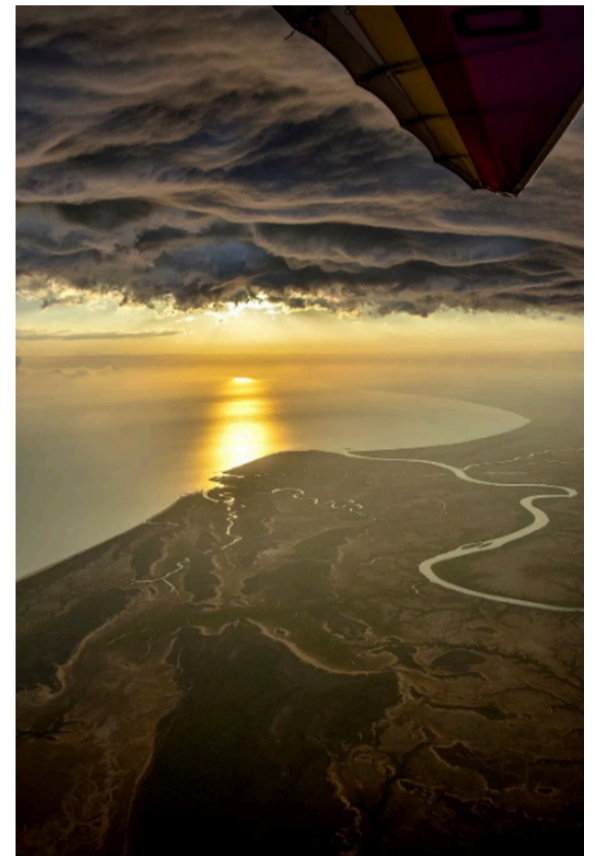
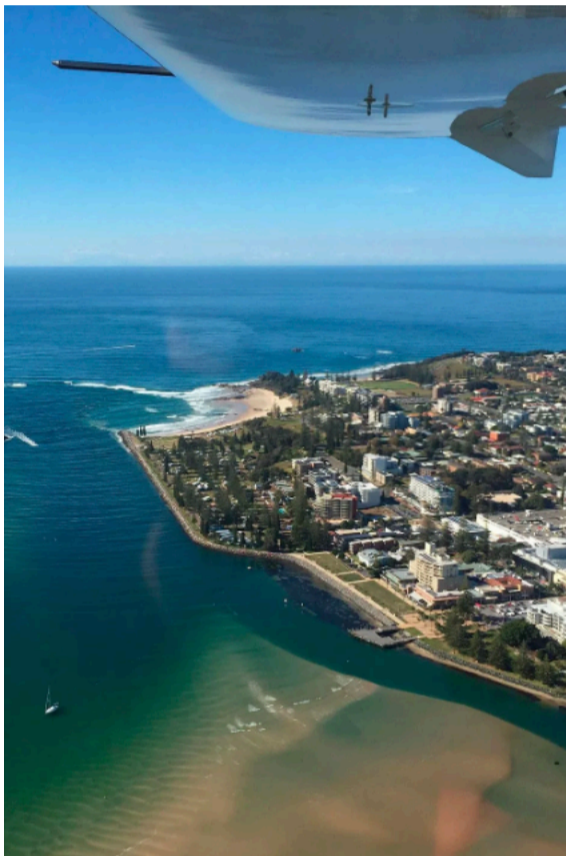
Wallis Island Fly Away (Coffee Club)

Join the Coffee Club on 13th April 2019 for a Fly-Away to Wallis Island. BYO meat for a BBQ. Book your aircraft now or contact Ivan Daniel for details.



Fly and Spy

Organise your team and aircraft for the 2019 Fly and Spy. Scheduled for Saturday 30th March this fun event provides the perfect opportunity to commit aviation. The Presentation Dinner on Saturday evening is highly affordable at \$20 per person. Again everyone is welcome. See [website](#) for full details. **Note:** 10 years ago, HDFC charged \$20 and today it is still \$20. Such a good deal!



A Morning Glory Story

Many thanks to our Editor, Veronica Lind who put us in the limelight again. Stories were contributed by Ed Godschalk and Trevor Kee. Read the story, “Who doesn’t like a good Morning Glory?” which was featured in the Focus Magazine January 2019 issue. Read more here - <http://portmacquarie.focusmag.com.au/who-doesnt-like-a-good-morning-glory>

Safe flying,

Rod

NEWS 10 years ago

THIRTY people lost their jobs when a long-standing Port Macquarie aviation business, Coastjet closed its doors and went into administration.

An accident whilst manoeuvring on the ground has resulted in about \$30,000 damage to our Foxbat.

Matthew Baker was one of our Flying Scholarships recipients. At that time, he was in Year 9 at St Columba Anglican School, Port Macquarie. The Baker and Ludriks families donated money to our flying scholarships this year.

Port Macquarie Airport has installed a defibrillator in the terminal for use across the airport. A training was conducted by Jane Flood on the correct use of the defibrillator.

Joint Operational Command, Fort Victoria **Operation Repulse**



Bob Needham

Twelve years into the bush war in Rhodesia. I'm in a hut at the JOC down at the far end of runway 17 at Fort Victoria airfield, Manicaland province, in the Rhodesian Low Veldt. It's 02.30 in the early hours of the morning of 23rd October 1976 and it is unusually hot for this time of the year. Tossing and turning in my sleeping bag I'm in the middle of my latest recurring nightmare. In the dream my aeroplane engine has failed while dropping surrender leaflets over a terrorist overrun area down near the Botswana border. I had made a forced landed near a deserted Church mission and was being chased along endless corridors in the living quarters by a bunch of howling, blood crazed, ZIPRA terrorists whose intention was to hack me to pieces slowly with their machetes. Finally

they cornered me in a room and were battering the door down when one of them called out "Bob, get down to briefing pronto, something's going down". "OK, OK, I'll be there in a few minutes" I mumbled in return as, breathing heavily, my heat fevered nightmare receded and I struggled back to welcome reality. I always slept fully clothed in my camouflage uniform whilst on operational duty so getting to the briefing room took no time at all. A quick splash of water on my face in the ablutions block and I was ready to go.

The briefing room was dimly lit, hot and airless and the fan in the ceiling just made an annoying click, click, click sound as it stirred the hot smoky atmosphere around with absolutely no effect on its temperature at all. A few other unshaved personnel in bits and pieces of military undress were lolling around on chairs rubbing the sleep out of their eyes and waiting for the briefing to start. I assumed they had good reasons for being there as nobody in their right mind would put themselves through this agony for entertainment. As I staggered in and sat down with the crowd I recognised not only the JOC commander but also the medical officer and the padre which, strangely enough, gave me no comfort whatsoever. Getting out my damp notebook and pencil I wiped the sweat trickling into my eyes with the back of my hand and promptly nodded off to sleep only to be awoken by the briefing officer introducing himself.

I seem to remember his name was Denis Mahon, an American ex Vietnam War veteran now serving with the 2nd Btn. Rhodesian African Rifles as a Captain or perhaps it was as a Lieutenant.

The briefing was delivered in typical stilted military style. Short, sharp and to the point. At last light the evening before, 15 plus C.T.s had been sighted by an O.P. in the immediate Dove dam area 74 nautical miles east of Fort Victoria and just south of the Fort Victoria to Umtali road.

Fire Force Delta, I think he said, of the 2nd Btn. Rhodesian African Rifles will be deployed. Task; make contact with the enemy, contain and destroy.

The operation would be conducted by three G car and one K car Alouette 3 helicopters. The first wave of the Fire Force will be airlifted into the Dove dam area just before sunup this morning. It will consist of twelve troops in three stop groups, each consisting of four men. Stop group call signs will be carried, one to each G car. The K car will lead carrying the Fire Force Commander. On arrival over the operational area the K car will orbit at 800 feet above ground level while the Fire Force Commander assesses the situation and formulates his battle plan. The three stop groups will deplane from each of the 3 G cars as directed by him.



Ready and waiting for the pilot.

