

President's Report

October 2009



As most members are probably aware I was elected to the position of Club President at the August AGM. In addition to being President, I also oversee the club's strategic plan for directing its future. Rod Davison, who has done a massive job for most of the past

20 years, will continue to provide the committee with the benefit of his long experience with flying, in general, and the HDFC in particular.

All committee members have a job to do:

Richard Bentley, our treasurer; monitors and reports on club finances. During the year the club accounts are audited and a financial report is prepared for the AGM.

Bruce Dunlop is our Secretary and social activities co-ordinator.

George Northey, a Vice President, manages RAAus operations and is a senior instructor as well as holding level 2 maintenance authority for RAAus aircraft.

Ray Lind, a Vice President and Club Captain, manages the monthly flying competition for GA pilots.

Adam Booker, as CFI, has charge of the flying school which continues to grow.

Damian Buchtman is the clubhouse/hangar and facilities manager.

Rod Davison manages GA Operations and directs PR activities

New committee man **Richard O'Neill** is helping out in a number of areas as well as getting the ball rolling on safety matters.

Outside the committee we have many other hard working members - Bob Needham (our Pilot Examiner), Tania McKenzie who organizes, Lyndal Coote who

manages the web site and communications.

In the hangar, Peter Knowles, who has been overseeing the maintenance of the RAAus aircraft, now works alongside George Northey. Our team of RAAus instructors includes Dave Massey, Hans Westphal, Ray Lind and soon-to-be instructors Damian Buchtman and Jack Terp. Many other club members, who are specially qualified and experienced, provide advice on subjects about which they are knowledgeable. Scratch the surface and you soon realize HDFC has a wealth of talent among its membership.

The committee has a list of high priority matters to address in the coming year. It may appear that nothing much is happening but let me assure you the committee is like a pond of ducks - cool, calm and collected on the surface but paddling hard below.

The Foxbat incident happened some months ago but it has taken until now to finalize our submission to the insurers. We hope to finalise this matter soon and expect to be able to either fully restore the aircraft or purchase a new one. Our preference is for a new Foxbat with a higher weight allowance and improved structure.

The Gloucester fly-away is at the end of October and our presentation night dinner is Saturday 5 December.

FPT is undergoing constant maintenance to keep it in peak condition. We are planning an interior upgrade in the near future. The club house and hangar always require regular maintenance.

Late September Bob Barnett and I attended an SAAA course on maintenance at Cowra. In the past amateur-built aircraft could be maintained by the builder; in the future CASA will only allow this if the builder has attended a recognized course on maintenance. A few weeks before Ross Costanzo, Ian Goldie and I spent a Saturday afternoon finding out how to become SAAA Technical Counselors. I encourage all members to get involved in RAAus and SAAA sponsored activities.

It's good to make changes if they benefit members. If you keep doing the same thing don't be surprised if you keep getting the same result.

Bill Coote

CONTENTS

Club Captain's Report	Page 2
Recreational Aviation	Page 3
Sydney Scenic	Page 4-6
Flying in from Europe	Page 7-9

Hastings District Flying Club operates out of Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday of the month - visitors are welcome. The club owns 3 aircraft that are available for hire by flying members - a Cessna 172 for \$155 incl GST per VDO hour, a Foxbat and a Eurofox for \$105 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

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

Club Captain's Report



What a great activity we are involved in. We must remind ourselves of how privileged and lucky we are in this country to be able to actually fly aeroplanes. Not only can we hire a variety of aeroplanes at a very affordable cost but as individuals, we can even afford to purchase our own aeroplane if that desire appeals. The Hastings District Flying Club of course is instrumental in allowing us to continue enjoying this unique and satisfying activity and for individual members to explore areas of our country that others can only dream about. Through our club, all of this comes at a very affordable price.

