

JUNE 2019 ISSUE

HASTINGS DISTRICT FLYING CLUB

# PROP WASH



The New Zealand Yak 52  
aerobatic team performing the  
9-ship loop and pass.

# OMAKA 2019



# Kia Ora FROM THE EDITOR



**VERONICA LIND**

**EDITOR, MARKETING & COMMUNICATIONS**

## KIA ORA! OMAKA 2019 WAS EXCITING

Kia ora! Greetings from New Zealand! Ray, Rod, Di, Bruce, Lorraine, Steve, Fran and I attended the Omasa 2019 Classic Fighters Airshow in Marlborough, New Zealand during the Easter holidays.

This year the Yealands Classic Fighters were Saluting Women in Aviation. Judy Costello, past President and Patroness of the NZ Association of Women in Aviation and member of the NZ Warbirds Association Inc., was supposed to be one of the hosts at Omasa 2019. Unfortunately Judy passed away that Easter weekend and the Airshow turned out to be a celebration of the life of Judy Costello. A recording of an interview of Judy with Dave Homewood of [The Wings Over New Zealand Show](#) could be heard starting at at 24.05 min.

Photo above, courtesy of Classic Aircraft Photography, featured Wing Commander Jason Easthope, "Easty" who had a special message on his visor. "Kia Kaha Christchurch". The Royal Australian Air Force put up a fantastic display during the show! I've featured lots of photos and articles about Omasa 2019 in this issue of Propwash, so read on.

We also had Brian Oswell putting on an exhibition of D-Day Operation Overlord and Airforces Actions from WW1 And WW2 during the ANZAC week. Take a peek at the featured article.

**Enjoy Propwash**

**Veronica**

editor@hdfc.com.au



*Judy Costello, (who passed away at Easter) was the past President and Patroness of the NZ Association of Women in Aviation and member of the NZ Warbirds Association Inc. Listen to the interview (starting 24.05 min) by clicking on the photo above.*

*Photo by Dave Homewood*





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**COFFEE CLUB: FLY-AWAY TO WALLIS ISLAND**  
Saturday, 15th June  
Contact Ivan Daniel



**FLY / DRIVE TO PALMERS ISLAND YAMBA**  
Saturday/Sunday, 22nd/23rd June  
[Check page 47](#) and website for details and registration - <https://www.hdfc.com.au/palmers-island-fly-away>



**CURRY NIGHT: BRING A PLATE TO SHARE**  
Friday, 12th July  
HDFC clubhouse

**PLEASE CONTRIBUTE YOUR ARTICLES TO**

Veronica Lind at [editor@hdfc.com.au](mailto:editor@hdfc.com.au)



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ALWAYS LOOKING UP - THE BOYS AT OMAKA 2019



# FAREWELL CTLS

## PRESIDENTS REPORT JUNE 2019

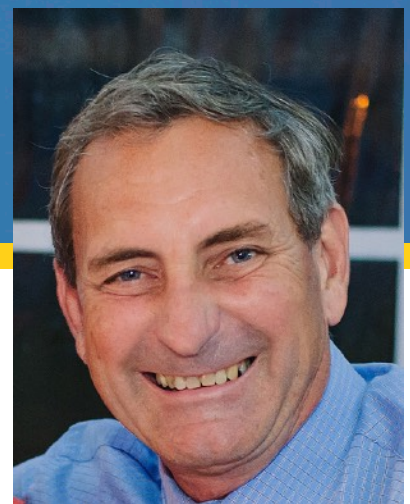
### OUR AIRCRAFT

In the early hours of Friday 31st May Flight Design CTLS 24-6669 departed PMQ for its new home in Devonport, Tasmania. The aircraft clocked 919 hours and 1,950 landings during its five years with our club. It proved a fantastic, top of the line LSA but suited more toward private ownership rather than club operations. The Constant Speed Propellor as well as negative flaps added complexity to operation as an ab initio trainer. Many certified pilots were also deterred by these features.

Delivery of Sling 2 23-1624 will herald in a new era for HDFC flying operations. It is the first low wing LSA to be operated. It is also the first to be purchased secondhand. Its reputation as a training/touring LSA is beyond compare, making it a popular choice of many flying schools. No doubt this aircraft will also prove very popular among our members. Members' hire rate will be \$150 per hour.

The next major decision facing committee is the future of Foxbat 24-8685. Utilisation and performance of both the Foxbat and Sling will be closely monitored over coming months. The Foxbat engine is nearing full life with less than 300 hours remaining. Using current utilisation this equates to about 6 months until replacement at an approximate cost of \$26,000. Many variables need consideration not the least being club finances. Your views are appreciated.

[Convey via any committee person.](#)



**PRESIDENTS REPORT  
JUNE 2019**

**BY ROD DAVISON**



The August AGM is fast approaching. One of the main agenda items is the formation of a new committee. Club strength and vitality are driven by the commitment of the committee. Now is the time to consider nomination. Let the dialogue commence between interested members.

The airspace around YPMQ continues to be busy. Therefore, the club is very appreciative when invited to visit other fields in the area. Clyde and Sue Stubbs again proved perfect hosts for our March flying competition. Unfortunately the forecast weather did not co-operate restricting arrivals to 3 aircraft. However, a good crowd enjoyed the Pizza feast. In contrast, perfect weather greeted us to Camden Haven for the May competition. Lots of flying and a great BBQ lunch thanks to hosts, Anne and John Hayler. Hopefully, we will visit these fields more often.

The Coffee Club, organised by Ivan Daniel, is gaining momentum. Weather interrupted what promised to be a huge gathering at Wallis Island in May. Rescheduled for the 15th June let us all support this fantastic initiative by Ivan. This is what club flying is all about.

Fly and Spy 2019 was a huge success. Eleven teams participated with around thirty people at the Presentation Dinner. A pleasing aspect was the involvement of our younger pilots. Congratulations to the winners, Gayle and Trevor Kee, closely followed by Benn and Donna Farawell with 3rd place going to Clyde and Sue Stubbs. Overall, recreational aviation was the winner.

In honour of ANZAC Day, club member, Brian Oswell, organised a brilliant display of wartime aviation memorabilia. Hosted in the clubhouse, it created much interest and reflected the enormous effort and financial outlay made by Brian. A historical aviation interest group is now being formed by Brian with monthly meetings in the clubhouse.

YPMQ now has a weathercam courtesy of Peter Ford. Peter has set up the camera's on Hangar 4 showing views in all directions plus the windsock. This will add to the existing camera's at Dexfield Park and Bonny Hills. These camera's are a fantastic safety initiative and used in conjunction with Oz Runways and Avplan provide a valuable planning tool.

Seventeen members will attend the EAA AirVenture in Oshkosh during late July. Promoted as the World's Largest Aviation Celebration it is a truly amazing event and I am sure all who attend will thoroughly enjoy the experience, returning with many stories.

On a totally different scale, the Omaka Airshow in New Zealand provided its own magic atmosphere over Easter. Eight of our members thoroughly enjoyed the country hospitality of Omaka. Aviation appears alive and well in this small nation and they can be justly proud of their aircraft restoration and warbird sector.

Congratulations to Steve Woodham who under the tutelage of John Hayler became the first HDFC member to gain a formation endorsement through the club. The arrival of the Sling will provide the perfect platform for those wishing to follow in Steve's footsteps

Be seen in your club gear. New stocks of shirts, hats and caps are now available at the clubhouse. Support your club, wear the gear.

Volunteer rosters are prepared to spread the workload. For example, the aircraft washing roster includes anyone who regularly flies one of the club aircraft. Unfortunately, many members choose to ignore their obligation to maintain our aircraft in pristine condition. Maybe they should pay a higher hire rate! Remember, this club operates on volunteer labour. Every member is expected to act in the best interests of the club to ensure its success.

The local aviation community has sadly lost an icon in Judy Johnson (Hodge). Tributes quite rightly describe her as a passionate aviator in the bare foot pilot brigade. It was this passion, along with determination and resilience that ensured the success of Port Macquarie Seaplanes. Judy was a past member of the HDFC where she had many friends. We sincerely extend our condolences to Judy's family.

Safe and enjoyable flying

**Rod**

### *HDFC Members at the Omaka Airshow 2019*





Special Feature

# OMAKA 2019



This photo, *Knights of the Sky*, was taken by Veronica Lind at the Omarka Aviation Heritage Centre. The display features Sir Peter Jackson's collection of WW1 airplanes and lifelike mannequins.

More information about this Museum can be found on <https://www.omaka.org.nz>



# *Omaka Classic Fighters 2019: Our Adventure Begins*

**Ray Lind**

Photo: Fireworks at Omaka - Veronica Lind

Ray and Veronica Lind

5.15am and the taxi pulled up outside our house. This was the start of our Omaka Adventure. A 6.30am Dash 8 flight to Sydney was followed a few hours later by a QANTAS flight to Auckland. We were ready for our aviation adventure! Grand Pacific Tours have a very good package to satisfy all aviation buffs.







In Auckland the next day we visited the Museum of Transport and Technology (MOTAT) and had our first insight into the New Zealanders' incredible skills and enthusiasm in restoring historic aircraft. In this amazing museum we got a small taste of what was to come during the rest of our trip. In pride of place, MOTAT exhibits two amazing flying boats, the Short Sunderland and the Short Solent. Both of these aircraft are HUGE and dwarf most of the many other aircraft on display. In addition we saw an equally impressive Lancaster Bomber, a Harvard, an Auster, a Hurricane, an Avro Anson, a Victa Airtourer, a de Havilland DH.98 Mosquito, a Hawk Fighter jet, a Macchi Jet, De Havilland Dove as well as many other beautifully restored aircraft.