A four man Rhodesian African Rifles Fire Force stop group aboard an Alouette 3 G Car. Circa 1976

If no immediate contact with the enemy is made they will sweep forward on his orders and attempt to make contact or drive them towards stops positioned in ambush positions. Lieutenant Mahon pointed out where the O.P. had sighted the C.T.s and possible G car drop positions

on the large briefing map on the wall but re-emphasised that the Fire Force Commander in the K car would make the final decisions at the time as he saw it. He went on to explain that these operations tended to be very fluid and a decision made now might well be changed by the commander five minutes later. I don't know if the Paradak and Lynx ground attack aeroplanes had been introduced into Fire Force operations at this time but there was certainly no mention of these assets. I seem to remember that the ambush positions stops would be provided by "Landtail" call signs flown in by the G cars after the first drop. The whole operation seemed a little bit light on to me but it was a fact that the regular Rhodesian security forces had become stretched to the very limit by this time of the war. Only a couple of months back, in August, the South African Government had created huge gaps in our defence force by starting to withdraw its support for the Smith Government. This started with the withdrawal back to South Africa of 26 of its helicopters and 50 pilots and technicians that were on loan us.

Anyway as I sat there listening to a brief that didn't seem to have anything much to do with me I was starting to wonder where I came into all of this.

I was not left in doubt for long. As Lt. Mahon continued with the brief it became obvious that the part time Police Reserve Air Wing was going to be used more and more on hot operations to fill the gaps created by the South African Government withdrawal of support.



My call sign was Copper 33

**PRAW Pilot Bob Needham (with beard) leaning on wing of Cherokee 235 YP-YKD.
This aeroplane which featured in the story was not Strella (SAM 7) proofed**





PRAW pilot Jimmy Aitken and Observer/gunner in a Cessna 180 fitted with ex Royal Rhodesian Air Force Spitfire 303 Browning machine gun

My ears pricked up as I heard Lieutenant Mahon say “Task for Copper 33”. “Because of the broken countryside Copper 33 will position overhead the Dove dam at 05.20 hours just before sun up to assist the Fire force with Telstar relay communication operations as required”. “Aeroplane will be

Piper Cherokee 260 VPYKD”. “Air crew will be; pilot R. Needham, British South Africa Police and radio operator Cpl. R. Van der Merwe, Rhodesian Air Force”. “Will those two air crew stand up and identify themselves to each other?” I stood up at the same time as a 20 something year old ginger haired, freckle faced youth, stood up two seats away. We nodded at each other and sat down.

Lieutenant Mahon continued the briefing in short sharp staccato sentences. “Fire Force call signs may be sweeping towards other friendly stationary call signs waiting in ambush in broken country with every possibility of poor VHF communications”. “Great caution must be exercised to avoid a friendly fire situation”. “Full use of the Telstar relay facilities provided by Copper 33 will be used by all call signs if in any doubt”. “It is imperative that positions be passed in Shackle before the fire fight commences or any physical contact is made with the enemy”. “After contact with the enemy, positions will be passed in clear”.

A list of VHF radio frequencies, radio call signs and map references followed at the end of the briefing and finally the all important ten letter Shackle Code word of the day was written down and also committed to memory. As usual Mahon finished by asking for any questions.

It crossed my mind to ask why I was being tasked to conduct the Telstar relay communications for the operation. Surely Fire Force Commander in the K car would normally do this as part of his duties wouldn't he?

As I raised my hand to ask the question the words from Lord Alfred Tennyson's famous poem The charge of the Light Brigade sprang to mind. “Theirs not to reason why, theirs but to do and die” plus I suddenly baulked at showing my ignorance to a whole room of professional soldiers and airmen so instead I blurted out “Any intelligence on whether the C.T.s are carrying Strellas or not?”

Heads turned and the silence seemed to last forever as Lieutenant Mahon pondered the question. Certainly time enough for my guts to give a wrench and churn over. I felt sick. “No intelligence on that but in my opinion they are probably not carrying SAM7s” was the reply. Thank God for that. Just small arms fire I thought as my stomach returned to its more normal slightly nauseated feeling that I always got before flying into a hot area. Lt. Mahon ended the brief with the remark that he had a fair drive to go to get back to his unit. This led me to believe that the Fire Force was probably operating out of Forward Airfield FAF7 down at Buffalo Range because I certainly didn’t remember seeing them at the Fort Victoria aerodrome. As the briefing ended I arranged with my radio operator to meet at the aeroplane at 04.15 hours.

Down to the mess to check if any early morning cooks were around and see if I could scrounge up some breakfast. I was desperate for a cup of tea and a cigarette. I wasn’t really feeling all that hungry but I really hated to dry wretch when I had a funk attack so I always liked to fly, on what I perceived as a possibly dangerous task, with something in my stomach just in case I needed to spew. Dry retching is not good for stomach ulcers as I knew to my cost.

“I kept the landing and navigation lights off as I didn’t want to advertise my departure to any C.T.s that might be lurking off the end of the runway with a Sam7 missile ready to shoot me down.”

A few birds were giving the odd chirp to welcome in the new day and the camp was beginning to stir as I made my lonely way in the dark to the all ranks mess. A very welcome cool pre dawn breeze was started to rustle through the trees as I entered. It was 3.30 now and I was in luck. A couple of yawning morose looking cooks handed me a rubbery piece of cold toast, a small tin of rat pak jam and some butter as if they were parting with the crown jewels and silently pointed me in the direction of the tea urn. At least the tea was sweet and

scalding hot. The only other person in the mess was the young Air Force corporal who was to be my radio operator. Maybe I was getting cynical by this time of the war but as we talked about the upcoming flight I got the distinct impression that he had not done much of this sort of work before. At least he seemed to know how to operate the shackle code and had the shackle word of the day written on his signal pad in big letters. All he had to do was relay messages, probably in veiled talk and pass grid reference positions in shackle. Surely that couldn’t be that hard? I had done it on many Telstar operations in the past with PATU sticks and my usual PRAW observer/gunner did it all the time. However I still could not shake a sense of foreboding as we walked out to the aeroplane tie down area where I started to conduct the pre flight inspection on our Cherokee 260 aeroplane; VP-YKD or “Kaffir Dog” as it was affectionately known by Matabeleland Flying School pilots.

30 minutes later at 4.45 am, lined up on the centre line of runway 17 and with a faint whisper of grey showing in the sky to the east on my left, I opened the throttle of trusty old Kaffir Dog and roared down the runway into the black. I kept the landing and navigation lights off as I didn’t want to advertise my departure to any C.T.s that might be lurking off the end of the runway with a Sam7 missile ready to shoot me down.

The navigation would be easy, just turn left at the end of the runway and follow the Umtali road which I could now dimly see from 300 feet out of the cockpit window on my left.

It promised to be a fine day as the first rays of the sun started to spill out over the horizon and paint the cirro cumulus clouds high overhead in shades of gentle pearly pink. I had always loved that type of mackerel skyscape ever since I first became aware of it during my early days as a boy learning to fly on Tiger Moths in the early morning mists of Croydon Airport in South London. I smiled and relaxed at the memory and my stomach settled down. I always felt better once I was airborne and in my familiar environment. I checked my watch and map. My watch read 5.20 hours and my map confirmed that I was very close to the operational area. Down below the sun was still a tad below the horizon when suddenly it broke clear and the Dove dam caught the first rays and flared brilliant silver. Yes definitely spot on time. Spot on position. As I went into a left hand orbit at 2000 feet above ground level the radio operator made a good clear radio contact with the Fire Force commander in the K car informing him in veiled talk that Copper 33 was in position.

Thereafter we maintained strict Radio silence as I reduced power and airspeed, then reset the propeller pitch and the mixture to the recommended settings for endurance flying. Catching the odd glimpse of the K car circling below me and also a couple of G car Alouette 3 helicopters parked in some contoured mealie fields nearby, no doubt re-briefing, it was apparent that the operation had already started but the only sound on the VHF radio was the usual static.