Last month, Bruce Dunlop and I had the great privilege of flying a lady who lives in a nursing care situation out to historic Cudal Airport. Max and Jim Hazelton pioneered commuter flights out of this little strip for many years before hard economic times and continually changing regulations forced them out of business, leaving this isolated farming community without commuter air transport unless they travelled to Orange or Parkes. The strip is tarmac and 1300m long, so no problems there. We had to get permission to land from the new owners who operate a farm machinery business from the 'Cudal Airport' and run cattle on the property including the runway. When we arrived after refuelling in Parkes, we found a large herd of beef cattle had settled down for a rest in the middle of the runway. Having to drop the lady off with waiting relatives, we didn't really have any choice other than to 'swoop' down over the cattle and hope that they would move well away. The first pass certainly got their interest but no movement away from the strip. The second low level pass, just over their heads, encouraged a few of them to move but the majority seemed to be waving their hooves happily at us in greeting, without moving. As we commenced another low level circuit with our octogenarian passenger loving the excitement, we noticed a ute driving rapidly down the strip towards the cattle. Thankfully, the cattle were quickly moved to a safe vantage point and we landed safely in extremely strong crosswinds. Great excitement, but low level work like this is very demanding and to do it safely, lots of practise is very handy. Thankfully, low level circuits simulating bad weather are frequently flown in the competitions so the whole exercise was relatively routine and very safe. Our elderly passenger couldn't wipe the smile from her face as she greeted her waiting relatives, one of whom was an old tiger moth pilot. He told me of his adventures flying a search mission for Max Hazelton, who had crashed into the bush while flying his Auster. However, that's another story.

On a personal note I'd like to let all of our GA pilots that I am now available again to do BFRs with Johnstons and I'm also now available basically full time to do RA flying instruction and to help our busy instructors.

Meanwhile, our flying competition each month grows stronger and stronger, though we would like to see more of our recently qualified RA pilots join the competition activities. Even students can enter as all flights are accompanied by a flying instructor and most of the activities are simply practising emergency situations. This can enhance your training at a very affordable price.

Even though we call these activities competitions, they are really days of review and standardisation where all pilots can maintain their currency and hard earned skills doing fun activities at a very affordable price. This helps make each of our pilots safer and more confident with their flying. It is especially the case where you may not have flown for close to your 60 days and you realise that you don't feel all that confident to go for a fly by yourself. This is exactly what the competitions are for; not only for showing how good you are and how much your flying skills may have improved.

If you've not flown in one of our competitions, you consider yourself not to be the "competitive type" or you think you're "not good enough," then please **think again!** Competition days are definitely for you, use them to enhance your skills. Don't waste all those training dollars because your confidence has waned or you've just the inclination.

GA Competition Results

August Competition

The day was beautiful, warm and sunny, just the sort of day you love to grab the plane and go flying. We had 10 pilots for a very smooth, flowing day of flying.

Instrument Climb to 3.500'

A reasonably straight forward activity with the lack of turbulence and very calm, steady winds.

1st Mike Coulter (97), 2nd Rod Davison (94), 3rd Vaughn Durkin (91)

(Cont Page 3)



WHAT'S THE STORY? - Check out Page 10 for the answer

Steep Turns to 45° at 2500.'

Pilots have to maintain balance, altitude and angle of bank during steep left and right hand turns as well as doing all of the necessary checks.

1st Mike Coulter & Jack Terp (85), 2nd Ray Lind & Rod Davison (75), 3rd Bruce Dunlop, Rod Farley & Vaughn Durkin (70)

Forced Landing from 2,500'

This event tests the pilot's skills to the limit and through the competitions, we've proven that practice definitely does make perfect and hopefully would make us far safer pilots if the unthinkable really did occur.

1st Vaughn Durkin (78), 2nd Ray Lind (75), 3rd Bruce Dunlop (73)

Overall results

1st Vaughn Durkin (234), 2nd Mike Coulter (224), 3rd Ray Lind (218)

Vaughn has only been flying in the competitions for a short time and, at first, wasn't sure if competition flying was for him. He tries to fly each month and now has won his first competition. Great work Vaughn.

RA Competition Results

August Competition

Six pilots competed and enjoyed the delightful weather along with the pleasure of flying the beautiful Eurofox. Damien has been extending his skills and doing a great job as the check pilot for the RA competitions.

Steep Turns to 45°

1st Rod Farley (70), 2nd Bill Coote, Rod Davison & Ray Lind (65), 3rd Leroy Day, & Jack Terp (60)

River Bash

The pilot has to fly the sharp turns of the Maria River while maintaining 600' exactly, keeping the aircraft in balance and holding a position in the middle of the river.

1st Jack Terp (59), 2nd Rod Farley & Ray Lind (53), 3rd Rod Davison (51)

Overall

1st Jack Terp (203), 2nd Rod Farley (121), 3rd Rod Davison & Ray Lind (118)

Until next time, thoroughly enjoy your flying and keep safe.