**Spitfire TR9 ZK-WDQ and Mk.FR XIVe (behind)**

Photo - Veronica Lind

Our tour then took us southward to Rotorua, to Wellington, a ferry ride from the north to the south island, through Picton and then to Blenheim, our destination. The weather had been perfect with blue skies every day and warm temperatures. Could this unusually good weather possibly extend for a few more days to take in the Omasa Air Show?? The locals were skeptical!

The first day of the air show dawned crisp and clear. It was basically a practice day and definitely very relaxed but the incredible and skilful flying still extended throughout the day non stop. It gave us an excellent sneak preview of the next big day to come as well as allowing us to walk freely among the aircraft. The Kiwis also provided very professional and informative commentary to cover each flying sequence and display. The beautiful, fine weather also accentuated the incredible backdrop of Omasa with its nearby tall mountains and crystal clear blue sky. To top it all off we had the roar of powerful aircraft engines and fascinating flying machines streaking through the air just in front of us.

As we sipped our coffees and found a seat immediately adjacent to the airstrip, we heard several aircraft warming their engines. Suddenly we heard an even louder growl that sounded vaguely familiar and we held our breath as two Spitfires taxied out onto the runway. The Rolls Royce Merlin engine which powers the Spitfires has an incredible and very distinctive sound. One was a twin seat trainer displayed in Desert Airforce colours, normally based at Ardmore. The second Spitfire was a beautiful example of a Mk.FR XIVe which had been rebuilt and flying since 2015 and based at Omasa. The two Spitfires put on an amazing flypast display as well as solo displays. What a curtain raiser for the airshow!

Each of the flying days followed a similar format and program. Next the beautifully restored Avro Anson did its display. This WW2 aircraft looked as though it had just come off the assembly line as did most of the huge array of aircraft present.

The Leonardo Pioneer Transport race was quite amusing, combined with Penny Farthing bikes, vintage cars, two Bleriot Aircraft, (one of very suspect design) and a Pietenpol Sky Scout. One Bleriot and the Pietenpol managed to get off the ground to fly the required two circuits. Watching these aircraft fly gives quite an insight into the problems of early aviation with unreliable engines and marginal design characteristics which meant that engine failures and forced landings were a very common occurrence.

We also witnessed several aircraft flying from the WW1 era including the Bristol Scout, Royal Aircraft Factory B.E.2, the Sopwith Pup and a French designed Nieuport 1. Unfortunately the Fokker Dr.1 Triplane was unable to make it to the airshow.







Ray In Front Of Curtiss P40 At Omaka

'Golden Age' aircraft of the 1920s and 1930s were also featured as we watched a Ryan STM put through its paces in a very clever and skilful aerobatic routine. The beautiful Fairchild F-24C was also featured in a flying display as well as the beautiful Beech C17R 'Staggerwing'. The Beech 18 also put on an exciting flying display and in the afternoon it also featured in an amusing flight display as it depicted its chequered history and use in the illegal drug trade in Central America.

WW2 aircraft followed with a formation display of one of the Spitfires and a Focke Wulf Fw190A which ended in the inevitable dogfight with some very exciting and skilful flying.

Shortly after we were thrilled with a formation flight of Yak-52 aircraft which involved nine aircraft. This was the first time so many aircraft have flown together in formation at Omaka. The Yak-52 is a Russian design and is perfect for flying in very rugged environments and requires minimal maintenance.

Also from this era we were enthralled to see the Consolidated PBY Catalina fly overhead and perform some interesting manoeuvres. This aircraft excelled in long range anti-submarine and air-sea rescue roles. The WW2 period also brought with it the Curtiss P-40 Kittyhawk which was a very rugged and versatile combat aircraft and appeared in many roles of attack and defence despite its performance limitations.



On The Way To Picton - View From The Ferry





We then moved into the jet aircraft era with a very noisy and spectacular display by the De Havilland DH 112 Venom. This aircraft was a development of the very successful Vampire and continued with the composite wood/metal structure. The Royal New Zealand Air Force (RNZAF) also put in an appearance and we saw a very versatile display by the SH-2G(1) Seasprite Navy Helicopter as well as the RNZAF's Aerobatic Team flying the T-6CTexan 1. The Texan is now used by the RNZAF as its basic trainer for their pilots. The Texan has replaced the CT-4E Air Trainer. One of the highlights was definitely the display put on by the Royal Australian Air Force (RAAF) McDonnell Douglas F/A-18 Hornet. They pledged to crank up the speed and noise with their display and this was undoubtedly achieved. The F/A-18's flying versatility was certainly shown with its incredibly slow speed when desired and then suddenly changing to an intoxicating speed during a fly past followed by a climb rate that just took your breath away. This is truly an amazing aircraft.

The Omaka Airshow offered multiple opportunities to experience many depths of aviation. Available on the airfield is the 'Omaka Aviation Heritage Centre' which once again shows the incredible skill of the Kiwis in putting on an outstanding display. Sir Peter Jackson's 'Knights Of The Sky' Exhibition features a collection of WW1 aircraft and artefacts. He has created such realistic scenes of WW1 involving aircraft as well as other sources that the viewer is immediately transported back to this era. A poignant scene involving the demise of the Red Barron and his crashed aircraft just has to be seen!

On the second day of the air show we met up with several other HDFC members. We had a very pleasant reunion with Rod and Di Davison, Bruce and Lorraine Dunlop and Steve and Fran Smith. They had all been making their separate ways around New Zealand so we decided to meet up at Omaka.

The Omaka Air Show was just so full of exciting activity its hard to relate its true detail in words. Lots of extra, fascinating and entertaining events such as the army battle display in full uniform between the German soldiers and the British, the full size V-1 Flying Bomb which actually flew as well as simulated bombing and flak operations in an ear shattering pyrotechnic exhibition.



The show finished just on dusk with a very clever and rather eerie 'Flying Broomstick' display in deference to the brave Russian women of WW2 who were known as the "Night Witches". To complete the day we were treated to a finale of fireworks which was very fitting in the rapidly cooling, clear dark skies. To round off a wonderful day of aviation. The Omaka Air Show is definitely up there with the best! Maybe 'Warbirds Over Wanaka' is the go for next year!!





**The New Zealand Yak 52 aerobatic team performing the 9-ship loop and pass.**

Photo - Veronica Lind

The Yakovlev Yak-52 like most Soviet military aircraft, was designed to operate in rugged environments with minimal maintenance. Engine starting, landing gear, flaps and wheel brakes are all pneumatically actuated. The Plymouth based aerobatic team chose the Russian designed Yakovlev 52 trainer for its great aerobatic prowess and precise flying qualities.



Pilots of the Yak 52 aerobatic team - Doug Batten, Rick Grant, Kevin Jane, Paul Hughan, Brian Coppersmith, Brett Emeny, Mike Harvey, Mark Helliwell and Peter Vause

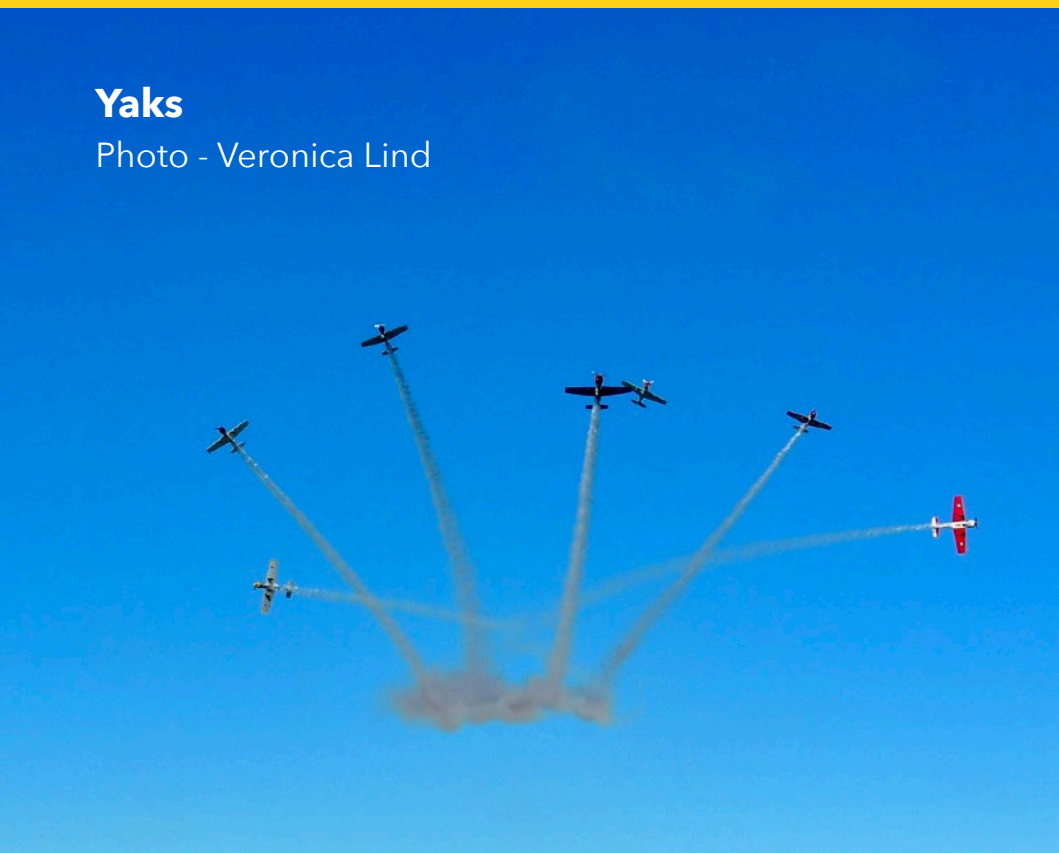
[Photos courtesy of Yealands Classic Fighters Omasa Facebook page.](#) Click on above image to watch them fly.