Three members of a RAR Fire Force stop group being briefed at a FAF before climbing aboard an Alouette 3 G Car and going into action

My assumption was that contact with the C.T.s had not been made so far and that the fire force stops were sweeping ahead as briefed by Sunray.

Down on the ground, underneath Copper

33, that was exactly what was happening. One of those Fire Force soldiers was 21 year old Private Julian Chinaka Tarusarira sweeping forward in line abreast together with the three other Rhodesian African Rifles soldiers of his call sign. Undoubtedly they had been dropped from one of those Fire Force Alouette G cars that I had spotted parked in the mealie fields. Julian was a company signaller currently serving with 6 platoon, D Company, 2nd Battalion the Rhodesian African Rifles. He had been with the unit since its formation earlier in the year on 2nd January 1976 and was known as a cheerful sort of a chap and popular with other members of his unit.

I don't know if he was the Stick Leader but he was certainly carrying either the A63 or A76 VHF radio normally carried by that soldier. He also carried a Belgian FN self loading rifle with 100 rounds of NATO 7.62 ammo in 20 round magazines and with every third or fourth round a tracer. His rifle was zeroed for 100 metres close combat work and the sights were also set for that distance. Just like the others in the stick he was also carrying one M962 HE grenade, one M970 white phosphorus grenade, a smoke grenade and a couple of rifle grenades plus an Icarus flare. Again just like the others he carried a saline drip which he had been trained how to use and a lightweight sleeping bag plus the usual battle rations and water bottles.

Meanwhile the temperature in the cockpit of Copper 33 at 2000 feet overhead was slowly creeping up and the engine oil temperature was a little on the high side too but not in the red; yet. Cylinder head temperature looked good but I knew that I would need to keep an eye on that oil temperature.

Various other thoughts sprang into my mind. "Perhaps it is going to be a lemon after all and I will get back to Fort Victoria for a more substantial breakfast and then back home to Bulawayo at the end of my ten day tour". "Maybe they have got SAM7s and this will be the day". "On the other hand we could be orbiting for hours so I will need to monitor my fuel usage very closely".

I noted that the tip tanks were chock full as I changed the fuel tank selector from the left main tank to the right main tank and wrote the time for the next fuel tank change in the fuel log. The change back to the left main at that time would leave about 10 minutes reserve in the right main. The morning wore on and the situation remained unchanged apart from the cockpit temperature which was by now very uncomfortable. I closed the outside air vents which were operating like hair dryers and blasting burning hot air onto my eyeballs. Both the radio operator and I were drinking copious quantities of water but I knew that we would pay the penalty later. At least we would have empty water bottles by then. All in all it was a pretty miserable flight crew sitting in a lather of sweat and orbiting the Dove dam at 2000 ft. on that early October morning in 1976. Was it my imagination or was that engine oil temperature still increasing? Looking around at the countryside below all I could see was small gomos and very small contoured mealie fields. Certainly not the best forced landing country in the world but better than nothing.

Back down on the ground I'm sure that Private Julian Tarusarira was equally suffering from the heat. No doubt with Mopani flies settling on his eyelids and lips and dripping with sweat as he carried his heavy load of rifle, radio, ammo and grenades through the bush and around the bald, grey gomos. Heavy on his mind would have been the thought that he and the rest of his spread out Fire Force stop call sign, in line abreast, would be very close to the friendly Fire Force ambush stops by now. Communications with the K car seemed to have dried up so Julian decided to pass his map grid position in shackle to us in Copper 33 circling overhead and request that it be relayed, also in shackle, over the operational frequency, thus alerting the Fire Force Delta stops waiting in ambush positions to hold fire if in any doubt of the identity of approaching forces. Julian pressed the transmit button of his VHF radio, stated his call sign to Copper 33, passed his position in shackle and made a request for a Telstar broadcast relay to all units on frequency in the area.

In the aeroplane I was now getting quite concerned about the oil temperature and set the mixture full rich in an attempt to cool it down. In the background I was vaguely aware that my radio operator seemed to be having trouble with the Shackle code numbers as he made a Telstar broadcast relay on the operational frequency. Concentrating on my engine overheating problems I was too busy to help him out with advice and was considering that we might have to return to base shortly. I was just starting to wish that something would happen soon when 30 seconds or so later, it did. With a vengeance.

On the radio a highly agitated African voice which was cut off in mid sentence started yelling “MASODJA, MASODJA, STOP FIRING, STOP FIRING, MASODJA, MASO...”. In the background during this transmission I could hear very heavy automatic rifle fire.

I drew in a sharp intake of breath as a sickening silence followed except for the radio gently hissing static. My radio operator and I looked at each other but couldn't find any words. Shortly thereafter another African voice called up the fire Force Commander in the K car below us and informed him that one of our soldiers had been killed by friendly fire. It turned out that Julian and his stick had walked into one of the Fire Force stops waiting in ambush for the C.T.s to pass through their area.

646091 Private Julian Chinaka Tarusarira, Company Signaller, 6 Platoon, D Company, 2nd Battalion Rhodesian African Rifles died instantly as a result of friendly fire at approximately 06.30 hours on the morning of 23rd October 1976 and I thought that I and my radio operator had got the shackle all wrong and were responsible for his death. That is what I was thinking when the sickening sound of silence became even more profound as the engine of good old reliable Kaffir Dog stopped. Bloody hell, just not my day; in the space of a minute or so I felt sure that I had helped to kill one of our own soldiers and this was quickly followed by an engine failure over an area where a fire fight between a RAR Fire Force and a C.T. gang was just about to ramp up.

A surge of painful shock sliced through my chest. Breathing heavily my training kicked in and without thinking I selected the attitude for best glide speed with the elevators and trimmed the aeroplane to fly hands off. At the same time I found myself automatically turning away from what I now thought was an active terrorist contact area and happily heading away from the only half decent forced landing field within gliding distance.

During that war I always had a deep fear of being captured and tortured before being killed by terrorists so the fact that I was headed away from the only possible safe forced landing area but also a possible terrorist contact area and toward some very large gomos to the North West didn't seem to faze me too much as I went through my restart drills.

Throttle set, Mixture rich, Fuel pump on, Fuel selector to fullest tank. Holy shit, there it was, staring me in the face. What a bloody idiot. I had run a fuel tank dry. I quickly changed tanks and seconds later the engine roared into life again. I couldn't believe that I had committed such a stupid elementary mistake. A short while later as we climbed back up, Sunray came up on the radio from the K Car and informed all units that the operation was called off and that Copper 33 was released to return to base.



**Fire Force Kill (K) Car
fitted with MG
151/20 20 mm cannon.**

**Crew of 3. Pilot front right, Fire
Force Commander front left
facing aft, Gunner/Technician
sitting sideways behind pilot.**

I levelled off at 2000 feet and resumed my normal fast cruise speed and, as expected, the oil temperature needle now fell back to its normal comforting position on the gauge. No engine over heating problem at all. My radio operator and I flew back down the Fort Victoria road to the airfield in miserable silence, still thinking that we had caused the death of one of our own. I will always remember how various Rhodesian African Rifles call signs along the way occasionally called us up to enquire if we knew the name of the soldier who had been killed. I couldn't help but sense that this, at the time unnamed, dead Rhodesian African Rifles soldier was part of a very large close knit warrior family. Thank God these men were on our side.

A few weeks later I heard that we had not stuffed up on the Shackle relay and the accident had happened for other reasons. Nobody seemed to want to talk about it. Just one of those war time things they said. Please God, will this never end?



