

JULY 2018 ISSUE

PROP WASH



HASTINGS DISTRICT FLYING CLUB

Celebrating 60 years of aviation in the Hastings District



Douglas Toppazzini, HDFC's new House Manager, in his Zenith Zodiac getting ready for March PPD at Dexfield Park



EST. 1958

**ALWAYS
LOOKING
UP**

HDFC 60 years at a glance
A tribute to Harry Bellott
Meet our new Flying Instructor - Mike Bullock
Low flying. It's strictly for the Birds!
Annual General Meeting 29th Aug

PROP WASH

NOTE FROM THE EDITOR



VERONICA LIND

**EDITOR, MARKETING
& COMMUNICATIONS**



CELEBRATING HDFC'S 60 YEARS OF AVIATION IN THE HASTINGS DISTRICT

On 8 September 1958, Hastings District Flying Club was formed. By 1960, then CFI Barrie Abbott was furiously promoting the club in this beautiful district of Port Macquarie, through many social events, including air pageants. The club was encouraging older people to learn to fly, though the emphasis was particularly on younger people keen to progress to commercial aviation. Till this day, the intent remains similar with students ranging from 15 to 94 years of age.

The Hastings District Flying Club have programs that are attractive for pilots, their families, social members, aspiring pilots, visiting pilots and members of the general public, reviving the vibrancy set by Barrie Abbott. Plans include social communications through HDFC Propwash, eNews, social media and our website. We see over time how club members, their families and friends become passionately involved in fulfilling this vision and it is a club where people who believe in flying dreams come together.

I have put together a summary of HDFC's 60 years from page 6 onwards which I hope you will enjoy. We will celebrate with a HDFC's 60th anniversary dinner on 8th September 2018 at the Aspire, Port Macquarie Golf Club. I urge you to [register online](#) and mark your calendars. Help us find past members so we can invite them too. I can be reached at editor@hdfc.com.au

Don't forget to attend HDFC's Annual General Meeting on 29th August at 7pm. Please refer to more information on page 39.

We believe in your flying dreams!

Veronica



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FLYING EVENTS

HDFC:
Tri-Club Competition -
September 2018

AUSTRALIA:
Lismore Aviation Expo - 29th
July 2018

AirVenture Australia
Cessnock - 20 - 22
September 2018

HDFC AGM:

Please attend. More
information on page 39



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



ALWAYS LOOKING UP



PRESIDENTS REPORT JULY 2018 BY ROD DAVISON

Always Looking Up! A most appropriate motto as our club celebrates 60 years of aviation fun and fellowship. It is not only a time of celebration but also commemoration. The 60th Anniversary Reunion Dinner on the 8th September will certainly provide the perfect opportunity for reminiscence as well as being a celebration of the present day. Veronica has produced an excellent video outlining the 60 year history of the HDFC which is available for viewing on our [website](#).

Present day the HDFC is strong and healthy. The club organises numerous flying and social activities for its 166 members. Already this year we have enjoyed highly successful events such as the Australia Day BBQ, Evans Head Fly-In, Palmers Island Fly Away, Dexfield Park Fly-In, Fly & Spy, Korean Restaurant Night, Curry Night along with the monthly Pilot Proficiency Days with lunch and Friday night socialising.

Flying training remains busy providing affordable flying to students in a friendly club atmosphere.

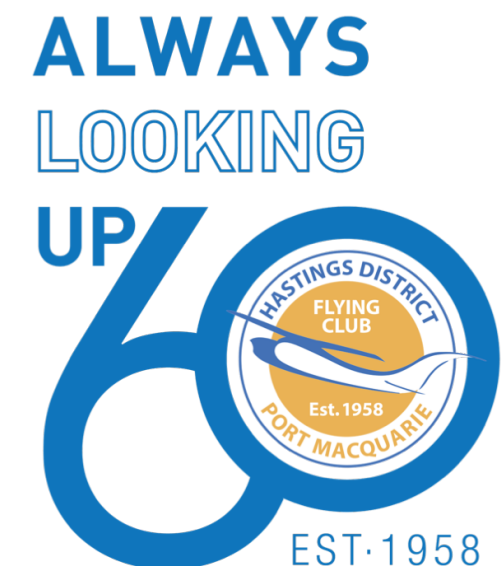
The recently renovated clubhouse draws much positive comment and is utilised seven days a week. Demand for hangarage is strong with a substantial wait list.

While everything is presently rosy we must continue to look toward the future. Hence the motto, '**Always Looking Up**', does not simply mean we are constantly craning our necks skyward but also we are looking forward.

Management of our aircraft fleet is of the utmost importance. The recent aircraft fleet survey was very well supported by members and resulted in valuable feedback in the determination of future aircraft acquisition and disposal. The majority consensus, supported by committee, was fleet reduction to two aircraft by replacing Foxbat 7395 and CT 6669 with a new aircraft. The Foxbat has been sold for \$45,000 while the CT remains on the market at \$115,000. A possible replacement aircraft includes the Sling, Vixxen or Tecnam.