## Yaks

Photo - Veronica Lind



## Yaks

Photo - Veronica Lind



## RAAF Hornet

Photo - Classic Aircraft Photography



## Harvard

Photo - Classic Aircraft Photography



## RAAF Hornet - Like it fast and loud?

Photo - Ricky Wilson





**Spitfire IX ZK-SPI**

Photo - Veronica Lind



**Squadron Leader**

Photo - Veronica Lind



**Avro Anson Mk.1 ZK-RRR**

Pilot - Bill Reid

Photo - Veronica Lind



**Grumman Avenger TBF/TBM  
torpedo bomber**

Photo - Veronica Lind



**Curtiss P-40 Kittyhawk ZK-CAG**

Operated by Frank Parker and Liz Needham

Photo - Veronica Lind



**Saluting Women in Aviation**

A performance at OMAKA 2019

Photo - Veronica Lind



**Yakovlev Yak-3 Ua ZK-VVS**

Pilot - Burt Munro

Photo - Veronica Lind



**WW2 action**

Photo - Veronica Lind



### Bristol-Scout

Pilot - Frank Parker  
Photo - Veronica Lind



### Unmistakably French, the Nieuport 11

Owned by Brian Greenall and Eric Driver  
Photo - Veronica Lind



### Sopwith Pup

Photo - Veronica Lind



### Pietenpol

Photo - Veronica Lind



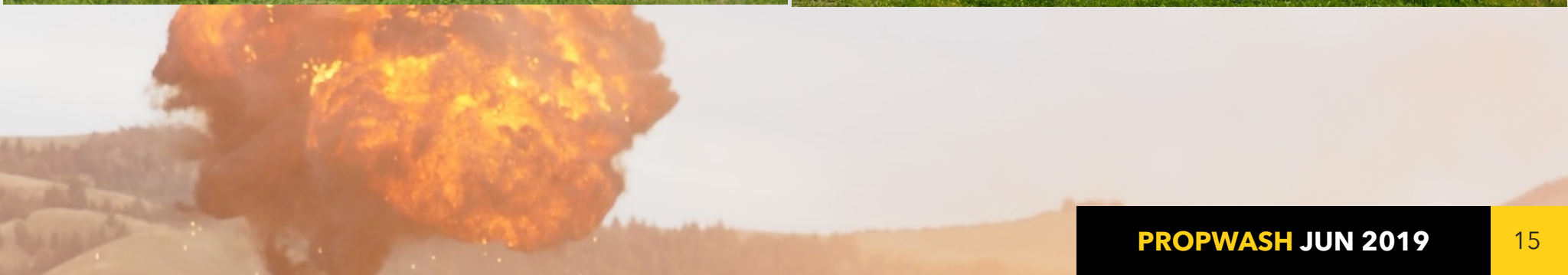
### Royal Aircraft Factory B.E.2

Pilot - William Rhodes Moorhouse  
Photo - Veronica Lind



### The 1936 Bendix Trophy Race Winning Beech C17R "Staggerwing"

Pilot - Cam Hawley  
Photo - Veronica Lind





## The Ryan Sports Trainer

Photo - Veronica Lind



## Catalina / Camso ZK-PBY

Painted in a wartime scheme to represent  
NZ4017, XX-T of No. 6 Squadron RNZAF

Photo - Veronica Lind



## The Mk.FR XIVe Spitfire

Photo - Veronica Lind



## Focke Wulf Fw 190A

Photo - Veronica Lind

## Gyrocopter

Photo - Veronica Lind







**Red Baron Crash**  
Photo - Veronica Lind



Bristol F.2 Fighter

Photo - Veronica Lind

# Exclusive Stories

## An interview with Rachel Brown

Marketing Manager of Omaka Aviation Heritage Centre



### Omaka Classic Fighters - Rachel Brown

On the first day of the airshow, I was able to arrange an interview with Rachel Brown, Marketing Manager for Omaka Classic Fighters Airshow. She was able to relate to us some in depth knowledge of behind the scenes activities for these large flying events. She covered the huge array of aircraft being flown and displayed, as well as providing more information on the large number of women pilots and their often overlooked contribution to aviation.

She spoke of Pam Collings, quite a famous aviator in New Zealand as she was the first female pilot to qualify for the World Aerobatic Championships in 1976 held at Kiev, then part of the Soviet Union. Four years later Pam flew in the World Aerobatic Championships at Oshkosh. She didn't fly at Omaka but was involved in providing the very informative commentary while Andrew Love flew her special sequence in the Pitts Special, the same aircraft she has flown many times over the years.

Also on the airfield were several other New Zealand female pilots. Dee Bond who was flying the beautifully restored Catalina Flying boat and Liz Needham was flying with the Harvard aerobatic team as well as flying the Spitfire in a WW2 battle sequence while her husband, Frank Parker flew the Focke Wulf. At the last airshow Liz flew one of the Spitfires while her husband flew the other.

**Veronica Lind with Rachel Brown (left). We met at this little Media Caravan to do this interview.**



Rachel couldn't really identify an individual highlight for the airshow but she was looking forward to the various sequences involving the women pilots including a V-1 rocket originally manned and test flown by Hanna Reitsch, the 'darling' of the Fatherland during WW2. She also spoke of the Russian battle sequences from WW2 where women pilots were often involved in combat flying. Russia was the only country in the world which allowed women to fly in combat. Lydia Litvyak was the top scoring ace of WW2 credited with 12 solo kills and four shared. She was eventually shot down in 1943 during the German invasion of Russia. With the possibility of her having been captured (traitorous in Stalin's eyes) she wasn't awarded the 'Hero of the Soviet Union'. Lydia had started flying at the age of 16 and was killed at age 22. Many of the female Russian pilots flew the Polikarpov Po-2 biplanes which were very slow having a cruising speed of about 60 knots but also very manoeuvrable. They flew at night on bombing missions to harass the German troops usually in groups of three. Two Po-2s would fly over first to attract the German searchlights and gunfire while a third aircraft following behind would cut her engine and go into a gliding bombing run. The sequence would then be repeated with the remaining two Po-2s. When they cut their engines and went into the glide, the wind whistling through the biplane rigging sounded to the unfortunate German soldiers like a broom swishing through the air. Consequently the Russian pilots became known as the 'Night Witches'. They would fly at least ten sorties a night. Women also served as engineers as well as gunners in air combat.

Many women from the US, UK, Australia and New Zealand also flew during WW2 but they were generally involved in 'Transport Flying'. They did delivery flights, of brand new, often untested aircraft from the factories to the active squadrons. They flew many different types of aircraft in all sorts of very suspect weather. On one flight they may be transporting a four engine bomber to a squadron while on the next they may be flying a single seat fighter. They had to be rated on all types and usually with minimal instruction so these women pilots did a brilliant and very dangerous job.

Rachel had flown in the Avro Anson the day before and she likened it to a luxury Range Rover. She found flying in the Anson a really beautiful experience whereas most of the talk is about the Spitfires, Mustangs, Nanchangs and Yaks which to her mind are more like a Porsche motor car.

Rachel told us that the Heritage Museum at Omaka had actually started with the Nanchang CJ-6 aircraft, mainly because China was selling them cheaply so lots of them were imported to New Zealand. Some inevitably found their way into the museum.



**This years theme at Omaka 2019 is "Saluting Women in Aviation"**

The Heritage Museum is a fascinating story in itself and basically began with the pilots wanting to share the joy of aircraft with everyone. They got together with Peter Jackson and he told them to give him a building and he'd fill it up! So after ten years of fund raising, grants and airshows they had enough money to construct what we now see on the airfield as the Heritage Museum. Peter Jackson asked them to paint it black inside; he then sourced the amazing aircraft and artefacts and the exciting 'Omaka Aviation Heritage Centre' is the result. This museum is world class and is a must to be seen if you're in New Zealand.

The museum staff are also involved in helping to run each of the airshows which occur on a biennial basis. A huge number of volunteers are also taken on board to help each time and the operation could not succeed without them. Many of the museum aircraft get to star in the airshow with their exciting flying sequences.

Rachel in her role as the marketing manager is involved in lots of social media, advertising, encouraging travel trades and also trying to encourage companies like Grand Pacific Tours to set up excursions incorporating the airshow. Local accommodation availability continues to be a problem but they are encouraging more companies and individuals to become involved as the airshow becomes more popular. Another large tour company actually brings people to the museum 54 times a year so that certainly helps to keep things running nicely. Rachel has been working at this role now for about three years and as it's very costly to keep the whole operation running successfully. Every opportunity is taken to make more people aware of this outstanding airshow and museum.

We wish them the greatest of success in the years to come.