**Rhodesian African Rifles
Regimental badge**

Glossary

Btn. – Battalion

Paradak – DC3 Dakota paratroop aeroplane

PATU – Police Anti Terrorist Unit

C.T. - Communist Terrorist

FAF – Forward Airfield

G Car – Alouette3 helicopter Gun ship

HE Grenade – High Explosive Grenade

Gomo – Small isolated bald hill

JOC – Joint Operational Command

K Car – Alouette3 helicopter Kill ship

Low Veldt – Low Country

Mealie Field – Maize or Corn field

MASODJA – RAR soldier or troops

NATO – North Atlantic Treaty Organisation

O.P. - Observation Post

PRAW – Police Reserve Air Wing

RAR – Rhodesian African Rifles Regiment

Rat Pak – Ration Pack

Shackle – A code based on a 10 letter word and used for transmitting map references

Strella/SAM7 – Medium range Surface to Air Missile

Sunray – Officer in charge

Veiled Talk – Verbal communication between two parties in such a way that the specifics are understood but not revealed to a third party

V.H.F. – Very High Frequency

ZIPRA – Zimbabwe People's Revolutionary Army

Kaffir Dog - A type of hunting dog used by indigenous peoples in parts of southern Africa



**Bob Needham in a Tiger Moth at Croydin
Airport after his first solo (age 18)**

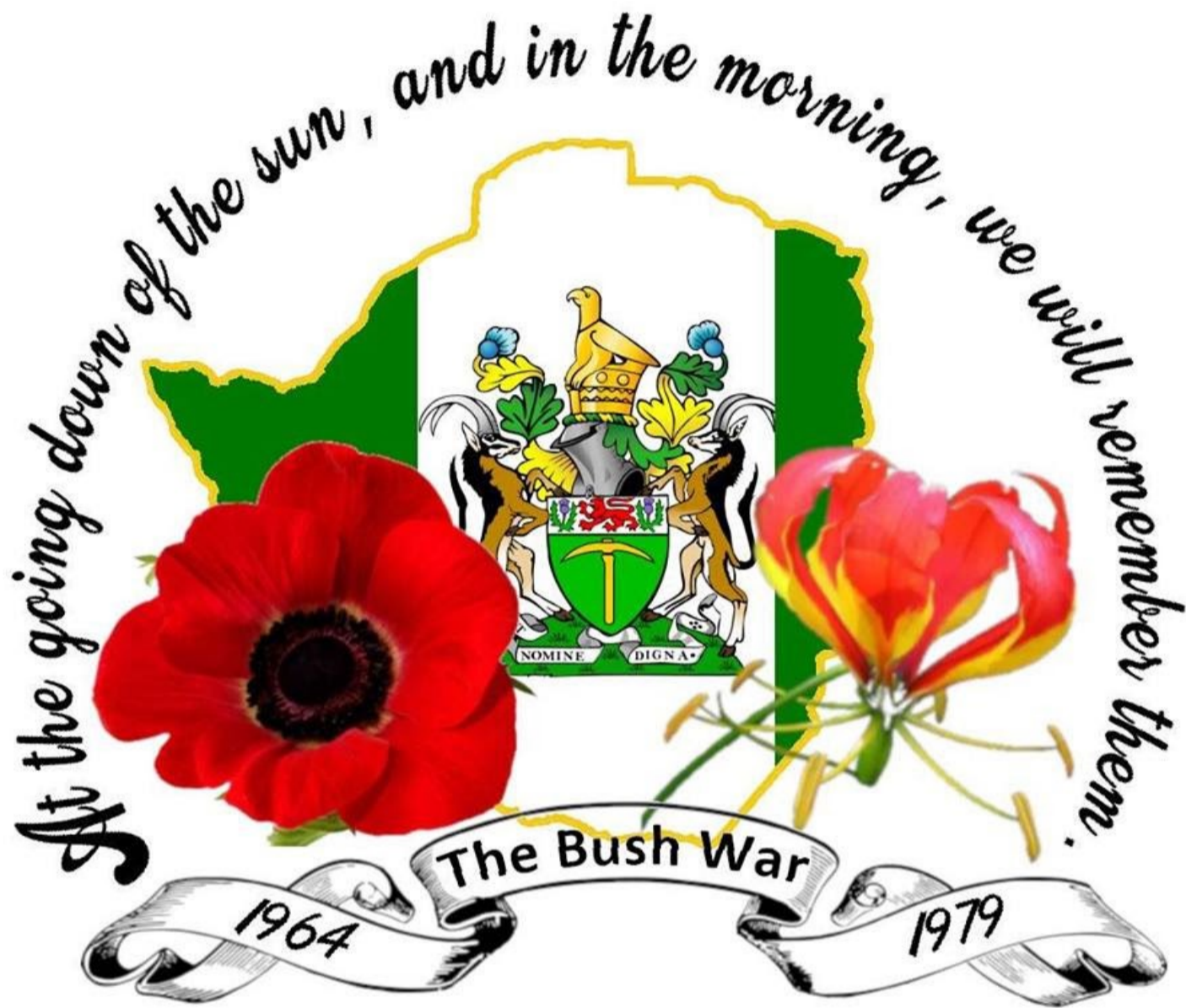
This article was written by Bob Needham.

Bob celebrated his 80th birthday recently. Bob was born to fly. He went first solo after 57 minutes of dual instruction on a three day course. Bob's head was clearly in the clouds as he would think about flying every minute of his working day, running his once a month 40 minute flying lesson over and over in his head.

Bob has many interesting flying stories. Pilots at the Hastings District Flying Club would gather at the bar just to listen to Bob.

Read more about Bob Needham - <https://www.hdfc.com.au/bob-needham---instructor-profile>

RHODESIA OVER THE DOVE DAM



IN MEMORY OF

646091 Private Julian Chinaka Tarusarira,
Company Signaller,
6 Platoon, D Company,
2nd Battalion Rhodesian African Rifles

17892X Police Reserve Air Wing Pilot
Robert J.A. NEEDHAM
British South African Police
Served June 1974 to February 1980

BILLY CROWLEY

21st February 2019

Today, Billy Crowley, passed his RA AUS flight test to become the club's newest and youngest certificated RA AUS pilot.

At 15 years of age, many teens are pre-occupied with video games, but Billy is not your average 15 year old. Single minded of purpose, Billy shows maturity well beyond his years. For as far back as he can remember Billy has been obsessed with aeroplanes. "My earliest memory of flying, would be my first international flight to Hong Kong back when Virgin Atlantic operated SYD-HKG on board the A340-600, so you can say I caught the flying bug from a very young age! I also remember flying out of Dubbo on-board a Dash 8 Q200. Fog delayed the flight by an hour, but I didn't mind waiting in the aircraft."

An avid plane-spotter, Billy can often be found lurking around the airport perimeter fence, camera in hand, looking for the perfect shot to upload to his Instagram. When you ask him what he intends to do when he finishes school, there is no doubt or hesitation. He will look you square in the eye and tell you "I'm going to be an international airline pilot." You can't help but believe him. "Being an international pilot is an all-time dream of mine. Flying gives a perspective of our world like no other, like being on top of the world. I also love the thought of being responsible for managing all the aircraft's advanced systems. It would be great to be in a community where people have the same interest as you do, sharing that interest with other pilots on the flight deck while cruising at Mach 0.84 in an A380. It sounds extremely rewarding to me."

I began flying with Billy at the end of June 2018, just in time to begin teaching him how to land the Foxbat. It quickly became obvious that he had a natural feel for the aircraft, with a few landings on that first session of circuits completed with no instructor input on the controls. He continued to work hard during his weekly lessons, striving to do better on each landing, as well as putting in the hard yards between flights, learning procedures, checklists, radio calls, and knocking over the required theory exams. Before long, I was feeling quite redundant and it was time to send him off on his first solo.

Billy Crowley: HDFC's newest and youngest certificated RA AUS pilot.



Billy Crowley - "I'm going to be an international airline pilot."

BILLY CROWLEY

This memorable event occurred early on the 31st August. Billy peeled off three very competent landings and was sent off to fly one on his own. The pressure was on with Mum, Dad and Sister watching from the Airport Carpark. This circuit and landing went off without a hitch, and there was just time for a quick photo shoot in front of the aircraft before heading off to school for the day. His grand total aeronautical experience at this point was 11.7 hours.

“When I took off solo and looked over to see no instructor sitting next to me, it was truly scary but also thrilling! The increase in the aircraft performance with only one person is quite significant. Going to school after the flight felt very rewarding, but trust me, I was very tired that day at school.”