'**Always Looking Up**' was the theme of my presentation to the Port Macquarie Probus Club earlier in the year. Over one hundred people were enlightened as to the history and present day activities of the HDFC. We often host community and school groups at the club, the next being MacKillop College Engineering students. You can be sure, as well as looking up we are also reaching out.

Port Macquarie-Hastings Council has also begun reaching out to airport stakeholders. Two meetings have been organised in the last couple of months. The first involved input into the Parallel Taxiway Project which saw valuable feedback on the staging of the project and positioning of run-up bays. The project is still in the design phase and will only progress with the availability of funds. The second meeting was more generalised with the agenda based on stakeholder concerns. I presented the HDFC submission regarding the Airport Business Park of the Urban Growth Management Strategy. Emphasis was placed on the re-opening of the grass



runway and development of GA3. There is no momentum to re-establish the grass runway and in fact Council have now erected an electrified fence across it.

Introduction of the new aircraft booking system will occur on the 1st June. Following research and trialling, Goboko is the chosen calendar. All members who access the booking calendar should have received an email explaining how to set-up their account and instructions for use. If you use the current aircraft booking calendar and did not receive the email please contact **Bruce Dunlop**.

Doug Toppazzini is the newest member of the HDFC committee. Doug's enthusiasm and expertise are most welcome. Doug fills the vacancy existing from the previous AGM. The **2018 AGM** will be conducted on Wednesday 29th August. It is not too early to consider what you may have to offer on a HDFC committee. All Flying and Social members are eligible to nominate for committee.

The new membership year, geared to the financial year, is fast approaching. As voted at the last AGM, membership fee's will increase. Flying membership becomes \$100 and Social membership \$40. This increase will help cover the escalating everyday costs of maintaining the clubhouse and hangar. The 1st July will also see an increase of \$10 per hour on aircraft hire. Again, an increase forced upon us by increased operational costs. It is never nice having to raise prices, but I am sure all members will appreciate the need when considering the sustainability of the club.

The HDFC recently applied for three Port Macquarie-Hastings Council Bicentennial Grants. A \$500 quick grant for Fly & Spy was unsuccessful while a \$500 quick grant for the HDFC October 14th Open Day was successful. A \$2,000 grant to update and reprint 'Come Fly With Me' was offered. However, with a project cost of \$6,048 this offer was declined.

Life member, Harry Bellott, passed away on March 12th, 2018. Harry was heavily involved with the HDFC in the 1980's and 90's. He was Club Captain for several years while his building prowess was greatly utilised in clubhouse extensions. Bob Needham spoke on behalf of the HDFC at the funeral with the Wake being held in the HDFC clubhouse Harry helped build.

A huge congratulations to Mike Bullock on obtaining his RAAus Instructor Rating. Mike now joins our experienced team of instructors ensuring the very best of training for our members.

In this our 60th year, we are reaching out to all past members. The club would greatly appreciate your help in locating these people so they can be informed of anniversary events. Please email contact details to **president@hdfc.com.au**

Di and myself are travelling overseas for 5 weeks from the 10th June. Our annual pilgrimage to escape the winter. In our absence remember to keep looking upwards.

Safe and enjoyable flying

ROD



HDFC's Foxbat 7395 is now with new owner, Guy Bowley (right)



Steve Smith (left) congratulating Mike Bullock (right) who obtained his RAAus Instructor Rating on 8th June 2018

HDFC 60 YEARS AT A GLANCE

1958 - 2018



ALWAYS
LOOKING
UP

HDFC 60 years at a glance

1953 - Alex Oliver cleared a 500 yard landing strip, following earlier clearing, on the present airport site using an Austin A40 and a log.

1955 - Port Macquarie Airport opened

1958 - On 8 September 1958, Hastings District Flying Club was officially formed. Inaugural President and CFI was Joe Lee who finished his aviation career with QANTAS training CLIPS-commercial intake pilots on DC3s. Charlie Collins was installed as President while Joe remained as CFI to focus on preparing and implementing flying training programs.

Foundation members included Barry Cuning, Greta Yabsley, Joe Lee, Frederick Higgins, George Hartley, Mervyn McCudden, John Kirby, Dal O'Grady, Col Bailey, Peter Taylor.

1959 - Flying Scholarships were discussed with RSL in October that year but they couldn't agree to the age and education eligibility conditions. Barrie Abbott was appointed CFI.

1960 - Joy flights and TIFs were offered on Australia Day weekend of January 1960. Barrie Abbott and the club were encouraging older people to learn to fly.

1961 - Barry Cuning, a farmer who loves flying, and a HDFC Secretary was acclaimed "Sportsman of the Week" - a H.J. Heinz Co & Port Macquarie News award.

The first flying scholarship was advertised in the Port Macquarie News on 27 July 1961. The first flying scholarship was awarded to 17 year old Jimmie Higgins on Monday, 14 October 1961, as he had "outstanding promise and an above average approach to flying know-how". Jim later became a pilot with Bush Pilots Ltd.