Exclusive Insights to the hangar of the Airforce Museum of New Zealand where restoration works are carried out



Veronica in front of the army barracks where the soldiers used to live



Veronica met a flying enthusiast, Ernie



What a TIF



Let's try to figure this out





**Fellow pilots checking the rocket pods.  
Huck is the third pilot from left.**



Soon to finish his tour as a Forward Air Controller (FAC), O221393 Flying Officer (FO) Richard Neil Kelloway (right) shows three new RAAF arrivals the features of the Cessna O-1 'Bird Dog' aircraft, which they will be using on their surveillance mission for the United States Air Force (USAF) Tactical Air Support Service Squadron (TASS). Identified, left to right: O221573 Flight Lieutenant (FL Lt) Douglas John Stewart Riding; O4252 Flying Officer (FO) Peter Damien Condon; O19987 FO Gary John Ennis; FO Kelloway. Photo courtesy of Australian War Memorial

AUSTRALIAN WAR MEMORIAL

P01948.010

# *Exclusive Interview*

## **With Jet Fighter Pilot - Gary John Ennis - "Huck"**

**What is it really like to be a jet fighter pilot?**

**How did they become fighter pilots?**

**Are these guys really like 'Superman'?**

**What are their career prospects once they've finished being jet fighter pilots?**

These are questions that may come to mind when people see the adrenaline pumping fighter jets flying and performing seemingly impossible feats. Everyone watching is thinking... there is a pilot sitting in that machine manipulating its controls and having the ride of his life!

Huck had been a fighter pilot through the 1960s and we were very fortunate to have caught up with him on our Omake tour. Huck grew up on the Tamborine Mountains near the Gold Coast and as a teenager he'd formed a little group with his two mates and they decided to call themselves, 'Huck', 'Buck' and 'Chuck'! And the name has stuck with Huck to this day.



*Jet Fighter Pilot - Gary John Ennis - "Huck" partying with us on the last day of our Omake adventure*



Huck had started off in the RAAF doing radio. He had two years in PNG as a radio technician which he didn't particularly enjoy and kept applying for aircrew jobs. However he was always thwarted by the usual excuses given by the airforce such as being overweight or a raft of medical reasons to stop the applicant in some way. However, eventually at the age of 23, Huck was finally accepted and commenced his training at Point Cook as Cadet Air Crew. And that's how it started!

Huck very humbly said that he didn't do all that well in the first part of the pilots' course but eventually after the 25 hour stage, he ended up with the Chief Flying Instructor named, Black Jack Murray who had a very loud voice! Huck thought he'd failed before he'd even got to the holding point there was so much shouting from the CFI. As it turned out he did fail! He only found out the details after he'd graduated but after his test flight as the CFI had immediately gone to Huck's instructor and said "I'm going to scrub your lad!" And Huck's instructor said, 'over my dead body!' So after several cries of support from other instructors, it was decided that Huck must have suffered from nerves as he'd 'never stuffed up that badly before!' So Huck graduated as a pilot! Huck had flown the Winjeel at Point Cook and then in the next stage of his training, he flew the Vampire Jet at Pearce RAAF Base.



*Huck as a young pilot*



Huck jokingly said that he's definitely a 'jet man' as all those leavers in a piston engine aircraft confused him and he always had trouble working out which one had to go where! He said he jumped from position 23/24 in Point Cook to about 8/17 at Pearce. He found the jet a much more simple aircraft to fly. It had the 'go lever' and 'speed brakes' and that was about it! Huck's instructor had been an ex RAF Hunter pilot named Pete Blocke and on graduation he discussed what Huck's next move should be. When Huck suggested he might go back to maritime, Pete Blocke boomed out that no student of his was going to become a 'fishhead'! He firmly stated that Huck was to become a fighter pilot! Huck was less than impressed with this choice that had been made for him. 'People die in fighters!' and he was even less impressed as he and his mates drove their sports cars back across Australia and heard on a news flash that a Sabre Jet had crashed into the junction in Newcastle! Oh no Huck thought, that's where we're headed; to fly Sabres! I wonder if it was anyone we knew? Eventually it came out that they did know the Pilot Officer in question and he'd been the Dux of the course in Pearce! Huck was thinking what chance would he have!?

So he said those early days were a bit rough but he got through it somehow.

As it turned out, Huck loved flying the Sabre Jet and classed it as one of the last of the gentleman's fighter aeroplanes. 'You could open the canopy and 'put your scarf out in the breeze!' It wasn't too complicated and it was a lovely aeroplane to fly. We had to get 250 hours on the Sabre before we could progress to the Mirage.' Huck found the Mirage a much busier aircraft in the cockpit with the radar and all the limitations on engine management but after nearly 3000 hours on the Mirage, he liked the old 'French Lady'! She was great! Huck loved flying but as he progressed up the ranks to Wing Commander there was less flying and more staff jobs.





So Huck's last job in the Air Force post Vietnam and some medical problems was as CO of 25 Squadron in Pearce. This was a reserve squadron and started off with 5 Macchi Jets and ended up with 25 Macchi Jets and the oldest CO in the airforce at nearly 50 years of age. The chief of the RAAF, Air Marshall Ray Fennell at the time had decided that all of the PC9 cadets needed to do a jet conversion course to complete their instruction and training. The PC9 with its turbo prop can't go above 17000' and also when you close the throttle on a PC9, the big blade goes flat and you get thrown forward into your harness. However, if you close the throttle in a jet it doesn't make any difference; you keep whistling through the air and you have to use speed brakes and manoeuvre to lose speed. The Macchi Jets were a very necessary training addition.



Huck first experienced war while flying for the RAAF during the Vietnam War in 1969. Huck had done a Forward Air Control course at Williamtown in joint warfare and then as a young Pilot Officer, was deployed with a squadron in February, 1969 to go to Butterworth with 21 Mirages. About two months later he got a posting to 7th Airforce Headquarters, Australian Force Vietnam as a Forward Air Controller. 'I wasn't too sure about this at the time but I didn't have much choice in the matter! I was soon being indoctrinated into my new role of working with the Americans.' Every other aircrew member of the airforce did what they were trained to do. The Canberra Bombers were there doing their share of bombing, the Caribou Aircraft were there doing their short haul, the Iroquois Helicopters were doing their insertion and extraction of army guys in really hostile situations, even the Hercules Aircraft were flying in and out and doing long distance flights as well as maritime work. And the Fighter Pilots? Well, only 3 of all our fighter pilots flew Phantoms in the war and the other 36 fighter pilots stepped out of their 600 knot Mirage into a 60 knot Bird Dog. 'We had two little rocket pods under each wing with white phosphorus and our job was to support the guys on the ground. So whenever they got into a contact, our job was to get there as quickly as we could, order up either the artillery or the gunships, guide them in and get the troops out of a tight situation. I did this for two months and at this stage, President Nixon was trying to end the war so all of the Bird Dogs were then sent out into Laos and Cambodia and the Australian Government wouldn't allow Australian servicemen any closer than 20 mile to the Vietnam border for fear of an 'international incident'! We then had to change roles to the Bronco Aircraft which was a much more capable aircraft but a bit more of a handful to fly at low speed. However it was a much better design as an air support aircraft because it had 4 rocket pods, 7 rockets in each one, two of phosphorus, two of high explosive and four 7.62 machine guns in the sponson. So if the guys got into a contact, you could get there quicker at some 200 knots and provide some instant air support.'

'It was a fairly hair-raising job! The pressure that you had on you as a young pilot was immense. You had to direct the fighters exactly where they were needed on the ground and because the delta is all green rice paddies and vegetation, not many features exist that you can use as a visual cue for the aircraft that are up above at 15000' looking down. When using the white phosphorus rockets as a landmark, we found that if you hit the water of the canals they wouldn't ignite so you then had to



use a smoke grenade thrown out of the cockpit. You had to pull the pin when ready, and let it go but you weren't allowed to fly below 1500' unless it was an emergency. By the time the smoke canister hit the ground from 1500' leaving a smoke trail all the way to the ground, it would then go out. So it was a bit of a challenge to work out how to get the guys above to be looking at the piece of dirt we had pinpointed below.' Huck said as a young pilot he found this role very challenging but also fun in a strange way. It was a culmination of all of your training so far. It was a military achievement in that you'd risen to the top of the pile and you were doing your specialist job to the best of your ability, just as the other pilots were doing their job such as the chopper pilots. So Huck related his war experiences like any war to being long moments of absolute boredom followed by moments of 'frantic activity'. Just as it would have been in WW1.

Almost sheepishly Huck began his next sentence with relation to an Australian axiom that no-one blows their own trumpet but he said he was intrigued by one of the Australian chopper pilots, Mick Haxel who was the youngest pilot in the Vietnam War to get a Distinguished Flying Cross (DFC) and knowing that about 10% of the Forward Air Controllers got a DFC, he disparagingly called it the 'fat badge'! There weren't all that many chopper pilots who got, many of whom would have justly deserved it. Why the 'powers' went that way Huck just didn't know. But about 6 months after Huck got back to Australia, he got a telegram from the minister for defence stating that he'd been awarded the DFC! He was amazed and couldn't work out how it had happened. Obviously the nature of the job puts Forward Air Controllers in the action continuously. Whenever there was a contact, they were there! They were involved in more fights than the guys on the ground. Huck thinks his award may have come about when he was flying with a Major Laventis, assistant air liaison officer who was riding in the back seat of the Bird Dog during his phase two checkout to make sure that Huck was operational. They were just about ready to pack up and go home because the Bird Dog had wind driven instruments and poor lighting and all that sort of stuff so they only flew in the daylight hours. Anyway, a fight started up and a company of 30 guys got ambushed by what they estimated later was about 250 Viet Cong. Half of the ambushed troops were either wounded or killed in the first exchange and it was right on dusk. 'So when you hear their voices over the radio, the hairs on the back of your neck stand up and you know they're in deep trouble.' It took Huck 10 minutes to get to their position and then it took the same amount of time for the fighters to come out and be directed to the target area near the troops. So, because it was getting dark, there was no way to see smoke on the ground. Huck had to get a napalm on the ground so there was now a fire and a distinct target feature for the fighters to focus on. Huck then had to make adjustments using bomb craters as a guide to zero the fighters in on the target with greater accuracy. There are also restrictions on the distance from the 'friendlies' that they can drop bombs. Bombs can't be dropped closer than 175m, however bullets, napalm and rockets can be placed up to 50m from the 'friendlies' for example. This is obviously very difficult to judge from the air. As the Viet Cong were compromised and they started getting hit with bombs and rockets, there was an even a greater flurry of tracer flying around and when the 'good guys' spoke on the radio you could hear the anxiety along with gunfire and ricochets in the background! 'That really gets you going!' Anyway Huck said he must have done alright because the major signed him off as being fully operational.