From this point there was no holding him back. Billy racked up the required solo time, powered through the remainder of the Syllabus, kicked the theory exams into touch and was ready for his flight test. Billy obtained his RA AUS pilot certificate today with a grand total of 26.5 flying hours. “The flight test was one of the most nerve racking things I have ever done. The cloud and winds weren't helping us whilst we attempted to organise a book a suitable time, but we got there eventually! Now as a certified pilot I feel like I'm really part of the pilot community and I can't wait to see where my flying takes me.”

Where to from here?

He is very much looking forward to the arrival of the new Sling 2 aircraft to the club. He has done a lot of online study on the aircraft and feels he will be ready when it comes online at the end of March. With a future career in the airlines, he is looking forward to the added complexity of the Sling's systems. Getting his head around the new avionics suite as well as the far more complex electrical systems and emergency procedures he feels will prepare him well for the more sophisticated aircraft types he will be flying down the line. He is also keen to get stuck straight into the cross country flights and navigation theory. It's a big country out there and he can't wait to explore it. “With my new found freedom I can't wait to take people up and introduce them to the world of flying!”

When asked who will be his first few lucky passengers, he hesitates. “I'm not really sure, I haven't thought about it. Mum, and my sister of course... then probably my instructor. I'd like to take him up for a flight as a passenger and me as pilot in command!”

As that instructor, I'm flattered beyond words.

This article is written by Mike Bullock, HDFC's flying instructor. Mike has over 1,000 hours flying experience; Multi-Engine, Night and Instrument ratings; Aerobatics and Tail Wheel Endorsements; 15 years learning and development experience.



Billy Crowley - “I'd like to take my flying instructor up for a flight as a passenger and me as pilot in command!”



A FIXED WING PILOT'S HELICOPTER SURPRISE

Written by

David Cooke

I was surprised this week.

After sixty years of flying fixed wing aircraft, I started a helicopter rating.

For 13000 hours I have simply thought, flying is flying. From Tiger Moths to King Airs, I have flown a wide variety of aircraft or crewed with my sons. Formation flying, aerobatics and the thrill of the seaplane have added stimulation while landing on paddocks dodging cows has provided a contrast to the precise environment of the IFR scene.

Twenty years ago when I obtained the seaplane rating I was surprised then at just how different this was to what I had known in aviation. Now I was in for another surprise.

My total experience of helicopters had consisted of many movies and of being taken once in a Bell 47 to a patient in flooded North Queensland whilst a flying doctor.

One day last year a friend, Eric Saacks of Port Macquarie Helicopters took me up for a fly in his Robinson 44.

That started my interest. I had heard that to fly one was akin to balancing on a basketball. It would be a hard task to master.

Do you know?

It was exactly 10 years ago when we heard on the radio -

Port Macquarie traffic Whiskey Foxtrot Hotel the INCREDIBLE Chipmunk joining crosswind 03 Port Macquarie

When I announced my intention to all and sundry I received comments ranging from, “Good on you!” to “Do you have to do this at your age?”

An instructor was arranged from Hughes Helicopters Goulburn to come to Port Macquarie, I took a week off work, my friend’s Robinson was available for hire, it was all organised.

On the first day the instructor, Neil Hughes (what a brave man!), showed me a preflight then climbed up in the lovely red Robinson to cruise along the afternoon coastline. I was then asked to take the controls one at a time.

My nervous hand trembled a little and the Robinson trembled also.

“Just rest your hand on your knee,” Neil instructed, and the trembling stopped. We progressed along the beach, surprisingly not falling to the ground. I started a turn so gently that unless Neil had encouraged me to tighten it, would not have had us going in the opposite direction under a radius of several miles. Round we came.

“You can breathe now, Dave,” said Neil and apart from going up and down a hundred feet or so we were still upright and alive.

After forty-five minutes of staying aloft I was looking forward to landing and a coffee only to be told we were to hover for a bit.

The “bit” turned out to be twenty minutes of up, down, sideways, forward and backwards seemingly with very little control by myself.

I hadn’t found straight and level too hard, not even turns and climbing and descending but hovering is the challenge.

The next two days we sat for long periods of time over the Helipad staring at the fence (not the ground in front) and coinciding over the big H only very occasionally. Even these brief moments were more by fluke than ability. Whenever my fearless companion took over we stayed immobile about two metres above the required position. Whilst I was relaxed at altitude, near the ground I over controlled. Neil then started asking me irrelevant questions such as, “What is your wife’s birthdate?” or “add 124 and 124.” When he did this I gradually relaxed and became a better hoverer. I was apparently over thinking it. Occasionally he would lay a finger on the cyclic control without any input and I settled down.

“I’m a slow learner,” I moaned.

“You’ve only done three hours, you’re doing well. You’re confusing the helicopter with the jerky over controlling. Use small movements and wait!”

I had been programmed over the years being told how unstable a helicopter was and so felt quite stressed.

“Breathe Dave!”

Unhunching my shoulders I tried to relax as I do flying formation in the Chipmunk. Occasionally the wobble stopped.

“Use the pedal to turn 180 degrees,” said Neil. I touched the left pedal and we started to turn.

“A little more Dave or we will run out of fuel before we get around.” I danced on these controls and we turned better albeit moving forwards, backwards, sideways, not to mention up and down. I longed to stop and land.



Photo credit: Port Macquarie Helicopter



“Getting tired, Neil.”

“No you’re not, keep going, you’re doing well.” I didn’t feel I was.

Having shown me an autorotation we proceeded to do circuits. Around the airport we went climbing from the hover to 1000 feet and down to the hover again. I have sixty years of pulling the stick back to go up and now I am putting it forward, filling the window with a view of the ground. Up we leapt and I relaxed a bit.

“Now put it on the ground.” Lowering the collective control we are about to touch but so ingrained in me is the desire to flare that at the last second I can’t help pulling the cyclic control back and we slide backwards. Neil takes over and I try again and again to think don’t flare, put the stick forward!

We touch down. I want to stay there but no, we rise again.

The same thing happens on the next circuit. I try to out think my “muscle memory”. Every now and then we touch down in the “foreign feeling” level attitude. It feels like a fluke.

“I told you I was a slow learner.”

“No, you’re not,” said my mentor.

I wondered how much of my problem was the preconceived expectations I had how much was the ingrained effect of fixed wing flying.

The next day I was thinking so much about touching down that the hovering seemed to be a bit easier and apart from when concentration lapsed a bit, we stayed within a moderate distance of the helipad. Maybe not always pointing in the right direction.

I spent the nights lying awake trying to overcome my fixed wing reflexes but the next day I would muck it up again. It felt like December 1958 when I first learnt to fly in the RAAF Reserve. I could rise from the ground without too much wobbling but putting it down was another matter. How trusting is this instructor to let me muck it up but then let me sort it out. How lucky I was to have Neil grinning at me in my peripheral vision.

Sometimes I could overcome all those years of reflexes and put the helicopter on the ground without too much of a slide or a bang.

On the fifth day I made a few reasonable touchdowns and although I had forgotten a few things in the pre-landing checks there was the teeniest feeling that one day when I grow up I may be able to fly a helicopter.

What a momentous feeling to do something so different in my aviation experience. Have I really started to fly a helicopter?

What else is there to discover in aviation?

**What else is there to
discover in aviation?**

Photo credit: Port Macquarie Helicopter

Who doesn't like a good morning glory?



MORNING GLORY CLIMAX

Who doesn't like a good morning glory? But as much as we can prepare and hope for the perfect ride, our dreams and reality do not always coincide.

The Morning Glory Roll Cloud appears on the Burketown horizon as the first rays of sunshine rise on our eastern skyline. It occurs as a result of cool, moist air that has formed along the ranges of Cape York are pushed together from the south east Trade Winds from the Pacific Ocean and competing westerlies from the Gulf of Carpentaria. This convergence phenomenon (when won by the Trade Winds) 'rolls up' the low cloud or fog out into the Gulf. Cloud base can be as low as 200 – 300 feet, but the 'wall' of invisible lift on the western side of the cloud can extend to 10,000 feet above sea level. The clouds can be anything up to 1,000 km long.