1963 - The Cherokee VH-PMB arrived in April 1963.

Mother of six children, Kaye Hutchinson from Wauchope learnt to fly and went solo in February 1963!

1964 - The VH-PMA (1) Victa Airtourer 100, operated by HDFC, entered in the 1964 R.M. Ansett Air Race. It was flown by C.R. McGregor.

January 1964, night flying resumed after complaints were sorted out. It was so popular that advance bookings were necessary.

The first young girl, Sue Dent enrolled for flying training.

1965 - The Victa VH-PMC arrived in June 1965, brought home from Sydney by Jack Buchanan, HDFC Treasurer.



1966 - HDFC bought a new Cessna 172, VH-PMD for \$15,760 and within a month, there were 30 students enrolled to fly in this Cessna. It clocked an average of 130 flying hours a month.

1968 - HDFC sponsored a pageant of national significance in conjunction with the Port Macquarie sesqui-centenary celebrations, Ray Potts being the driving force behind it. In February 1968, "The first Big Round Australia Flight" was advertised, attempting to set new long distance flights records. October 1968, the club had a "Monster Air Show" that attracted 6000 visitors.

1969 - August 1969 Fly away - 22 members travelled in 5 aircrafts to Lightning Ridge for a weekend of Opal prospecting.

Port Macquarie News featured an article "Why the birds don't fly?", referring to the large number of women in the club. A survey concluded that they would rather spend their money on "stable" items e.g. a fashionable car!?

Santa Claus arrived on Sunday, 14 December 1969 on a special Cessna flight direct from the North Pole.

Don Pitkin was named Pilot of the Year.

HDFC 60 years at a glance

1971 - HDFC had 130 members. Flying Membership fee was only \$5 per year while social membership fee was \$2 per year.

Port Macquarie Air Pageant was held on 11th April 1971.

The Hastings District Aero Club organised this display and it followed the usual pattern with aerobatics, crop-dusting, gliding and skydiving. Trade demonstrations were made by Piper with PA-24C Comanche, Aztec and Cherokee Arrow, and Beech with a V35 Bonanza.

The AESL Airtourer 150 VH-EQA, flown by Barrie Abbott, performed on three occasions to make up for the limited trade attendance. Highlight of the afternoon was the aerobatic and gliding demonstration by Alex Oliver in his vintage Klemm Swallow VH-UUR. Among interesting visitors to the display were Auster J5 VH-ADS, early Cessna 150 VH-PUM, Cessna Agwagons VH-KQF & KQH, DHA-3 Drover VH-EOO.

An interesting resident aircraft is the only Lockheed 60 in Australia, VH-ELI which does not appear to fly often because the cockpit was full of cobwebs."

1972 - A second east-west runway was first used.

Club Captain was Bob Armstrong

Club Pilot of the Year was Dr Norm Drummond. Presentation Dinner was held in July at the El Paso Restaurant.

June 1972 fly away, HDFC organised a Red Centre Aerial Tour.

1973 - The club extended another 10 feet, due to growing "pains" to include a room for ground briefing.

1974 - Official opening of the new clubhouse featuring a Hawaiian night complete with a piping hot roast pig.

Flight instruction classes increased by 500% over the next 12 months and it was rumoured that the credit went to the very good looks of Trudy White, a part time female flying instructor. Trudy encouraged more women to fly. At that time, HDFC charges \$27 an hour for flight instruction.

22nd September 1974, the first departure of RPT flight from Port Macquarie to Lord Howe Island was operated by the Hastings District Flying Club and flown by Club Instructor Barrie Abbott.

1975 - Youngest boys who went solo were Peter Abbott (16), Cameron Russell (16) and Tony Neill (17) who obtained their pilot's licence before having their driving licence.

Vern Polley, an "overseas airline pilot" became a member of HDFC.

1977 - Pilot of the Year was Col Harvey

Student of the Year went to a female was June Drummond

November 1977, the Royal Aero Club of New South Wales flew in. That very hot, dry and smoky day attracted many flies, thus the headlines in Port Macquarie News read "Flyers and flies come in for a landing".

1978 - Pilot of the Year was Barry Cunning. Club Captain also Barry Cunning.

In May 1978, Jim Munday, Allan Mettam, Richard Oakes and Ian Moss joined in an air-search for four missing divers. The missing men were spotted and picked up by a police boat from Forster at 9 pm.

Dr Kevin Alford learnt to fly under the instruction of Trudy White. The two with another three doctors, Peter Briscoe, Richard Chan and Peter Reed soon set up Port Macquarie Flying School in the number two hangar of Port Macquarie Airport, charging \$30 an hour. This raised concerns from HDFC's then President, Vince Williams that such action would ruin the club, especially so when the club just bought a new Piper Tomahawk VH-TLA for \$26,000.

1979 - Pilot of the year was Win Partridge

The Australian Government announced a levy for commercial and private aircraft based permanently at the airport, which caused a financial burden to the club.

The club transferred charter and training licences to Barrie Abbott who set up Barrie Abbott Aerial Services with a plane rented from Kevin Alford.