Huck did nearly 28 years service in the airforce which was most of his working life. At the end, due to long standing medical issues caused from stress of combat, the airforce took Huck's flying category from him, although his condition was not a problem for civilian flying. Huck decided to leave the airforce but in order to continue flying, he had to resit all of his exams for a commercial licence and get a twin engine command instrument rating before he could even apply for a commercial flying job. None of his airforce training counted. So after long stints at night school and lots of help and training he had his civilian qualifications. He was out competing with all of the other young pilots looking for a job but of course with loads of experience behind him. Huck didn't do a lot of civilian flying once he left the airforce. When the air dispute was on in 1988, he was flying for Fairbairn Air Charter and Training School in Canberra. Huck did a few charters for people who were hard pressed and had to get to places. He found this type of flying pretty 'scary' after being in a fighter jet where you burst through the clouds and get on top as quickly as possible.



But to fly around at 9000' through cold fronts with icing up, losing altitude and all that sort of stuff he found it a bit of a challenge for an old 'knucklehead'. However he did all that and eventually got a job with Pellair, which was a night freight company which won the defence contract for the Navy. They were pulling targets for all three of the armed forces where they would shoot their guns and missiles at a variety of targets being towed. So the job in some ways was quite complicated compared to being an executive jet pilot flying for well heeled executives to Paris, Rome and New York. Huck instead was flying to Meekatharra, Darwin and Gove following the Navy around the top end of Australia, getting about one third the pay of the executive jet pilot.

Huck, now in his retirement lives back in Tamborine Mountain where he spent his childhood.

When asked what he thought of the Airforce as a career for our young pilots and airforce cadets coming through, Huck stated that its a 'bloody good career'! He feels that pilots get some of the best training possible. In the military, if a student doesn't meet the standard by a certain number of hours its OUT! So the pressure is on right from the start. He's sure that in civvy street you still have to perform but its well known that the military training is an excellent foundation for an aviation career.

What a great honour it was to share some valued time with this very humble man on our New Zealand tour and have a really in depth talk and gain a wider understanding of a former Australian fighter pilot and 'knucklehead'.

*Flying Officer Gary John Ennis*

Service number	O19987
Final Rank	Flying Officer
Service	Royal Australian Air Force
Conflict/Operation	Vietnam, 1962-1975
Award	Distinguished Flying Cross



**Standing L-R:** John Griffiths, Ian Jacobsen, Fred North-Coombes, Barry Turner, John Archer, **Gary "Huck" Ennis**, Graham Quick, Phil Astley, Dave Watson, Frank Fry, Nick Ford, Stan Keig.  
**Seated L-R:** Jack Rydstrom, Arthur Lowe, Bob Howard, Don Ende, Vic Battese, Trevor Peck, Wuz Bowers, John Byrnes, Ross Mathieson, Col Low.





**Our flight has been cut short but not our efforts to raise funds to help Humanity & Inclusions (HI)**



### **Statement from Handiflight:**

Given that we had not managed to find any new sponsors and no disabled pilot with Mike, Guillaume, Paolo and Eric's experiences are available to enable us to continue safely on our way, we unfortunately have to bring our adventure to a close here in New Zealand. This decision was difficult and painful to take, but it's the only logical option as safety has always been our top priority.

With 5 months and 30,000 km of flight behind us, we of course remember flying over amazing landscapes, more beautiful than we could ever have dreamed of, but above all we have had encounters with people we will never forget.

Today on our planet "100 million people are awaiting for a wheelchair or a prosthesis". We flew 30,000 km and collected about 10,000 CHF. An enormous THANK YOU to all donors for their generosity. We hope to reach our 30,000 CHF target this September.

Please continue to support us here - <https://handiflight.com/en/support-hi/>





**Eric Dabas**



## HANDFLIGHT CIRCUMNAVIGATION OF THE WORLD

**Eric Dabas** is no ordinary man, he became a paraplegic after being involved in a motorcycle accident in 1983. Just a few minutes with him revealed an incredibly modest man with a great sense of humour, but the eyes told a different story. There was a fire there showing utter determination and focus to complete the task ahead - to fly around the world in a CTLS.

An ex. Air Zimbabwe Captain I used to fly with in Africa approached me asking if I could fly with Eric as a safety pilot so he could practice cross wind landings in Port Macquarie in preparation for the challenging trans-pacific flight. I instantly agreed and it opened my eyes to something that very few of us ever think about. I asked him how many flying hours he had logged, and he modestly replied "not many". "Not many" turned out to be 1,000 hours all as a paraplegic pilot!! I found out that he was a qualified instructor as well, and with a wicked grin on his face he told me that he was having trouble finding students!

Undaunted by his "disability" Eric completed his CPL in 2006 and got a job flying Cessna Cardinal RG's for an oil and gas company. He also did his glider and glider towing rating in 2010, as well as becoming a qualified flight instructor. He is currently a simulator instructor on the Dauphin and NH90 Navy helicopters.

Eric has become involved with the Handflight paraplegic pilots because "it shows solidarity with the most vulnerable people, opens our eyes to prejudices related to disability and offers hope to people with disabilities, encouraging them to date to realise their dreams". He was in this circumnavigation flight and attempting to "bridge the gap between the worlds of disable and non-disabled people". WOW!!! What an admirable ambition to have in life.

In November 2018, two CTLS's and a Piper Comanche support aircraft departed Geneva for their round the world flight tracking through the Middle East, Pakistan, India, Myanmar and on into Thailand. Then on 30th December, tragedy struck when one of the CTLS's flown by Such African paraplegic pilot Mike Lomerg crashed while landing at Bang Phra in Thailand and unfortunately Mike lost his life in the accident. The cause is still under investigation. Never losing sight of their goal, the flight continued with the remaining CTLS and support Piper Comanche through Indonesia and then on to the West Coast of Australia via Broome and Perth.

As the plan was to take in New Zealand, the logical routing was Port Macquarie / Lord Howe Island and onto Kerri Kerri in NZ, hence my involvement at that point.



We met on the Saturday afternoon at the club, and the surface wind at PMQ was 090/10. While we actually wanted a more challenging cross-wind, Eric flew beautifully with sound rudder control. Now think about the technique to use if the aircraft rudder is controlled by hand. Using just his right hand, he had to co-ordinate rudder, throttle and brakes, quite a feat that has taken many hours for him to perfect. I tried taxiing the aircraft using the hand controls and swung drunkenly all over the runway nowhere near the centre line! We had a bit of a giggle over that.

With reference to cross wind landings, a dropped-wing cross controlled approach is not really an option as every time the throttle needed adjusting, you would need to release the rudder, hence the "crab" approach is the best solution. The approach is made using 15\* of flap and a speed of 70/75 knots all the way to the threshold. This excess speed enabled Eric to close the throttle, and then with the same hand, grab the rudder control and align the nose with the runway before getting too slow. Any problem with the round-out / hold off was thus minimised as the aircraft had a slight excess of energy. This is just stuff non-disabled pilots would never think about and his coordination was extremely good.

This actual aircraft, HB-WYB has already flown around the world, so this its second time round! The fuel system consist of four fuel tanks integral with the wing, giving an internal capacity of 300 litres. A bladder tank installed in the cockpit give a further 150 litres of fuel bringing the total capacity to 450 litres. At 20 l/hr, this gives an ultimate endurance of 22 hours. Event with full fuel, the aircraft grosses out at only 700 kgs and it has an approval to operate at this weight. The C of G doesn't appear to be an issue. Time wise, the plan is to fly into Oshkosh this year. **Unfortunately due to the lack of funds and sponsorships, the team who had done 30,000 km in 5 months have to end their flight in New Zealand.**

The support aircraft is a classic 1960 Piper Comanche piloted by Joseph. Daniel is the coordinator of everything and flies in the Piper. They too have an interesting story to tell, but I'll save that for another day.

I was truly humbled and honoured to fly with this great pilot and my outlook on life has undoubtedly been changed by coming into contact with Eric and his team. Please follow them on <https://handiflight.com/en/> and offer any support you can even if it is just spreading the word.

## John Hayler



## The modified flight controls







**Brian Oswell**



**The young Brian Oswell - Pilot**

Brian Oswell put together an exhibition during the ANZAC weekend about the D-Day Operation Overlord & Airforce Action from WW1 and WW2. There were presentation and display of maps, stories, aircraft instruments, models, illustrations and newspapers that focus on the contribution of the Airmen and women of the Airforce. Pilots who faced enemy fighters, walls of flak and atrocious weather; of ground staff who toiled day and night to service and arm the aircraft, defending the airfields from bombs and machine gun fire. It tells of the bombers, fighters, the technology that they developed and the over 13,000 airplanes involved in D-Day.

'I didn't actually feel any fear during the course of an emergency. I was just too busy solving the problem and getting the aircraft down safely. It was only after I'd landed that the shakes began!'