As many as 4 or 5 of these waves may pass through each morning, much like sets of ocean waves surfers live for. The 'surfers' on these Morning Glory wave clouds pilot sailplanes, hang gliders, paragliders, microlights and much to our surprise on our last visit a seaplane from Lord Howe Island.

Late September, early October is the best or most reliable time of year to experience this amazing event, but it can actually occur anytime throughout the year. Or it may not appear at all! Pilots have been known to camp out at Burketown for 2 – 3 weeks, (or even a couple of months) to no avail. As they slowly go mad in the tropical monsoon build up (Troppo Season), they curse and swear to never return.

Other years, just like clock-work, the wave clouds appear every morning to further fuel the 'high fives' and tall stories of the future. Recently the weather app: Windy.com has proven to most remarkably predict or forecast the Morning Glory roll cloud from 3 to 4 days out with a high degree of accuracy. For some, this is a sanity saver, for others the 'unknown' surprise, or special event is their goal.

Recently, Gayle and I loaded up the ute with our microlight on the back and headed north to chase our luck once again. (On previous trips we have been greeted by mixed results). As we arrived in Burketown a mass exodus of aircraft and pilots was taking place. Everybody had a big smile on their face. For eight straight days in a row, mother nature had been very, very kind. They had exceeded their expectations, and now convinced that the 'season' had ended, were all travelling home.

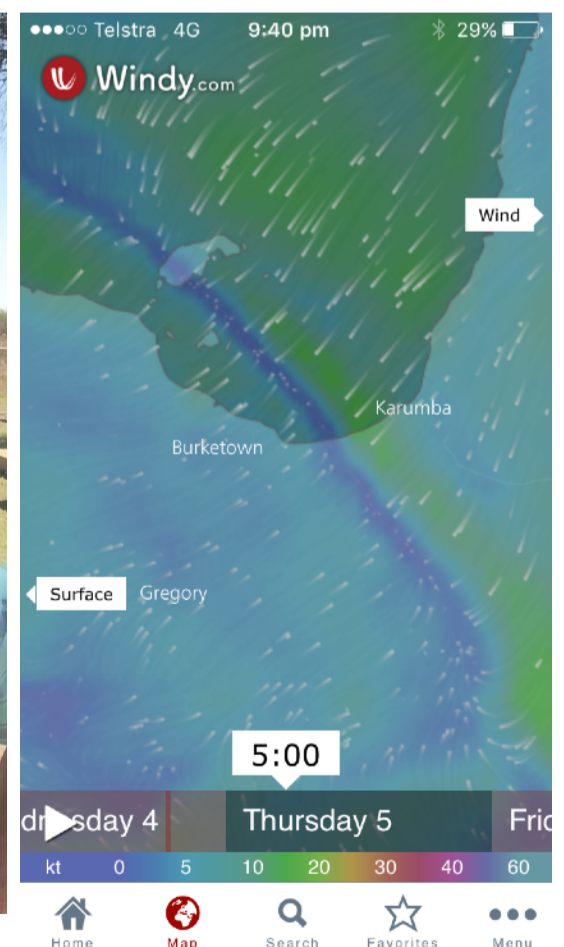
The next day was very quiet and sombre for the few remaining pilots. Although some great looking clouds appeared with an 8,500 ft cloud base, no lift could be found on these strangely stationary clouds. Maybe the departing pilots were correct. Maybe we should cut our losses, pack up and drive the 2,700km kangaroo infested roads back home.

With only 3 airworthy aircraft remaining at Burketown, the small band of weary travellers met at the airfield at 4.30am the next morning. The first ever 'Morning Glory' Seaplane adventurer had arrived late the previous day after a couple of days flying up from Lord Howe Island.

As we became airborne on first light, we soon radioed back to our new friends that the 'Glory Gods' had indeed been kind. Within 3 minutes, Gayle and I flying in our microlight (trike) were established in the lift-band on the face of the cloud. Climbing without engine power at 800 ft per minute we yelled, shouted, sang and hooted our happiness, scaring the big salties off the mud slides back into the Albert River and adjacent creeks.

Soon we were joined by a motor-glider and the seaplane, all with motionless propellers, climbing, diving and surfing this 500-600km long cloud. What a great feeling! And what a great feeling to finally find some cool air at 6,500 feet as we crossed over the Gregory Downs Hotel. Not long after that, we turned north, powered up the Rotax engine and motored back home.

Ahhh, a Morning Glory Climax. Thank you?





ssshhhhh, don't tell anyone!"

Ed Godschalk is enthused with flying, "It begins with pencil lines on a map, the most basic navigational tools to begin your challenge of flying to a marked destination. Man, machine and the elements! It could be a remote grass airstrip at Rylestone, the challenge of the red gravel Walcha strip on the eastern slopes of the Great Dividing Range or a marathon trip to the QANTAS Founders Museum at Longreach, taking in the endless beauty of our country as it exposes itself below you. Even the freedom of a quick zip along our rugged but picturesque coastline is enough to make me celebrate the day my instructor brought me to that moment where I flew my first solo, the start of future adventures.

There is a sense of freedom in flying and focus through making decisions as pilot in command, paramount to the safety of you and your passengers. Being part of the Hastings District Flying Club has given me opportunities to fly with and learn from many highly experienced pilots and form lasting friendships along the way. Yep, flying is my best kept secret, ssshhhhh, don't tell anyone!"





CLUB CAPTAIN'S
REPORT - RAY LIND

Captain's Report

HDFC FLYING COMPETITION

HDFC Flying Competition.

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

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

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

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

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

2019 DATES

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

Captain's Report

DECEMBER 2018 HDFC PRESENTATION NIGHT

By RAY LIND, Club Captain
Hastings District Flying Club



For our 2018 HDFC presentation night, held on December 1, we recognised the achievements of our student pilots as well as our seasoned pilots for outstanding flying.



TRI CLUB COMPETITION

The 2018 Tri Club Competition between RNAC, MRAC and HDFC was held at Rutherford, Maitland in November. HDFC fielded 5 pilots to fly in the competition while RNAC, the host club had 10 pilots. Unfortunately Taree failed to raise a team which was extremely disappointing. It is MRAC's turn to host the Tri Club next year so let's hope they can get an enthusiastic group together. RNAC proved too strong for HDFC on the day and took back the trophy after HDFC consistently holding it for quite a few years.

From HDFC our best performing pilots were: Mike Bullock 249pts, Rod Davison 242pts and Mark Watson 186pts. Rod Davison gained first place and the trophy for the Flour Bomb while Mark Watson came second in the Spot Landing.

HDFC AWARDS 2018 (Summary)

Most Proficient Pilot. Proficiency Day Winner (Vern Polley Trophy) - Mark Watson

Forced Landing Proficiency - Mark Watson

Spot Landing Proficiency - Mark Watson

Mark Watson had a remarkable year of flying in our competitions during 2018. We now need our other pilots from HDFC to step up strongly and give Mark a strong run for his money during 2019. We look forward to some outstanding, competitive flying this year.

Pilot of the Year 2018 - Mike Bullock

Student Pilot of the Year 2018 - Bill Crowley

Club Person of the Year 2018 - Ivan Daniel

First Solo (Mug and Certificate) -

Anna Hayler 22.1.18, Mike Carroll 28.2.18, Bill Crowley 31.8.18, Kynan Schneider 15.11.18

Pilot Certificate (Wings and Certificate)

Peter Duggan 6.1.18, Ben Farrawell 12.1.18, Gayle Kee 1.2.18, Stuart Robb 25.3.18, Jake Stuckey 30.8.18

Passenger Endorsement (Certificate)

Chris Hollis 30.12.17, Peter Duggan 31.1.18, Ben Farrawell 26.4.18

Cross Country Certificate -

Simon Guthrey 7.1.18, Stuart Robb 27.7.18

Variable Pitch Propeller Endorsement (Certificate)

Peter Duggan 19.1.18, Chris Hollis 12.2.18, Mark Crawford 20.2.18, Glen Cleary 12.4.18

Captain's Report

DECEMBER 2018 HDFC PRESENTATION NIGHT

By RAY LIND, Club Captain
Hastings District Flying Club



HDFC AWARDS 2018 (Summary)

Pilot Conversion (Certificate) - Kyle Jones 5.7.18

Scholarships - We had two (2) scholarship winners for 2018 and this of course can lead into a flying career or simply build up an individual's confidence to attempt other challenging careers.