1980 - Pilot of the Year was Col Harvey

The club was slipping into the dark age, due to incidents mentioned in 1978 and 1979.

Vince Williams introduced the newsletter PROPWASH.

1981 - Navigation Trials flown with the support of the "Air Force Association"

April 1981, Jim Munday who was flying the Piper Comanche had to do a forced landing crashing on the plane's belly. Luckily, no one was injured.

The club was making a small loss of \$1,517 and retiring Vince Williams said that they need another 50 hours of flying per year to break even. That was ONLY one extra hour per week, Vince pointed out.

1982 - Club Captain – Graeme Light

Col Harvey, Treasurer stressed the importance of the club being run along businesslike lines. Vince Williams was bestowed with Life Membership recognising that during his term, he had to tackle difficult periods of re-organisation.

HDFC 60 years at a glance

1983 - Club Captain was Peter Kerville

Pilot of the Year - Harry Bellott

Barrie Abbott received a rare accolade: Master Air Pilot of the Guild of Air Pilots and Air Navigators, Certificate No. 642. He spent his remaining flying career as a company pilot for Fenning Timbers at Walcha.

The club starts to come to light after Phoebe-Ann and Bob Needham moved to Port Macquarie and joined HDFC in 1983. They bought Port Macquarie Flying School and established Needham Aviation. Bob who was obsessed with flying, instituted a monthly Mug Flying Competition. This monthly activity is now referred to as Pilot Proficiency Day.

The club acquired a Jodel D11.

1984 - Club Captain was Harry Bellott

April 1984 - extensions of the clubhouse started

Fly away 4500 mile safari to the Gulf of Carpentaria embarked upon by Col Harvey, Arthur Jackson and Vern Polley.

The Ultra Light Flying Club was formed and affiliated with the HDFC

1985 - Treasurer, Cedric Stephens announced a trading profit of over \$3000!

August 1985 - club extensions completed

1986 - 5 January 1986: we had the First Port Macquarie Airshow. This event of the year in Port Macquarie warranted an 8-page lift out newspaper supplement on 4 January 1986, featuring photos of participating aircraft and advertising support from businesses all over the region.

Friday night social drinks started and continues till this day. Members were enjoying bingo, scrabble, mahjong, quizzes. We still play scrabble every Friday evening, trying to beat Phoebe-Ann's scores!

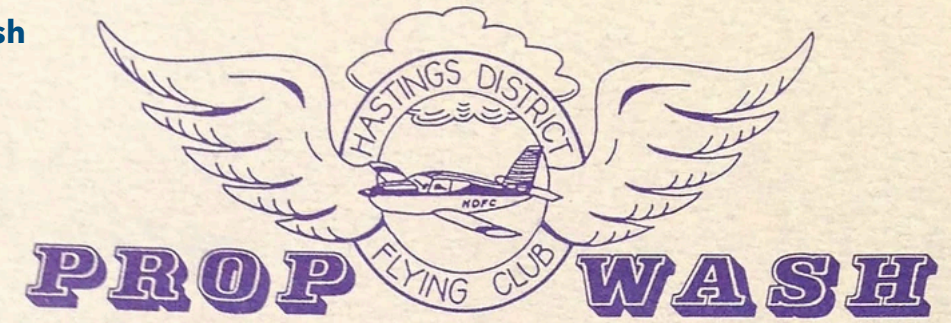
Navigation Trials and Tri-Club competitions continued.

Col Harvey announced that the Jodel is draining away profits and was later offered for sale at \$11,950. What is a flying club without a plane? After that, the club did not own a plane for nine years! Fortunately, Needham Aviation had offered their planes for use by the club.

1987 - Fly away to Wialda Aeroclub

Pilot of the Year was Peter Anderson

1985 Propwash



1988 - Club Captain was Neil Files

Club Flying Instructor was Bob Needham

Pilot of the Year was Rod Davison

Interclub competitions -

March at Parkes and Condobolin (Vern Polley attained 100% score in Blind Circuit while Rod Davison achieved top score overall)

July at Moree (Rod Davison won first prize in the Blind Circuit section)

June - Tri Club Competition between HDFC, Manning River Aeroclub and Royal Newcastle (Anson Needham came in First, Ray Lind - Second and Vern Polley - Third).

June 1988, Tiger Moth Race (postponed from April due to bad weather) as part of Bi-centenary Historic Air Display, celebrating 200 years of British settlement in Australia.

March 1988, Anson Needham made his first solo flight. His parents, Bob and Phoebe-Ann were elated, also because he was voted Youth of the Year at both local and regional levels.

They still are so proud of Anson who is now an accomplished pilot with QANTAS.

HDFC 30th anniversary dinner on 10 December 1988 at the Port Macquarie Bowling Club attended by 130 people.

1989 - September 1989 - Harry Bellott and Ray Lind attended a homebuilt plane demonstration in Brisbane flying the syndicate-owned Jodel S1J.