This was how Brian described his feelings when relating one of the systems failures in the undercarriage of an aircraft he was flying.

Brian Oswell always loved the idea of flying. Too young for WW2, Brian was given his opportunity to gain his flying qualifications when the government once again needed combat pilots with the commencement of the 'Malay Emergency' in the 1950s. The Malay Emergency arose when three rubber plantation managers were murdered by communist guerrillas. Australia immediately joined with Great Britain to quell the problem and keep the important supply of rubber moving.

Brian trained as a bomber pilot and as a 21 year old he was sent to Tengah Air Base in Singapore where he remained for 9 months. He was flying the Avro Lincoln heavy bomber, derived from the famous WW2 Lancaster. Brian and the rest of his squadron would fly up to a 7 hour round trip from Tengah Air Base to the 'target' zone not far from the now Malaysian/Thai border where they would drop their bombs onto guerrilla positions before returning to Singapore. Once back in Australia, Brian continued his long aviation career with Qantas and then finally as a full time flying instructor for many years.





Now, at a spritely 87 years old, the passion for all things aviation still burns strongly within Brian Oswell. With ANZAC day coming soon he feels renewed enthusiasm to highlight the contribution of the Airmen and Women of the airforce. He wants to make every one aware of the pilots who frequently faced enemy fighters, walls of flak and atrocious weather with marginal training and experience whist often flying inferior aircraft. He speaks of ground staff who toiled day and night to repair, service and arm the aircraft ready for their next flight. Ground personnel were often attacked by the enemy with bombs and strafing so defence crews were also imperative to operations but often forgotten. Many lost their lives, suffered horrific wounds or spent years in POW camps. He also looks at D-Day Operation Overlord, the 13,000 aircraft involved in D-Day as well as looking at WW1 aircraft. To cover this information, Brian is in the process of setting up a fascinating and very detailed display of aviation history at the Hastings District Flying Club. This can be viewed by the public over the weekend for April 27 and 28. Ultimately he wants to contribute to an aviation museum in Port Macquarie.

## AVIATION INTEREST GROUP

Brian Oswell is setting up an 'Aviation Interest Group' open for anyone to join. The interest group could cover the amazing Men and Women Pioneers, learning to fly, balloons, dirigibles, parachutes, gliders, airlines, charters, airforce life, ultralights and anything else that involves us being up in the air.

Contact: Brian Oswell 0439342022 or email [brianoswell@yahoo.com.au](mailto:brianoswell@yahoo.com.au)

Check out the following news reports on Brian Oswell -

**Port News** - <https://www.portnews.com.au/story/6003858/exhibition-to-focus-on-air-force-operations-during-world-wars>

**Focus Magazine** - <https://issuu.com/focus.mag/docs/pmqi162/107>





## Farewell Flight Design CTLS 24-6669



Rod Davison with John McBryde before his departure to Devonport, Tasmania.



## Hello Sling!

Sling is due around 10th June. Sling 23-1624 is now added to Goboko. Hiring rate is \$150/hr for members. Start booking!



# Fly & Spy 2019 RESULTS

On the week of 7th April 2019, eleven teams participated in this fun flying event.

- 1st - \$100: Rusty the Vixxen - Trevor and Gayle  
 2nd - \$70: The Faraways - Benn and Donna  
 3rd - \$30: The untouchables - Clyde and Sue  
 4th : More right rudder - Kynan and John  
 5th: CT Boys - Ray and Bruce  
 6th - Three equal teams
- Lightning 2 - Simon and Edward
  - Stay off my grass - Chris and Mark
  - Dazed and Confused - Billy and Mike
- 9th: Team 182 - David, Nicholas and Maxwell  
 10th: The What's Its Names - Mark and Col  
 11th: The Cabbage - Team Dougie - Doug and Steve

A huge thanks to all who supported this flying activity and dinner.



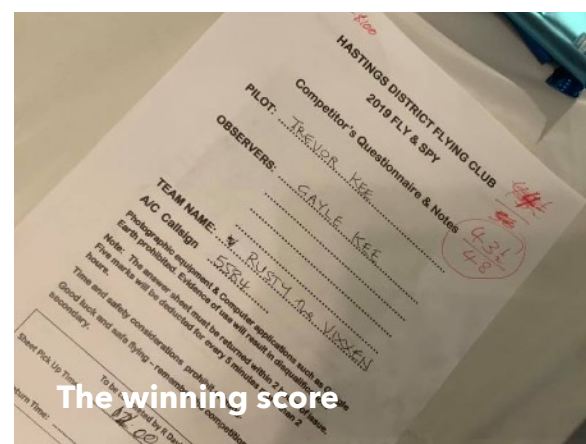
The Vixxen - Winner



The Faraways



More Right Rudder



The winning score



CT Boys



Stay Off My Grass



Dazed and Confused



Team 182





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

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

**Lunch will be hosted by  
Lorraine Dunlop in June.  
So see you there!**





# Captain's Report

## MARCH 2019 FLYING COMPETITION

By RAY LIND, Club Captain  
Hastings District Flying Club

Our March Flying Competition for 2019 had been postponed from the week before when the weather forecast for our fly in at Dexfield Park had been unsatisfactory. However our flying on March 24 at YPMQ was perfect and of course the good weather always increases the volume of flying traffic but this is very good experience for our pilots. We had nine (9) pilots compete today which is an excellent turnout. Today we also welcomed Kynan Schneider, one of our Scholarship students to the competition and he flew extremely well. We'd like to see more of our students compete and take advantage of our great flying rates of \$100 an hour for these specialised days. Everyone gains from our competitions which are designed to maintain our pilot's currency, confidence and competency while possibly taking them out of their comfort zone at times.

### Blind Circuit / Spot Landing

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

Our highest scoring pilots were:

1st Greg Connors 96 pts, 2nd Simon Guthrey 94 pts, 3rd Mark Crawford and Rod Davison 92 pts.

### River Bash

This exercise involves a coordinated Flying Exercise up the Maria River at exactly 600'. The pilot has to keep the aircraft in balance with the rudder (extremely important) during some steep turns whilst maintaining a position exactly over the middle of the river. This is great fun but does require some intense concentration from the pilot.

1st Rod Davison 56 pts, 2nd Col Hayler 54 pts, 3rd Graham Smith 53 pts.

### Forced Landing

This exercise simulates a total engine failure and the pilot has to glide the aircraft safely to a suitable landing area while going through all of his trouble checks.

1st Rod Davison 85 pts, 2nd Mark Watson 79 pts, 3rd Greg Connors 65 pts.

### BONUS POINTS

These points are gained for perfect landings regardless of whether the pilot is in the scoring boxes. The landing has to occur with the column hard back whilst maintaining a position exactly in the middle of the runway to score a maximum of 20 points for each landing. Our impressive pilots today were:

1st Kynan Schneider, Rod Davison and Simon Guthrey all on 30 pts.

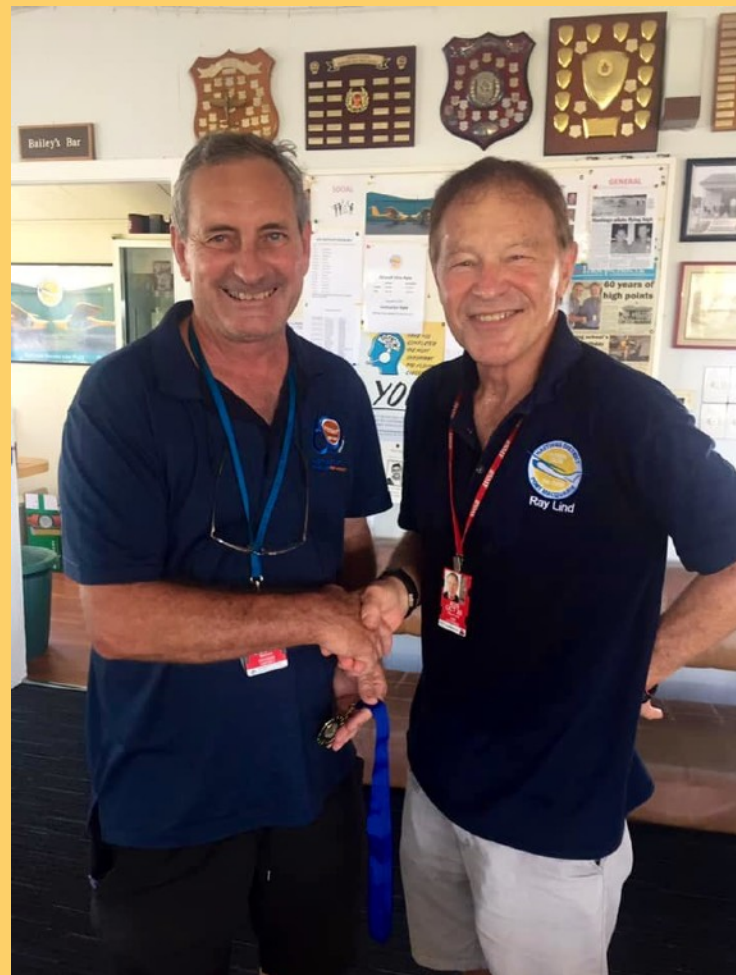
### OVERALL

1st Once again with some very impressive and accurate flying was Rod Davison 263 points.

2nd Greg Connors 224 points.