Ray Lind

Michael and Kerry's Excellent Adventure

Kerry Buttsworth and I were long overdue for a flying adventure. With CoastJet going bust and, as a result, Kerry's PPL being delayed a few months, we were ready to go when he finally gained his licence. Ross Costanza had purchased a Jabiru 230 and we had offered to fly him to Bundaberg to pick it up. We excitedly started the planning - only to eventually discover a week before our dream trip, that we would have been overweight with the 3 of us, luggage and the mandatory full fuel tanks for such a long trip. What a disappointment!

The potential trip with Ross was not a complete loss, as it was a catalyst to us planning a long day trip along the exciting coastline either North or South of Port. We figured that if we got up early enough we could get to Caloundra and back in a day. And, if not quite by EOD, my recent Night VFR endorsement would come in handy!

Since the weather rarely works out the way you want it to, we also had plans to head South, tracking coastal down the beautiful beaches past Williamtown, landing at Warnervale and then back up through the lush scenic hillside of the air corridor that passes through Stroud and Gloucester and pops out somewhere near Taree.

We planned for the Saturday, only to be disappointed once again, this time by weather. So desperate were we for the smell of AvGas, we even went to the airport during the day only to find it too turbulent for circuits. So we commiserated over a series of cappuccinos at the nearby Rivermark Café, in the hope of seeing anything man-made in flight.

During one of our many chats about going to Warnervale, it occurred to us that it would be really cool to continue on to Sydney. "Let's fly over the Harbour Bridge", we joked between ourselves. And then we thought that maybe we should see if we could do exactly that!

Out came ERSA, the maps, and a special publication issued by CASA specifically on navigating the Sydney Basin. The more we read, the more it became apparent that not only was it possible, but arguably it could even be easier to negotiate than some of the more mundane airspace we would encounter if we headed north to Caloundra.

We decided that many things would need to line up for this ambitious plan to come to fruition. Apart from getting the clearances to enter Sydney Harbour, which could not be assumed, getting the type of weather we

would have liked was not going to be easy - a day trip to Sydney would require the promise of reasonable conditions over a large area for the entire day. This was certainly far from the case as we were planning our adventure.

Due to other commitments, Tuesday September 1, 2009 was going to be our last chance for a couple of weeks at least. That morning, I awoke around 5:30am and reached for my iPhone, which has an excellent NAIPS application, for an up to date Area Forecast in seconds. As I flicked through, I could not believe what I saw. CAVOK - Max 10kt wind - No weather warnings, just the most stable, glorious day ever predicted.

The trip was ON - we where going for it!

As we started to do the preflight and load up FPT for our journey, a small group of Club members gathered around the aircraft. We shared our intentions for the day and what we were hoping to do. One of the great benefits of the Hastings District Flying Club is that all of its members are passionate, and usually have some words to say about all things flying. Today was no exception, and we collected all the advice we could get before leaving. After filling the tanks to capacity, Kerry opened the throttles of FPT as we rolled on Runway 21 for departure to the south.



SHIPWRECK ON STOCKTON BEACH

Our plan was to go coastal most of the way and turn inland to Warnervale around Tuggerah Lakes. This route is great, as we could relax our navigation needs. As long as we had blue water to the left and land to the right, we were heading in the right direction! On such a clear day, this makes for a very pleasant and scenic journey, further enhanced by the fact that Williamtown ATC usually insists you travel at 500' over water. How good is that!

We found Warnervale easily and landed on 20, the

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preferred runway according to ERSA and the NSW Country Airstrip Guide. For Kerry and I, it was our first time there - and we were both surprised to find that the one and only runway was not much wider than a lane of traffic, and bumpy. Combine this with a gusting crosswind and an audience seated outside the Warnervale Aero Club, and the pressure was on for Kerry to do a safe and slick landing. He did not let us down!



KERRY BUTTSWORTH AT WARNERVALE

After refueling, we went to the Clubhouse to pay our fees and respects. Cecil, who had watched our landing and was nudging 80, told us it was the best he had seen all week. "We had a guy earlier today who we were going to charge 5 landing fees, since he bounced as many times!". We watched a couple more landings as we prepared for the next leg of the journey. With the combination of the gusting crosswind and goat track sized runway, they were not pretty. Kerry's chest popped with pride as he had obviously passed with flying colours.