Bob Needham takes Neil Files for a check flight and lands with no rear wheels

27 Dec 1989, 4 men walked away from a plane crash at Port Macquarie Airport, witnessed by Club Captain Ray Lind. Refer to Aviation Safety Investigation Report 198902592.

HDFC 60 years at a glance

1990 - Vern Polley and Neil Files took part in the World Vintage Air Rally.

Ray Lind appointed Club Captain and still is the Club Captain for the last 28 years.

Pilot of the Year was Darren McGilvray

Acquisition of the Drifter.

Inter-club competition at Bathurst in March 1991 - Ray Lind (first); Rod Hall (second) and Bob Needham sounded the winning horn.

Tri-club Competition at Taree in late May attracting 60 pilots around the state. HDFC won the competition.

Members attended the RAAF 70th Anniversary Air Show in Richmond in October 1991.

1991 - Ray Lind received his instructor rating.

Pilot of the Year was Rod Davison

Fly away on Australia Day to the cane fields at Palmer's Island which became a yearly affair.

Trophy winners for May's Tri-club Competition at home include Phoebe-Ann Needham, Rod Davison, Rod Hall, Darren McGilvray and Neil Files.

Four winners for the Tri-Club Competition at Scones - Doug Radford, Graham Bell, Rod Davison, Phoebe-Ann Needham.

Vern Polley, Hans Westphal, George Northey, Darren McGilvray, Rod Hall and Col Bailey attended the Oshkosh Air Show. The QANTAS 747 plane that they flew in was piloted by

Sandy Howard, another club member and former student of Barrie Abbott!

Tiger Moth race.

1993 - Vince Williams decided to retire as the watchful House Manager and was presented with a golden watch.

Rod Davison's questions to the Air Training Corps cadets - What are the two main groups of instruments? Flight instruments and musical instruments!

1994 - HDFC took top spot at NSW Interclub Flying competition held at Moruya on 21 Nov 1994.

Tragic deaths of club member Dr Lou Levi and his wife, Joanne as their Beechcraft Baron crashed at Diamond Head on 17 Feb 1994.

1995 - Cedric Stephens was awarded Life Membership

1996 - Pilot of the Year was Rod Hall.

Club flies high at Bathurst

MEMBERS of the Hastings District Flying Club scooped the prize pool when they attended the first round of the interclub flying competition for 1991.

More than 60 pilots from as far north as Coffs Harbour and south to Griffith took part in competitions.

The results for the Hastings District were: Blind circuit, Neil Files 1; instrument circuit, Graham Bell 1, George Northey 3; spot landing, Doug Radford equal 1, Rod Davison equal 3; forced landing, Phil Plowman 3; commercial pilots section, Ray Lind 1, Rod Hall 2 and Darren McGilvray 3; most unrewarded pilot, Phil Plowman.



Members of the successful team from the Hastings District Flying Club who participated in an inter-club flying challenge at Bathurst. Standing are Darren McGilvray, Cedric Stephens, Rod Hall, Andy Nealis, Rod Davison, George Northey, Phoebe-Ann Needham and Bob Needham. Seated are Phil Plowman, Graham Bell, Doug Radford, Ray Lind and Neil Files.

2000 - Barrie Abbott passed away after an illness. One of his former students, Sandy Howard, then a QANTAS test pilot, flew a constellation in a circuit over his home, dipping the wings in salute. Abbott Close at Port Macquarie Airport was named after him.

2001 - November - HDFC purchases Cessna 172 VH-FPT and it immediately became a popular aircraft with members.

2002 - Fly and Spy event commenced, the brain child of Rod Davison with the Hastings Council contributing \$500 sponsorship.

The Vern Polley trophy was conceived for the annual flying competition winner, in recognition of Vern's generosity and unwavering interest in HDFC.

2003 - Pilot of the Year was Rod Farley

Mike Coulter received the inaugural Vern Polley trophy for the best competition pilot.

HDFC 60 years at a glance

2005 - Rod Davison proposed the acquisition of a Foxbat aircraft with Bob Needham and Hans Westphal as instructors.

2006 - Flying training comments on the Foxbat 24-4422 with Bob Needham as the honorary CFI.

Vern Polley (former airline pilot and HDFC President) sadly passed away and his ashes was spread over the airport from VH-FPT.

Jimi Ludricks and Natalie McKenzie gained the first 2 flying scholarships on the Foxbat. Jimi now flies with Cathay Pacific out of Hong Kong.

2007 - Pilots of the Year - Bill Coote and Jimi Ludriks

The Foxbat began flying in monthly competitions. The Cessna 172 hours are down.

Foxbat reached 1000 hours flown. A proposal is made for a second RA-AUS aircraft.

2008 - HDFC celebrates 50 years with a book launch entitled "Come Fly With Me by Elaine van Kempen"

Recreational Aviation CFI was Adam Booker

Club Champion was Bruce Dunlop

RAAus Champion was Jimi Ludriks

Harry Bellott Trophy for Pilot of the Year was David Massey

Club Person of the Year was Tanya McKenzie

Steve O'Connor Navigation Trial Trophy was Jack Terp

Vern Polley Forced Landing Trophy achieved by Rod Davison

Student Pilot of the Year was Doug Ross

RAAus Wings - Bonny Stutsel, Doug Jones, Liz Drinkwater, Glenn Cleary, Doug Ross, Lucy Johnston.