3rd Simon Guthrey 206 points. (This is Simon's best result so far and it shows what perseverance and determination can achieve)

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







# Captain's Report

## APRIL 2019 FLYING COMPETITION

By RAY LIND, Club Captain  
Hastings District Flying Club

Lovely, sunny weather welcomed us for our April Flying Competition, 2019. We had ten (10) pilots fly the competition sequence which was a great response from our flying members. Today we also welcomed Benn Farrawell to our competition flying for the first time and also Gavin Law had his first attempt at competition flying. It's also great to see our pilots take advantage of the cheap rates of \$100 an hour for these days, along with no Instructor fees. However most importantly, this is the best way for all of us to maintain our flying currency in a fun and challenging way. This can only enhance the safety of HDFC flying operations where our pilots can then confidently come out to the airport to fly by themselves or with passengers in a confident, competent manner. Our flying events were as follows.

### 1000' Circuit (Spot Landing)

In this exercise we required the pilot to fly a perfect circuit with altitudes within +/-50' tolerance for the whole sequence plus strict airspeed monitoring. This sounds easy but it does require some serious concentration and discipline. Our results were:

1st Rod Davison 87 pts, 2nd Col Hayler 72 pts, 3rd Mark Watson 69 pts

### River Bash

This is a coordinated Flying Exercise up the Maria River which also requires careful attention from the pilot to maintain exactly 600', keep the aircraft balanced at all times and remain positioned exactly over the centre of the river. This is great fun but requires intense concentration being so close to the ground.

1st Rod Davison 62 pts (Rod Flew extremely well with the max available points being 65), 2nd Ivan Daniel 53 pts, 3rd Mark Watson 49 pts

### Forced Landing

Today, in this exercise the pilot experienced a simulated total engine failure at 2000' over the field. The pilot then had to complete all of the emergency checks and calls whilst setting the aircraft up for a safe landing back onto the runway touchdown markers. Only one of our pilots, Mark Watson landed into the scoring boxes today although most did make it safely back to the airfield.

1st Mark Watson 58 pts, 2nd Simon Guthrey 49 pts, 3rd Benn Farrawell 47 pts

### BONUS LANDING POINTS

Bonus landing points are gained by the pilot landing CORRECTLY and SMOOTHLY on the mains, holding the column HARD BACK, (nose wheel well above this runway) and the undercarriage straddling the CENTRE LINE. A landing which is too firm or bounced gains no points at all. A maximum of 40 points can be gained with the two landings.

1st Simon Guthrey in the CTLS and Benn Farrawell in the Foxbat, both on 20 points, 2nd Rod Davison (CTLS) and Mark Watson (Foxbat), both on 10 points.

### OVERALL

With some very accurate and consistent flying, coming first today was Rod Davison. Rod scored 190 points overall.

Second place was gained by Benn Farrawell on 178 points in his very first attempt at the flying competitions.

Coming third, also with some very accurate and professional flying was Simon Guthrey on 176 points.

Well done to all of our participating pilots.







# Captain's Report

**MAY 2019** HDFC FLYING COMP AT CAMDEN HAVEN AIRFIELD

By RAY LIND, Club Captain  
Hastings District Flying Club



A perfect autumn flying day welcomed us at beautiful Camden Haven Airstrip (YCMH) for our May Flying Competition. Anne and John Hayler hosted us for the day and made the YCMH hangar available for a delicious and very welcome lunch. Today's flying events commenced with the Flour Bomb event followed by Steep Turns and finished with a Spot Landing. Straight after lunch we held our presentation where the winners of each event were announced as well as the highest scoring pilot for the day's competition received his winner's medal. Air judges, Ray and Bruce were kept busy checking the eight (8) pilots who competed. Overall the pilots used five(5) different aircraft so it was quite a spectacle for everyone watching. The competition flying was completed by lunch time allowing the pilots and spectators lots of time to relax and enjoy this beautiful, relaxed venue. With just a very light south easterly wind, all of our flying was very pleasant and turbulence free on RWY 12. The total absence of other air traffic also makes it a delightful flying venue. The superbly maintained grass airstrip also gave some of our pilots a rare chance to experience flying so close to North Brother Mountain as well as negotiating a challenging approach through the tall trees each time. As well as being great exposure for the pilots, it's also a very exciting activity for the spectators as they can stand immediately beside the strip during the landings and see up close exactly where the wheels make their touchdown and how the pilot handles his landing. Today we also welcomed Chris Hollis to the flying competition for the very first time competing in his recently acquired Coyote Aircraft.







# Captain's Report

**MAY 2019** HDFC FLYING COMP AT CAMDEN HAVEN AIRFIELD

By RAY LIND, Club Captain  
Hastings District Flying Club



## Flour Bomb Event

Our first activity to promote accurate and steady flying was the Flour Bomb event. Each pilot had to overfly the target area at 200' and decide when to release the 'bomb'. Our most accurate bombers on the day were:

1st John Cleland 35 pts (in the C182), 2nd Chris Hollis 32pts (in his Coyote Aircraft) 3rd Rod Davison 29 pts (in the Foxbat).

## Steep Turns

Our second event involved Steep Turns which is a co ordinated flying exercise with turns up to 45 degrees whilst keeping the aircraft exactly in balance. Our results were mostly quite good with a maximum possible score of 70 pts. Our highest scoring pilots were: 1st, Ivan Daniel, Chris Hollis and Simon Guthrey all on 60 pts. 2nd, Rod Davison and Doug Toppazzini both on 55 pts.

## Spot Landing

Our third flying activity was the Spot Landing where the pilot has to touch the main wheels down smoothly in the scoring boxes whilst maintaining a position in the middle of the runway and holding the nose high off the runway with full back pressure on the column. The highest possible box score to be gained is 50 pts. Today's most accurate pilots were: 1st David Mitchell 50 pts (David was exactly in the middle of the 50 box with a perfect landing). 2nd Rod Davison and Chris Hollis 40pts.

## Landing Bonus Points

(Column hard back, runway centreline, smooth landing, maximum 20pts)

1st David Mitchell, John Cleland, Mark Watson, Chris Hollis and Doug Toppazzini all on 20 pts.

## Overall Winners

Our most successful pilot today was a very clear winner whilst displaying some outstanding flying.

1st Chris Hollis on 152 pts. (This was Chris' very first attempt at competition flying)

2nd David Mitchell 115 pts

3rd Rod Davison 114 pts

This was a fantastic flying day for all of our participating pilots as well as being a very enjoyable spectacle for our spectators. Thanks once again to John and Anne for hosting the day and giving our pilots the opportunity to fly in a very different and challenging environment. All pilots gain greatly from these flying competitions.



# *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](http://www.hdfc.com.au)

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

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

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

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

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

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



# CFI Report

## BY: STEVE SMITH



Congratulations Chris Munro who completed his first solo on 22nd March 2019. Being a neighbour of Rod Davidson it's easy to see where he contacted the flying germ from.



Congratulations to Bennett Farrawell who gained his cross country endorsement on 20th March 2019. Racing car driver and owner of several local Subway outlets, Benn has been fitting aviation into his busy life for 15 years. Persistence has finally paid off.



Congratulations To Gavin Law on gaining his Pilot Certificate on 26th March 2019. It's been a long road . Starting almost 20 years ago in Canberra , Gavin has had to endure cancer treatment and the death of his wife but didn't give up . Well done Gavin, you are a legend.



Congratulations AJ Crawford on his first solo at daybreak on 21st March 2019. Watched by his proud father Mark. Lovely landing, AJ!



# CFI Report

## BY: STEVE SMITH



Edward Molony a.k.a. Fast Eddy, took to the skies to perform his first solo. This was undertaken in a very safe, competent and low-key manner, which is just how we like it for first solos. Ed has a history of sailing racing skiffs, and attributes much of the feel he has for how the aircraft responds in flight to his experience on the water. Whatever it is, it must be working! Congratulations, Ed, and we look forward to following your aviation achievements in the future!



Steve Woodham is the first person to gain his formation endorsement "in house" on 29th April 2019. Well done mate, I'm sure you'll look forward to many more sweaty moments!! Huge thanks to Al Bradtke for his patience and advice during Steve's training and offering up his RV 12 to act as the target ship!!



First solo on 8th May 2019 competently flown by David Gray. Near perfect weather conditions led to a near perfect circuit. Dave was under strict orders to watch his circuit spacing and not look for properties to buy on the downwind leg!! Well done Dave, nicely done.



Nicolas Tessede is HDFC's scholarship winner who flew solo on 10th March 2019. Starting at daybreak and doing daily inspections in the dark with torches for weeks have all been worth while.

Nicolas gained his Pilot Licence on 10th May 2019. He has no doubt itching to take his dad for a fly. Nicolas was born in Tahiti, his father and grandfather both had licences and flew together in Europe. Congratulations to both Nick and his instructor Mike for their dedication



16 year old Kynan Schneider passed his Pilot Certificate test on 1st June 2019 and now aiming high for an aviation career.



## FLY HIGH, FLY FREE JUDY HODGE (JOHNSON)

Goodbye to a local, Passionate Aviator.

Judy Hodge, a member of HDFC sadly passed away on 25th May 2019. She has been a very familiar sight to all Port Macquarie residents flying overhead in her beautiful white C182 seaplane. She will be greatly missed by all of her friends and everyone who loves aviation.



**JUDY HODGE**

**Port Macquarie Seaplanes**



## BUSY WORKING BEES

Great work carried out at the Working Bee on Sunday 2nd June 2019. Suspect weather at first but then it cleared to allow us to achieve some excellent chores around the club. Once again many thanks to Steve and Fran, Mark, Ivan, John Cleland, John Hayler, Doug and Ray.