I took the controls and departed Warnervale, tracking to the coast and then coastal to Sydney. We decided we would just call up Sydney Kingsford Smith ATC and request some harbour bridge orbits. If they refused we would do 'Victor 1' down the Sydney beaches, turn around at Botany Bay and come back the same way. 'Victor 1' is a VFR route that involves flight at 500' over water. It requires no ATC clearance and has its own frequency so you communicate with other traffic, in a similar way to that in CTAF(R) environments. With clear blue skies, we knew this was going to be a special day, irrespective of whether or not a clearance was granted to go over Sydney Harbour.

If you want to improve your chances of entering Sydney Harbour by air, you best submit a flight plan, give ATC plenty of notice of your impending arrival - and pray. We had not done any of these things. Instead, as we approached Long Reef on Sydney's Northern



MIDDLE HARBOUR

beaches, we called up ATC and requested a clearance for "Harbour Scenic 1". They replied by asking if we had submitted a flight plan. I replied "No, ad-hoc clearance requested". I have no idea why I said those exact words, as they are not in any of the books I have read, but it worked! A couple more frequency changes and we were on our way at 1500' over Manly with the Harbour Bridge dead ahead.

The next part can only be described as surreal. I have flown over the harbour numerous times as a passenger in high-priced helicopters and sea-planes, but this time it was just Kerry, me and FPT! The harbour itself was transparent in the midday sun and you could see right to the bottom through crystal clear water. This is truly a stunning place to fly – by world standards.



THE SCENIC ORBIT OVER NEUTRAL BAY

As we orbited the harbour bridge my thoughts were somewhere between being mesmerized by what we were seeing, and making sure the orbits didn't become elliptical and we found ourselves flying too close to the city buildings. As this stage we had a clearance to orbit indefinitely until we contacted ATC to request an exit – the temptation to just stay there going around and around was compelling.

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When we had seen as much as we dared, we requested a track out to South Head and departure to the South on Victor 1. A few frequency and altitude changes and we found ourselves cruising down the



MICHAEL TOOHEY OVER SYDNEY

beaches at 500'. As we passed Bondi Beach, I looked at Icebergs Restaurant at the South end where I regularly go for lunch with friends. If I had a dollar for every time I looked from Icebergs at a plane or a helicopter doing exactly what we were doing at that point of time and commented "Gee, I'd love to do that one day" it would have paid for our flight. We were actually doing something I had always dreamed of doing.

As we scurried down the beaches they passed all too quickly....Gordons Bay, Tamarrama, Bronte, Clovelly, Coogee, Maroubra..... At Botany Bay, we cleared the turn and headed back up the same coastal route, this time heading north. Same coastline from a different perspective, but equally stunning.

Kerry and I chatted on like two school kids about our flying in and around Sydney and I temporarily forgot about the requirement to land at that goat track with the crosswind at Warnervale. As Tuggerah Lakes approached my thoughts turned to the difficult approach and the even more difficult crowd to please, observing from the Aero Club. As luck would have it (and we had already had tons of luck that day), my landing was comparable to Kerry's - to the bemusement of the locals. "Where are you guys from? Where did you learn to fly?" we were asked. "The Hastings District Flying Club at Port Macquarie" we replied proudly.

After refueling again at Warnervale and having our second landing fee waived (possibly because of the exceptional landings, or more likely because we purchased fuel) we tracked back up the railway line through Stroud and Gloucester to Taree. At Taree we stopped at the Manning River Aero Club for a coffee,

then completed the very familiar trip back to Port Macquarie coastal.

I have been fortunate to have had my share of 'life changing' moments, but the day Kerry and I flew FPT over the Harbour Bridge was definitely one of those defining moments. We both spent days after smiling about the experience and even as I write this article almost a month later - I'm still smiling about it.

Michael Toohey



SYDNEY FROM 1500'

GLOUCESTER AERO CLUB FLY-IN

31st October - 1st November

Lunch on Saturday

Big BBQ dinner & bonfire Saturday night

Breakfast Sunday morning

Clubhouse and camping facilities
(kitchen, toilets, showers) or motels in town

Nominal charges for landing, camping & meals

RSVP by 15th October

Andrew Edwards

Phone (home) 9939 8552

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Flying in from Europe in a Mooney M20R Ovation

In August, along with a crew from Australian Air Ferry, I travelled to Siegerland, a little town about an hour's drive north of Frankfurt Germany, to take delivery of a new Mooney M20R Ovation. The mission - to ferry the aeroplane to Australia on behalf of the Victorian owner while avoiding long swims or walks across deserts.