Eurofox 24-5054 was acquired, half the money loaned to HDFC by Cedric Stephens at a low interest rate.

2009 - George Northey was appointed CFI

Club Champion was Ray Lind,

RAAus Champion was Jimi Ludriks

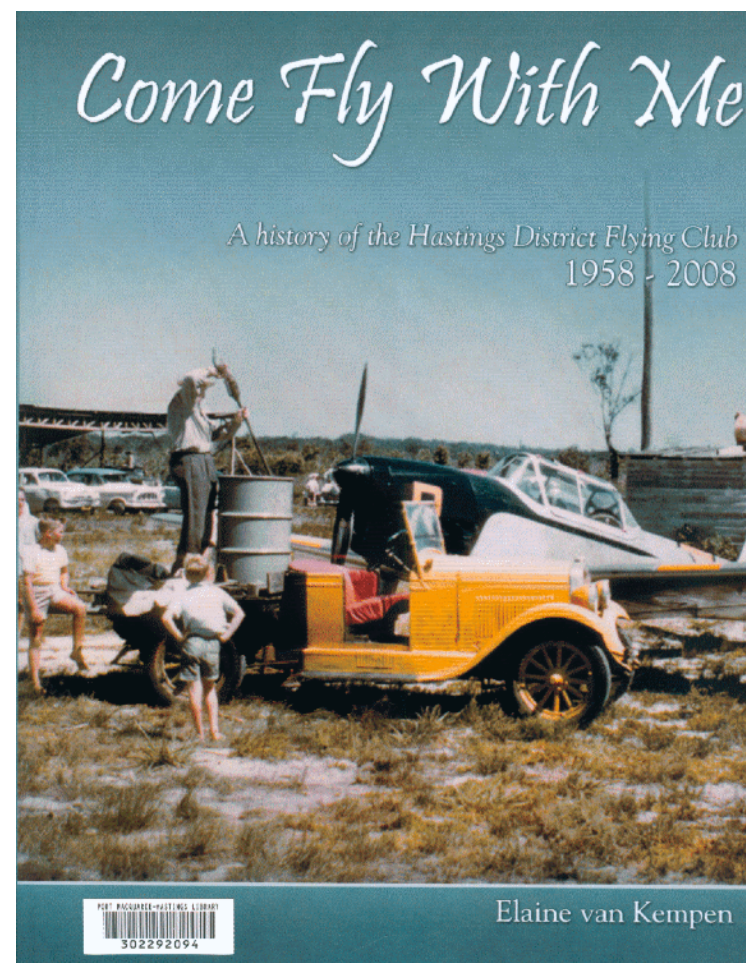
Harry Bellott Trophy for Pilot of the Year won by Adam Booker

Club Person of the Year was Richard Bentley

Vern Polley Forced Landing Trophy won by Ray Lind

Steve Connors Navigation Trial Trophy won Rod Davison

On 25 Nov 2009, Tony Earle flew his home-made light aircraft under the watchful eye of George Northey.



2010 - Club Champion was Bruce Dunlop

Harry Bellott Trophy for Pilot of the Year won by Bob Barnett

Club Person of the Year was Damien Buchtmann

Steve O'Connor Shield Navigation Trial won by Rod Davison

Vern Polley Forced Landing Trophy won by Rod Davison, Ray Lind and Bruce Dunlop

Student Pilot of the Year was Peter Ford

RAAus Wings achieved by Peter Ford, Mathew Baker

Foxbat 24-7395 was acquired. Eurofox 24-5054 was listed for sale.

2011 - GA Club Champion was Bruce Dunlop

RAAus Champion was Rod Davison

Harry Bellott Trophy for Pilot of The Year won by Bruce Dunlop

Club Persons of the Year were Marite Jansons and David Mitchell

Steve O'Connor Shield Navigation Trial won by Bruce Dunlop

Vern Polley Forced Landing Trophy won by Rod Davison

HDFC 60 years at a glance

2011 - RAAus Student Pilot of the Year was Adam Hancey

RA and GA competitions were enhanced with Bruce Dunlop being check pilot for GA and Ray Lind checking pilots on RA.

George Northey organised a fly-away to Lake Eyre in the Foxbat accompanied by a Piper Cherokee 6.

Grass strip 10/28 closed at the end of 2011.

Rod Davison, Ray Lind and David Mitchell flew VH-FPT to Longreach.

2012 - GA Club Champion was Bruce Dunlop

RAAus Champion was Rod Davison

Harry Bellott Trophy for Pilot of the Year won by Peter Ford

Club Person of the Year was Lyndal Coote

Vern Polley Forced Landing Trophy won by Rod Davison

RAAus Student Pilot of the Year was Jordan Seward

RAAus Wings - Ed Godschalk, Leeton Mason, Ben Hansen, Toby Stutsel, Steve Smith

PPL - Peter Ford

CPL - Michael Toohey, Trent Merchant

Roy Cousins started to learn to fly with Bob Needham at the age of 90.