# 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 Sling 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?** Three people are scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person listed should contact the two below 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.** Both the Foxbat and Sling 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 Sling. 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 ROSTER

Fortnight Beginning	Team	Phone
19/6/19 to 3/7/19	Nicholas Tessede	0405939245
	Rod Davison	0419632477
	Kynan Schneider	0447620600
3/7/19 to 17/7/19	Ed Godschalk	65844339
	Aaron Crawford	0403866118
	Mark Crawford	0265827082
17/7/19 to 31/7/19	Harley Sirovica	0457360451
	Simon Guthrey	0433447067
	Ed Malony	0431180815
31/7/19 to 14/8/19	Russ Delforce	0414710440
	Jan Burgess	0450223446
	Col Hayler	0437478549
14/8/19 to 28/8/19	Steve Smith	0405775192
	Kynan Schneider	0413915871
	Maxwell Mangan	0466810932
28/8/19 to 11/9/19	Dave Toulson	0418668355
	Rod Davison	0419632477
	Aaron Crawford	0403866118
11/9/19 to 25/9/19	Bruce Dunlop	65595444
	Mark Watson	65596407
	Nicholas Tessede	0405939245
25/9/19 to 9/10/19	Maxwell Mangan	0466810932
	Ray Lind	0428820698
	Ben Farrawell	0414238203
9/10/19 to 23/10/19	Mike Bullock	0412237787
	Col Hayler	0437478549
	Graham Smith	0408409966



# HOSPITALITY ROSTER



*Duty is from 5pm to 8pm of a Friday evening. Volunteers are still required for this roster. If you can help please phone Rod on 0419632477*

## 2019

14th June	Mike Bullock
21st June	John Hayler
28th June	Bruce Dunlop
5th July	Steve Smith
12th July	Doug Toppazzini
19th July	Ray Lind
26th July	David Toulson
2nd August	Veronica Lind
9th August	Mike Bullock
16th August	Rod Davison
23rd August	Bruce Dunlop

# FLYING COMP LUNCH ROSTER

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

## 2019

16th June	Lorraine Dunlop
21st July	Michelle Toppazzini
18th August	Veronica Lind
20th Oct	Adele Lingard
17th Nov	Dianne Davison

# MORE PHOTOS OF NZ AVIATION TRIP



At the Omaka Aerodrome



Our guide at Motat with Ray Lind



Photo from Robert Scott: A display at Omaka - the "Night Witches" (German: die Nachthexen; Russian: Ночные ведьмы, Nochnye Vedmy) which was a WW2 German nickname for the female military aviators of the 588th Night Bomber Regiment, known later as the 46th "Taman" Guards Night Bomber Aviation Regiment, of the Soviet Air Forces.



# INFORMATION

## WELCOME NEW MEMBERS

**Harley Sirovica - Flying**  
**Jemima Powell - Flying**  
**John McMillian - Flying**  
**Anthony D'Angelo - Instructor**  
**Lindsay Armstrong - Flying**  
**Ivan Shandanski - 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 - \$45**  
**Junior membership - \$11**



Mike Bullock at Anson Needham's "office"

## CAPTION THIS

Send your captions to [editor@hdfc.com.au](mailto:editor@hdfc.com.au) or post on our [Facebook Group](#)

Suggestions from the Captain, Anson Needham - **"Qantas are really scraping the bottom of the barrel for B737 crew" or "Mufti Day for Qantas flight crew"**

## AIRCRAFT FOR HIRE

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

## 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.





## Join us at our annual Palmers Island, Yamba event.

Palmer's Island is situated on the banks of the Clarence River near the popular holiday destination of Yamba. Yamba was voted the Best Town in Australia by Australian Traveller Magazine (2009).

**Check website for details**

### Friday 21st June 2019

There are several of us going to Palmers Island on a Friday, so this is a FREE and EASY day for you to check out Yamba, have coffee or go shopping. We can meet at the Moby Dick Resort Motel lobby at 6pm and decide where to go for dinner.

### Saturday 22nd June 2019

1230 hrs - BBQ lunch at McIntyres Airfield. Cost is \$10 per head. BYO drinks i.e. water, cold drink, beer, wine, spirits etc.

1600 hrs - For those who need transport, a bus will bring you to Moby Dick Resort Motel from the Airfield. Check in to your hotel rooms if you have not done so.

1815 hrs - The bus will transport us from Moby Dick Resort Motel to Yamba Shores Tavern for dinner. Order your ala carte meals at the counter. Check out their menu [here](#). There's a courtesy bus that leaves every hour on the hours to bring you back to Moby Dick Resort Motel from the tavern.

### Sunday 23rd June 2019

0830 hrs - a BBQ breakfast will be provided by the club on the lawns of the Moby Dick Resort Motel at a cost of \$10 per head.

1030 hrs - the bus will transfer people back to the airstrip for departure from Palmers Island at the pilot's discretion.

### Information on McIntyres Airfield - NSW S29 26.72 E153 16.0

The CTAF frequency is 126.7. Standard LEFT circuits on RW 27 and 09.

If departing off RW 27, please remain NORTH of the centre line till well clear of the circuit and THEN turn on track.

Contact: Bob McIntyre | PH 02 6646 0126 | MOBILE 0407 034 282 | Email: [bob@flypalmersisland.com](mailto:bob@flypalmersisland.com)

Driving into McIntyres Airfield - Up to 3.5 hours drive to Lot 2 Northbank Road, Palmers Island, NSW.

### Book your own accommodation

Moby Dick Resort Motel, 27-29 Yamba Road, Yamba NSW 2464 | T: 02 6646 2196 | E: [reception@mobydick.com.au](mailto:reception@mobydick.com.au)

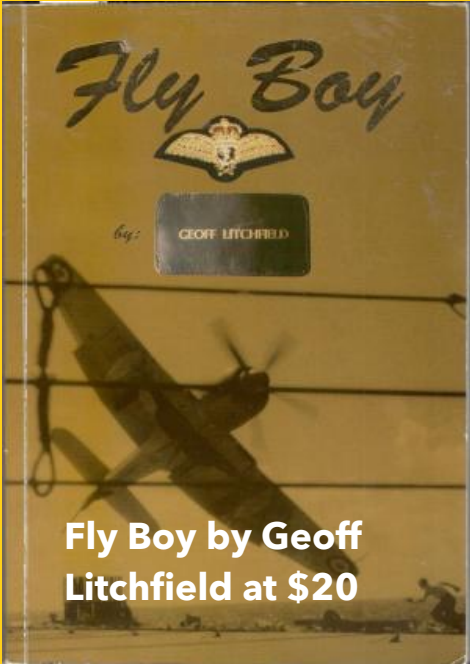
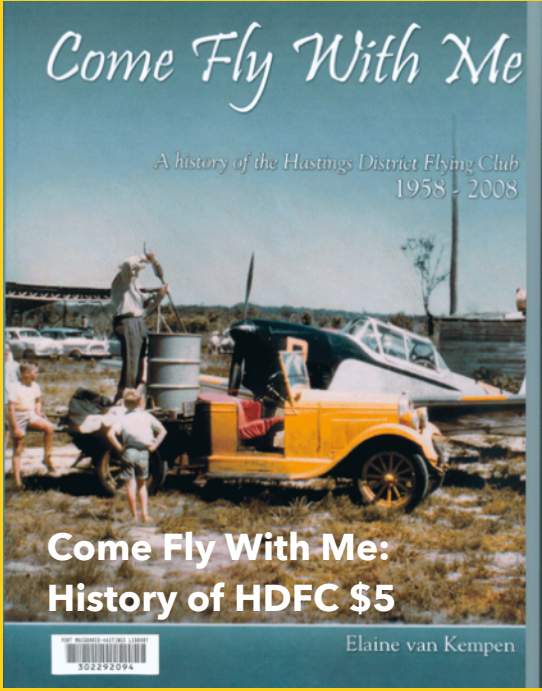
Waterfront accommodation with fully self-contained kitchenettes and private balconies, facing the beautiful Clarence River.

If you're staying one night, the rate is \$159/night. For two nights, the rate is \$149/night. (Normally it is \$169/night)



# 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**

<b>President</b>	<b>Rod Davison   T: 0419.632.477   E: <a href="mailto:president@hdfc.com.au">president@hdfc.com.au</a></b>
<b>Vice President/Club Captain</b>	<b>Ray Lind   T: 0428.820.698   E: <a href="mailto:lindflight@gmail.com">lindflight@gmail.com</a></b>
<b>Chief Flying Instructor</b>	<b>Steve Smith   T: 0405.775.192   E: <a href="mailto:sfrqsmith@me.com">sfrqsmith@me.com</a></b>
<b>Secretary</b>	<b>Bruce Dunlop   T: 0414.594.223   E: <a href="mailto:secretary@hdfc.com.au">secretary@hdfc.com.au</a></b>
<b>Treasurer</b>	<b>David Toulson   T: 0418.668.355   E: <a href="mailto:treasurer@hdfc.com.au">treasurer@hdfc.com.au</a></b>
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<b>RAAus Senior Flying Instructor</b>	<b>Bob Needham   T: 6585.3418   E: <a href="mailto:induna191@gmail.com">induna191@gmail.com</a></b>
<b>RAAus &amp; GA Senior Flying Instructor</b>	<b>David Massey   T: 0403.925.462   E: <a href="mailto:david@massey.nu">david@massey.nu</a></b>

**HASTINGS DISTRICT FLYING CLUB**

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

**T: (02) 6583 1695 | E: [president@hdfc.com.au](mailto:president@hdfc.com.au)**

**[www.hdfc.com.au](http://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 two aircrafts available for hire by flying members– Foxbat for \$140/hr each and Sling for \$150/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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