1. Maxwell Mangan
2. Nicholas Tessede

Club Stirrer for 2018....

Bob Needham very eloquently awarded the coveted stirrer's spoon to his deserving wife, Phoebe Ann Needham.



Student Pilot of the Year 2018 - Bill Crowley



Most Proficient Pilot - Mark Watson



Stirrer of the Year - Phoebe-Ann Needham



Club Person of the Year- Ivan Daniel



First Solo - Mike Carroll



Scholarship Winner
- Maxwell Mangan



Passenger Endorsement -
Ben Farrowell



Pilot Certificate- Gayle Kee

DECEMBER 2018 HDFC PRESENTATION NIGHT



Cross Country Certificate - Simon Guthrey



Veronica Lind with Guest Speaker - Jimi Ludriks



About 50 people attended the presentation night



First Solo - Kynan Schneider



Best dressed - Ivan Daniel and Bob Needham



Bev and Mark Watson, Bruce Dunlop and Ray Lind



Variable Pitch Propeller Endorsement (Certificate) - Glenn Cleary



First Solo - Bill Crowley



Wining down after hard day preparation work - Di Davison and Fran Smith



Stephanie Pursehouse, Di and Ivan Daniel



Marcus Ludriks announced that the Ludriks and Baker families have combined to donate \$1500 to our 2019 Flying Scholarship Scheme. Marcus cited the support to Jimi and Mathew in their early flying careers. Both boys are now flying with Cathay Pacific.

Captain's Report

FEBRUARY 2019 FLYING COMPETITION (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club



Our February Flying Competition was flown in warm, slightly windy conditions which is perfect for our competition days. The last few pilots to compete also had a slight crosswind to contend with as well which is always good for maintaining currency, especially with a check pilot along side of you. We had nine(9) pilots compete and take advantage of our cheap flying rates and enjoy our valuable flying exercises. The aim of our competition days is to help our pilots gain confidence in their flying abilities and even to learn and consolidate new skills as well as having fun with the competition aspect.

Partial Engine Failure / Spot Landing

In this exercise we simulated a partial engine failure with the engine producing only 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 must immediately revert to the best glide speed for the aircraft and then complete an abbreviated circuit, calculated to end with a perfect landing on the large touchdown marker.

Our highest scoring pilots today were:

1st Mark Watson 105 pts, 2nd David Toulson 97 pts, 3rd Graham Smith 85 pts

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 at a low altitude whilst maintaining exactly 600'. Low level, coordinated flying like this requires intense concentration from the pilot.

1st Graham Smith and Rod Davison 59 pts, 2nd Mark Watson 50 pts, 3rd Greg Connors 49 pts

Forced Landing

A total engine failure or a partial engine failure, although extremely rare, can occur at any time. This exercise allows the pilot to practice the essential emergency checks as well as being able to choose and judge a satisfactory landing position on the ground with confidence and complete accuracy.

1st Mark Watson 73 pts, 2nd Greg Connors 71 pts, 3rd Doug Toppazzini 69 pts.

BONUS LANDING POINTS

Landing an aircraft is always regarded as the most difficult and skilful part of the flying exercise. For this reason we have introduced bonus points to be gained for perfect landings, regardless of whether the pilot is in the scoring boxes. The smooth 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 and Simon Guthrey 20 pts. (The Maximum bonus points would be 40 pts)

2nd Graham Smith, Doug Toppazzini, Mark Watson and David Toulson all on 10 pts.

OVERALL

1st Once again with some very impressive flying was, **Mark Watson** on 238 points.

2nd Graham Smith 199 points.

3rd Greg Connors 185 points.

The Flying Competitions really are the most economic and sensible way for ALL of our pilots to maintain their currency and confidence. Your level of experience doesn't matter as no one will criticise or ridicule you if you can't yet achieve what some of the more experienced pilots can do. Everyone has to start somewhere and shown from our past experience, it doesn't take long for novice pilots to become very proficient pilots and who knows, you could be soon taking home the winning medal for the month. Even our student pilots can compete provided they have done Forced Landings in their training to date.

See you at the next Flying Comp. for the best flying ever!



Learn to Fly with HDFC



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

MORE: Passenger endorsement > Cross-country endorsement

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

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

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

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

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

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

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

CFI Report

BY: STEVE SMITH



We see 17 year old Anna Hayler only during the school holidays as she lives in Sydney.

Anna is a double scholarship winner. Anna needs lots of cushions to see over the nose of the Foxbat . Her grandpa Col has been flying for over 50 years. Her Dad Paul is a leading engineer with Qantas Link. Anna gained her Pilot Certificate January 2019.

Chris Hollis was Australian Motocross champion for 12 years. He was anxious to finish his Cross Country Endorsement last Christmas as he needed to pick up his new secondhand aeroplane from Wentworth NSW. No doubt you will see it around. The RANS Coyote is a tail dragger with big baggy Tundra tyres.



Mark Crawford is our "Bob the Builder ". A handy man to have around the flying club.

Now retired from a lifetime of building he needed a stimulating pastime - flying. Mark gained his Cross Country Endorsement on 22nd January 2019.

His son AJ has now got the flying bug too.



Rohan Smith passed his Cross Country endorsement on 18.2.19. It has been 10 years since Rohan started his training in 152s at Warnervale . Usually flying at Coffs Harbour Aero Club in Jabirus, Rohan loves the speed and comfort of the CT. No, he wasn't allowed to use the iPad when doing the test with his CFI Dad :)



Just before Christmas Mike Carroll passed his Pilot Certificate test. Mike works at the weekend markets to finance his flying addiction. Now he has his HSC behind him , Mike is applying for airline scholarships throughout the world. Growing like a weed all last year he no longer fit into the Foxbat..

CFI Ramblings

BY: STEVE SMITH



When we took delivery of Foxbat 8685 it would cruise at 95 knots. Great!! Problem with that is the course pitch was putting unnecessary stress on the Rotax engine. Our engineers now have the propeller pitch adjusted to a finer angle ie to give about 5300 rpm on take-off. The bad news is that cruise speed at 4900 rpm is only 80kts. Everyone is commenting on how quickly 8685 gets airborne. Higher revs will now have to be used around the circuit to get the same speeds.

STOP PRESS: CASA have just agreed in principle to increase the 600 kg MAUW of RA Aus aircraft. This will mean a lot to the way we operate the Sling. However look out for the conditions. CASA have a reputation of giving with one hand and taking away with the other.

The topic of conversation at the moment is the potential arrival of the new Sling that is due in early April. Some of us were lucky to have a fly of a demonstration aircraft just recently. I think it will be extremely popular amongst licensed pilots but is robust for training pilots. Everyone will have to do a check flight . Note it is not an endorsement as such. The aircraft is easy to fly but the systems and fuel handling need some instruction. The greatest challenge will be the 600 kg weight limit. Fuel loads will have to be watched. The days of carrying 6hrs of fuel are over. However we are confident that the MAUW will be increased to 700 kg. before too long .

Imagine the Foxbat door coming open in flight and the Perspex smashing to pieces. Well that is what happened to Stuart Robb a few weeks ago. Congratulations to Stuart for handling the situation with a cool head and getting the aircraft on the ground . We still don't know why it happened . Pilots are requested report any incidents of air leakage around the door frame especially when lowering full flap. For now full flap should not be used unless there is an instructor on board.

We now finally have an operations Manual. One of the things now in black and white is that pilots don't need approval to land on any strip in ERSa except Camden Haven. Verbal approvals are ok and but I am going to keep a file record. No approval is needed for Wallis Island. Out of courtesy don't forget to ring the owners.

The Coffee Club is gaining a huge following. Wallis Island Fly In is on the 13th April. It is shaping up to be a great day. Book an aircraft now. Don't miss out. Bring your own meat for BBQ.