VH-FPT was used by David Massey for PPL training and GA conversions from RAAus.

On 23 Nov 2012, John Hayler flew his home-built RV6.

2013 - GA Club Champion was Bruce Dunlop

RAAus Champion was Rod Davison

Harry Bellott Trophy for Pilot of the Year won by Alex Pursehouse

Steve O'Connor Shield Navigation Trial - Ed Godschalk

Vern Polley Forced Landing Trophy - Rod Davison

RAAus Student Pilot of the Year was Dylan Williams

Pilot of the Year was Alex Pursehouse

John Hayler and Christian Corse were awarded for ferry flight in a Beechcraft Baron from USA to Australia

On 5 May 2013, David Jacka was the first quadriplegic to fly solo around Australia. He dropped in at the club house.

With the sale of VH-FPT, it was decided to purchase a new CTLS, 24-6669, a light sport category aircraft. The Eurofox had major maintenance work done prior to its sale.

2014 - Runway extension and widening was completed - now capable of handling a B737.

CTLS arrived - much interests were shown by club members in this advance machine with a constant speed propeller and a very impressive performance.

We say goodbye to Bill and Lyndal Coote who moved to Lake Macquarie to be closer with their family, after many years of passionate service to HDFC as President and Treasurer respectively.

The 2014 HDFC Flying Scholarships have been awarded to Caleb Butterfield and Jack Kalchbauer.

HDFC retained Tri Club Flying Competition Trophy in Kempsey.

Bob Needham and Ian Moss met with Port Macquarie-Hastings Council Heritage representatives to discuss the possibility of a heritage listing of the clubhouse as the original PMQ airport terminal is now the office and briefing room of our clubhouse.

It took Anson Needham about five years to build this plane on a part time basis with the help of Mossie. We celebrated his maiden flight on the 27 July 2014 with a champagne toast. His parents, Bob and Phoebe-Ann Needham were beaming with pride - the same pride that they displayed when Anson had his first solo flight on March 1988.



HDFC 60 years at a glance

2014 - Student Pilot of the Year was Caleb Butterfield

Vern Polley Trophy won by Ed Godschalk

Pilot of the Year was John Hayler

Club Person of the Year was Ed Godschalk

John Hayler became HDFC's Flying Instructor

New HDFC website launched

2015 - On 6th January 2015, Joanna Oreb was the youngest female member to go Solo in HDFC'S 55 years flying history. Joanna was instructed by Poppy Bob Needham.

George Northey was found on his Lake Innes property in a disorientated state suffering amnesia.

March 2015, Ray Lind was appointed CFI

Chris Watts quietly learnt to fly and finally achieved his Pilots Certificate in February 2015 so that he could propose to his girlfriend in the sky.

HDFC Facebook Group was actively used to communicate amongst members and keeping each other on what's going on.

The Clubhouse was renovated. Leslie Williams, Member of Port Macquarie graced the official opening on 29th November 2015 with an open house.

29th December 2015, Rod Davison and Ray Lind brought the new Foxbat 24-8685 home.

With that the club had three aircraft - 2 yellow Foxbats and 1 CTLS.



New Foxbat 24-8685 arrived on 29th Dec 2015



Leslie Williams opened the newly renovated clubhouse on 29th Nov 2015

2015 - Most Proficient Pilot (Vern Polley Trophy) - Rod Davison

Forced Landing Proficiency – Bruce Dunlop

Spot Landing Proficiency – Craig Whiting

Pilot of the Year – Craig Whiting

Student Pilot of the Year – Ivan Daniel

Club Person of the Year - Veronica Lind

2016 - Alex McGee was awarded the youngest Pilot achievement and was recognised by

Member for Port Macquarie Leslie Williams

Ivan Daniel acquired Storm

Ian Goldie commence restoring an X-Bee Pelican

Chris Higgins donated 2 Flying Scholarships

VM/Rotax Maintenance Course initiated by Greg Connors

George Northey comes home after recuperating in Sydney for 20 months

HDFC displayed their aircraft at Wings Over Macleay

Several HDFC members met up at EAS AirVenture Oshkosh

Neptune Submarine Hunter visited, much to the excitement of members

HDFC is the winner for Tri-Club Competition again held at YTRE

Pilot of the Year was John Hayler

Club Persons of the Year were Alan Bradtke and Glenn Cleary

Pilot Proficiency of the Year was Craig Whiting



2016 - ALEX MCGEE AWARDED YOUNGEST PILOT ACHIEVEMENT



HDFC 60 years at a glance

2017 - Renovations with bold wall colours (like TEAL) that drove some mad! It turned out very well and served as an excellent wall feature. Foam ceiling boards were installed so that members could hear better.

Ray Lind had to step down as CFI due to CASA not renewing his medical certificate. Steve Smith took over as CFI.