We arrived in Siegerland early in the morning after the flight from Brisbane via Singapore and got straight to work "tanking" the aeroplane for the trip home. I have always liked Mooneys and, after a quick walk around, I was excited that I would be spending about 60hrs in it over the next week or so. The aeroplane had been ferried from the USA to an airshow and then sat there for several months until it was sold to our owner. It was equipped with the Garmin G1000 which I love and was used to after ferrying other planes equipped with the same system. The Aeroplane Flight Manual said that the IO-540 310hp engine should have us seeing about 180kts TAS which subsequently proved to be about right. For those not up on horsepower etc it is about twice as powerful as the engine in FPT and uses nearly twice the fuel as well - 15GPH or about 60 litres per hour.



We finished tanking the aeroplane that afternoon but decided to stay a day or so and take a drive around. The next day we had breakfast in Germany, lunch in The Netherlands and dinner in Belgium. What a beautiful area!

The Ferry Day 1

That morning we drove back to Siegerland and, after double checking the ferry system and submitting the flight plan, Gary and I jumped in and headed for our first stop, Brindisi, in the south of Italy. We didn't need a lot of ferry fuel for the first

takeoff and, even though the takeoff weight was nothing compared to what we would ask of VH-OKC in the coming days, it was obvious that this thing was a rocket and would have no problem with full ferry fuel -900 litres approx.

Route Day 1 - Siegerland Germany - across Austria - past Slovakia and Hungary through Croatia - over Bosnia and Herzegovina - across the Adriatic Sea - to Brindisi Italy. Flying time: 4.6hrs

Day 2

This morning we struck our first hurdle - no Avgas in Brindisi! We had enough fuel to fly to Naples so that's what we did. Getting fuel in Naples was simple but getting out of there was quite the opposite! After 4 attempts at submitting a flight plan and having them rejected due to "unsatisfactory routing" to Egypt we finally found a route that the powers that be were happy with. Very excited at getting away, albeit 5 hours late, we strapped in. I got a start clearance and then requested my taxi and airways clearance. The airways clearance I received was for a totally different route than the one that I had frustratingly got approved! A bout 4 hours later, while flying over the Mediterranean Sea and with another five hours to Luxor Egypt, we were both getting tired after the delayed start. We decided to land for the night. The Nearest Airport function in the G1000 showed that the closest airport was the island of Crete in Greece. A great spot for an unplanned stop over!



CRETE FOR LUNCH

Route Day 2 - Brindisi Italy - Naples Italy - across the Mediterranean Sea - over the south of Greece to Crete. Flying Time: 4.3hrs

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LUXOR

Day 3

An early start and no real problems with the flight plan got us in the air and on our way to Luxor Egypt. The flight was fairly straight forward taking us a few hundred nautical over the Mediterranean Sea then crossing the northern coast of Egypt down into Luxor. Flying over Egypt at FL110 we were basically flying IFR due to the masses of dust. When we landed in Luxor all the leading edges of the aeroplane were coated in a thick red dirt layer. Nice place Luxor! The hotel room was right on the banks of the River Nile.

Route Day 3 – Crete Greece – across the Mediterranean Sea – through Egypt to Luxor. Flying Time: 5.2hrs

Day 4

Getting away from Luxor proved to be no real problem as we strapped in for the days flying heading east out of Egypt, across the Red Sea and across the entire width of Saudi Arabia to the Persian Gulf. From the Gulf we headed on a more southerly course taking us towards Abu Dabi and finally in to Muscat Oman. What a hell hole! We were getting pretty close to the equator now and the heat combined with the desert made for the most hostile environment I have ever experienced (not to mention the military with automatic weapons on every corner).

Route Day 4 – Luxor Egypt – east out of Egypt – over the Red Sea – across Saudi Arabia – along the Persian Gulf – to Muscat Oman. Flying Time: 8.5hrs

Day 5

Even though we had ordered fuel on our arrival in Muscat, the reality in the light of day was they had no idea we wanted fuel and when it did arrive the tanker had Jet A1 on the side. After a wait of a few hours they finally rounded up enough Avgas to enable us to get away. The heat on the apron at 10am was incredible but the little Mooney was up to the job and, with full ferry fuel, we headed off. I was too scared to work out the density altitude and even though we used about as much runway as the preceding Boeing 777, once airborne the big IO-540 climbed us out quite well. This was to be the first of our two big over-water legs, about 1900NM. About half way across the Indian Ocean heading to Sri Lanka I flew through the smallest of white puffy clouds and all hell broke loose. It only lasted about 5 seconds but I spent the most of that time plastered to the roof of the aeroplane while staring straight at the ocean in a VERY nose down attitude. The most violent turbulence I have ever known caused us to lose over 800 feet in those few seconds! We struck some pretty ordinary weather coming across the southern part of India but made it to Sri Lanka a few hours after dark.