I am now aware of two instances where a practise forced landing turned into a real one. The most recent one was at Coff's Harbour. The carburettor ice gremlin gets forgotten about this time of year.. While winter brings the more likely icing conditions we should be aware at all times. Foxbat 7395 didn't have carburettor heat. I am not sure about the Sling. Never the less ,use it if available and give the engine a burst of power before 1000 ft just to make sure your practise landing doesn't become a real one..



Test flying the Sling

COMING SOON

Our new aircraft - Sling 2



Mass Balance Report

Aircraft Manufacturer	The Airplane Factory
Model	Sling 2
Serial No.	51
Registration	ZU-FSC
Date	31-Aug-17

Datum Position	Prop Flange
Cof G Range	1635 - 1772
Allowable AUW	700
Cord Length	1200
L/E dist for/aft of Datum(- fwd)	1450

Empty (MT)	Mass (Kg)	Arm (mm)	Moment (Kgmm)
Nose/Tail wheel	80,0	548	43840
Left Main	152,2	1959	298159,8
Right Main	151,7	1959	297180,3
Fuel	0,0	1511	0
TOTAL	383,9		639180,1

Fuel on Board	0
Density	0,72
Weight	0

C of G Position Empty	AFT of Datum	1664,97
C of G Aft of Leading edge		214,97
% of wing cord		17,91%

Fully Loaded (AUW)	Mass (Kg)	Arm (mm)	Moment (Kgmm)
Empty C of G	383,9	0	639180,1
Pilot	75	1959	146925
Passanger	75	1959	146925
Fuel	63	1551	97713
Baggage	10,5	2650	27825
TOTAL	607,4		1058568,1

90 Litres

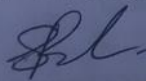
C of G Position AUW	AFT of Datum	1742,79
C of G Aft of Leading edge		292,79
% of wing cord		24,40%

Centre of gravity is within manufacturers limits in all load conditions

YES

NOTES:

Inspector G.Bosch

Sign 

Stamp
SIDESLIP
AVIATION WORX
AMO 1267
INSP. NO.3

Date: 31/08/2017



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.

Aircraft Washing

13/2 - 27/2	Gary Alexander, Rod Davison, Kynan Schneider
27/2 - 13/3	Ed Godschalk, Aaron Crawford, Mark Crawford
13/3 - 27/3	Shayne Phipps, Simon Guthrey, Nicholas Tessede



HOSPITALITY ROSTER



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

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

2019

22nd Feb Doug Toppazzini

1st March Mike Bullock

8th March Ray Lind

15th March John Hayler

22nd March Bruce Dunlop

FLYING COMP LUNCH ROSTER

Volunteers appreciated. If you can help please phone Veronica on 0407779828.

2019

17th March Sue Stubbs at Dexfield Park

19th May Anne Hayler at Camden Haven Airfield

16th June Lorraine Dunlop

21st July Michelle Toppazzini

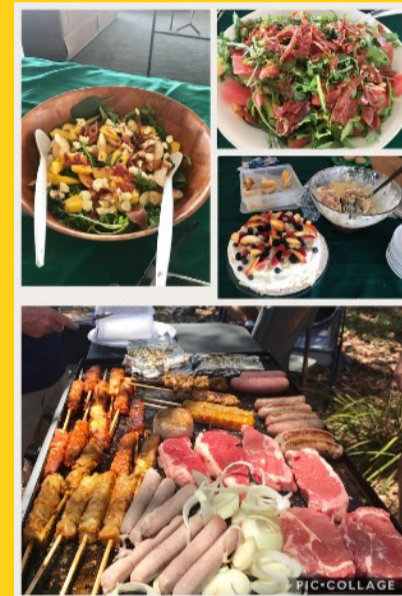
18th August Veronica Lind

20th Oct Adele Lingard

17th Nov Dianne Davison

AUSTRALIA DAY 26TH JAN 2019

The Aussie lifestyle



RESTAURANT NIGHT 23RD FEB 2019



INFORMATION

WELCOME NEW MEMBERS

Janet Cain - Flying
Dino Dibona - Flying
Mark Scott - Flying
Hayden Alchin - Flying
Brian Oswell - Social
Nicolas Tessede - Flying
Avril Leahy - Social
Aaron Crawford - Flying
Shayne Phipps - Flying
Joshua Sanders - Flying
Craig Townsend - Flying
Mark Webster - Flying
Abbey Sheather-Welsh - Flying
Edward Molony - Flying
Kam Cheung - Flying

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

MEMBERSHIPS

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>

Flying membership - \$100

Social membership - \$40

Junior membership - \$11

PAYMENT OF ACCOUNTS

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

The bank details are:

Holiday Coast Credit Union, Hastings District Flying Club,

BSB: 802 214

Acct No: 350022

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

AIRCRAFT FOR HIRE

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

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

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

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



FLIGHTS

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

Hangar rental - \$190 per month

MERCHANDISE

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

Shirt - \$35

Broad brim hat - \$20

Cap - \$20

Cloth badge - \$4

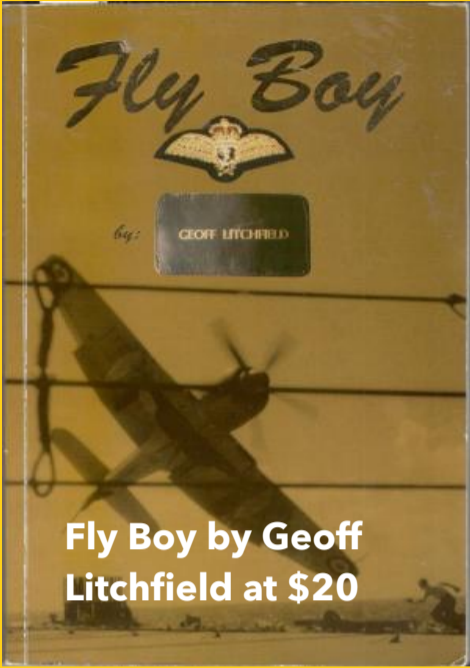
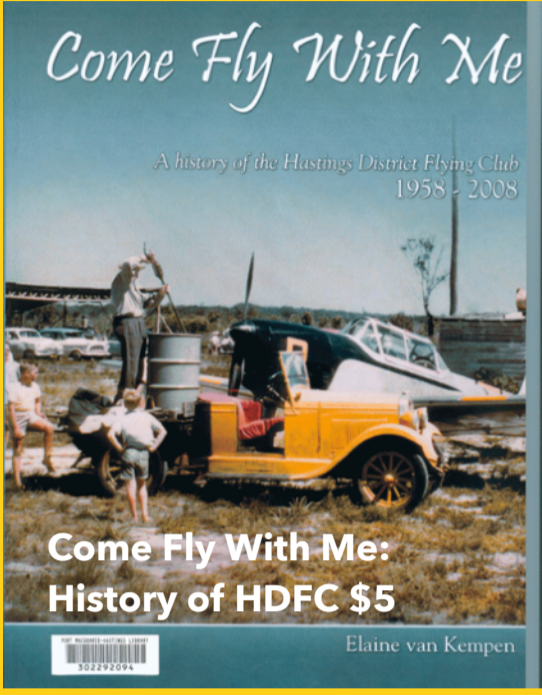
Anniversary key ring - \$4

Come Fly With Me Book - \$5

Fly Boy Book by Geoff Litchfield - \$20

HDFC 60TH ANNIVERSARY GIFTS

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



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



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



HASTINGS DISTRICT
FLYING CLUB PORT MACQUARIE

\$35

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



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



**ALWAYS
LOOKING
UP**

MANAGEMENT COMMITTEE & FLYING INSTRUCTORS

President	Rod Davison T: 0419.632.477 E: president@hdfc.com.au
Vice President/Club Captain	Ray Lind T: 0428.820.698 E: lindflight@gmail.com
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HASTINGS DISTRICT FLYING CLUB

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

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

www.hdfc.com.au



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

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

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

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

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



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