LUXOR

Route Day 5 – Muscat Oman – across the Indian Ocean – to Colombo Sri Lanka. Flying Time: 9.3hrs

Day 6

All water again today. I was determined not to fly through any little white puffy clouds today though. Our flight plan for the day was pretty straight forward. Head approximately east for 10hrs and all things being equal we should find ourselves in Jakarta Indonesia sometime during the night. And with an uneventful day that's exactly what happened. Don't you love it when a plan comes together! Garry spent a lot of the day in the back on his Avgas waterbed so it was just me, my iPod and the HF radio up the pointy end.

Route Day 6 – Colombo Sri Lanka – across the Indian Ocean – along the coast of Sumatra - to Jakarta Indonesia. Flying Time: 9.9hrs

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Day 7

No Avgas in Jakarta so back to the motel room for a well earned rest. Of the preceding 28 hours we had spent 19.2 in the air.

Route Day 7 – Hotel – to airport – to hotel – to bed – to buffet – to bed (via the mini bar).



BEST GROUND SPEED

Day 8

The next morning the handling agents at the airport managed to find us a couple of 44 Gallon drums of avgas. Their English wasn't the best but what I did understand was they kept smiling and saying "black market fuel" all the time! Anyway the stuff in the drums looked and smelt like avgas and there was no water in it so that was good enough for me. I was hoping for a good day today and spirits were high. We were both pretty refreshed from the day off and we were heading for Broome Australia so the mood was light and we were confident of getting a barramundi diner and a good Aussie beer that night. We didn't see any illegal immigrants off the coast of north west WA but there were a few Coast Guard Dash 8's out there looking for them. We had been fortunate since leaving Muscat to have had pretty good tail winds and today was no different. We averaged 15-20kts on the tail the whole day giving us over 200kts ground speed most of the time. The barra and beer in Broome was great!

Route Day 8 – Jakarta Indonesia – across the Indian Ocean – to Broome WA. Flying Time: 6.4hrs

Day 9

We were airborne out of Broome before day break with the slim hope of making Port Macquarie that day. We had planned to refuel in Alice Springs and assess our situation from there as to whether we overnight or continue on. A 30kt tail wind all the way to Alice got us there late in the morning so we decided to keep going. This was a great decision because from Alice to Port Macquarie we experienced up to 60kts tail wind giving us over 250kts ground speed! The Mooney was a fantastic aeroplane on its own and with the addition of the massive tail wind we were doing twin turbo prop speeds all the way into Port Macquarie. We landed in YPMQ just after sunset. The speed of the aeroplane really hit me when the GPS was saying we had 28 minutes to run to Port and we still hadn't got to Tamworth!

Route Day 9 – Broome – to Alice Springs – to Port Macquarie. Flying Time: 9.8hrs

This was a fantastic trip for me and if you ever have a spare half million or thereabouts and are looking for an aeroplane I can highly recommend the Mooney M20R Ovation.



Adam Booker

Annual Tri-Club Flying Competition

With Royal Newcastle & Manning River Aero Clubs

Saturday 7th November

Taree

Briefing - 8.30am

BBQ Lunch

Induna Airfield, Bulawayo, Matabeleland, Rhodesia, mid-70s

During a competition (4,000ft and hot, short, rough ground airstrip) I suddenly remembered I had another leg of the comp. to complete and opened the throttle to take off again a little late. In our Cessna 150s we always took off with 10° flap.

In consideration of the rough strip, and with the trees looming, I tried to force VP-WDZ to fly when she wasn't quite ready, resulting in her touching down again twice. As a result I decided to abort the flight (also rather late).

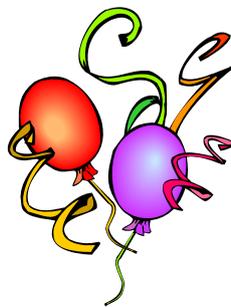
To my utter consternation and bemusement the plane, now with no power, would not touch down again so, with the stick hard back and nothing much on the airspeed, I guided her between two trees and the fence caught the tail skid and acted as an arresting wire.

I was completely appalled at having just written off one of our two training aircraft so Paddy, my pilot friend pax, suggested that perhaps we should exit the plane as fuel was pouring out of the wing tanks.

I later learned that Paddy had put down 40° flap and that, simultaneously, we had had a 180° wind reversal so she was sitting on a cushion of air in ground effect. Had I realised we had so much flap I might have dumped it and ground looped, though I equally might not have, as everything happened very quickly.

One of the morals of the story is that pax. really should not interfere with the controls. In our competitions overseas we didn't have people marking us in the air.

Phoebe-Ann Needham



PRESENTATION NIGHT

saturday 5th December

6pm for dinner at 7pm

\$35 per person

Rsvp: Bruce Dunlop (w) 6559 5444 (E) bdunlop@tsn.cc
Or Club noticeboard by fri 27th november

BAR ROSTER

October 2009

23rd Bill & Lyndal Coote
30th David Mitchell

November 2009

6th Tania McKenzie
13th Marcus Ludriks
20th Damian Butchmann
27th Ray Lind

December 2009

4th Richard Bentley
11th Jack Terp
18th Rod Farley

January 2010

8th George Northey
15th Adam Booker
22nd Eric Elsey
29th Bruce Dunlop

* If you can't make your turn, please try to swap with someone else

CALENDAR

October

Saturday 31st South Grafton Fly-in and Gloucester Fly-In

November

Sunday 1st South Grafton Fly-in and Gloucester Fly-In
Friday 6th New member evening & sausage sizzle
Saturday 7th Tri-club competition at Taree
Sunday 16th Monthly competition and lunch
Wednesday 25th Defibrillator Information Evening—6pm at clubhouse—sausage sizzle

December

Friday 4th New member evening & sausage sizzle
Saturday 5th Presentation Dinner at club

CONGRATULATIONS

Kerry Buttsworth - Private Pilots Licence
Jed Byrne - Instructors Rating
Megan Fricke - accepted at ASFA to undertake a Bachelor of Technology - Aviation in 2010
Trent Merchant - First Solo
Jimi Ludriks - Commercial Pilots Licence

NEW MEMBERS AUG-OCT

John Attard
Bill Gleeson-Barker
Steven Flaherty
Glenn Garousse
John Hammersley
John Hayles
Guy Jones
David le Poidevin
Josh Ventura

HDFC COMMITTEE 2009 - 2010

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Richard O'Neill

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Propwash & Website Editor - Lyndal Coote lcoote@tsn.cc

PRICES (incl GST)

FPT Hire	\$155.00/hr
Foxbat/Eurofox Hire	105/hr
Flying Membership	\$55.00
Social Membership	\$33.00
Junior Membership	\$11.00
Hangar Rental	\$150 or \$100
Shirts	\$35.00
Caps	\$16.50
Cloth badges	\$4.00
Anniversary Key Ring	\$4.00
Come Fly With Me (from club)	\$35.00

Scooter marketing
 Lyndal Coote
 6559 9953
 Simple effective web sites for small businesses
www.scootermarketing.com.au



Computer Sales,
 Service & Support
Bruce Dunlop
 Ph: 6559 5444

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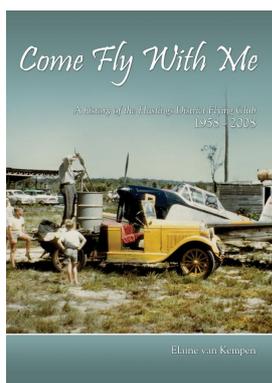
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Marite Jansons - 6585 5720 or 0438 685 667



Come Fly With Me
 A history of the
 Hastings District Flying
 Club
 1958 - 2008

by Elaine van Kempen

\$35.00 if collected at the club-
 house - plus \$10 if posted

DEFIBRILLATOR INFORMATION NIGHT

The airport has installed a defibrillator in the terminal
 for use across the airport

Learn how to use it - you never know when we might need it.

Jane Flood, mother of Michael (an HDFC member until he joined
 the airforce) will provide a practical 1½ session on the correct use
 of defibrillators.

FREE sausage sizzle

6pm

Wednesday 25th November