Long time member Jon Maguire passed away after fighting with cancer for more than a year.

There were concerns with CTLS when Flight Design went into receivership.

Tri-Club Competition was at Kempsey, participated by HDFC, Manning River Aero Club, Royal Newcastle Aero Club and Kempsey Flying Club. HDFC won again! Our PPD efforts really paid off!

Vince Williams started his epic travel around Australia visiting a number of flying clubs and promoting HDFC.

Plane hire prices went up. Foxbat at \$130/hr and CTLS at \$140/hr.

During AGM, we reported having 155 members. CTLS 24-6669 arrived on June 2014 clocking a total of 643 hours? It did 123 hours last fiscal year with 1,419 landings! Foxbat 24-7395 arrived 2010 clocking a total of 3,421 hours? It did 283 hours last fiscal year with 11,834 landings! Foxbat 24-8685 arrived 29th Dec 2015 clocking a total of 944 hours? It did 600 hours last fiscal year with 3,077 landings!

Steve Smith was Club Person of the Year

Bruce Dunlop was Pilot of the Year

Simon Guthrey was Student Pilot of the Year

Most Proficient Pilot, Vern Polley Trophy was won by Rod Davison

2018 - Airspace reviews of Port Macquarie Airport continues with Council

New Airplane Booking App launched - Goboko

HDFC celebrates 60 years on 8th September 2018 at Aspire Port Macquarie Golf Club

Please register on our [website](http://www.hdfc.com.au).

Help us find past members so we can invite them to our 60th anniversary dinner. Email president@hdfc.com.au



FLY/DRIVE AWAY TO YAMBA, PALMERS ISLAND

2nd and 3rd March 2018

HDFC.COM.AU



That's how you tow a plane ... with a lawn mower!



Some photos from an enjoyable trip to Palmers Island. Hosts, Bob and Annette McIntyre once again made us feel most welcome. They are genuinely very nice people. Thanks to Mike Bullock for his organisation and keeping us well fed. Finally, a huge thank you to all those who attended. It was a highly enjoyable weekend with the HDFC friendship and fellowship again shining brightly.

2nd and 3rd March 2018

HDFC.COM.AU

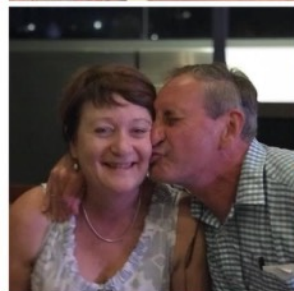


FLY/DRIVE AWAY TO YAMBA, PALMERS ISLAND



Great turn out to this Fly/Drive Away to Yamba, Palmers Island event on 2nd March 2018.

Let's do it again next year!



Photos -
Bob and Annette McIntyre
Mike and Renee Bullock
Ray and Veronica Lind
David and Chris Mitchell
Dior and Doug Toppazzini
Alex and Stephanie Pursehouse
Di and Rod Davison
Andrew Nealis
Paul and Col Hayler
Bullock Family
Steve and Fran Smith



A TRIBUTE TO HARRY BELLOTT

HDFC Life Member, Harry Bellott, passed away on March 12th, 2018.

Harry was deeply involved with the HDFC during the 1980's and 90's. Harry was Club Captain for several years commencing in 1984. He was also involved in the Clubhouse extensions where his building prowess was greatly utilised. His carpentry skills flowed over in to the production of a magnificent Luton Minor aircraft. In 1992, he created the Harry Bellott Shield, to honour the HDFC Pilot of the Year. This award still continues and the shield can be seen proudly hanging on the Clubhouse wall.

EULOGY

Written by Bob Needham

Husband to Hilda, Father to Rodney, Andrew and Sue. Grandfather. Seaman in the Royal Australian Navy during World War 2. Master Builder. Aeroplane builder. Pilot. Friend and last but by no means least a staunch and well respected member of the Hastings District Flying Club.

Where to start?

At an age when the majority of young men today are just leaving high school Harry Bellott was fighting his war as an eighteen/nineteen year old seaman stoker on His Majesty's Australian Ship "Swan". Harry was on board the HMAS Swan when it served in Papua New Guinean waters conducting land bombardment operations in support of our troops fighting ashore against the Imperial Japanese Army. Harry was also aboard when the Swan was deployed on convoy protection duties guarding allied ships against submarines, battleships and aeroplane of the Imperial Japanese Navy and Air Force.



17th August 2915 - 12th March 2018

A fitting tribute to a dedicated HDFC Life Member and a true gentleman, Harry Bellott.

A TRIBUTE TO HARRY BELLOTT

The Swan was a sloop which was about the same size and tonnage as a WW2 destroyer and would have been easy prey for the Japanese Yamamoto class battle ship which was known to be in the area at the time. As a stoker Harry's battle station was in the engine room, way down below the water line. These were dangerous times and had the 1,500 ton Swan met with the 73,000 ton Yamamoto she would have been blasted out of the water by the first broadside with no chance of survival for those in the engine room.

But the Swan never met the Yamamoto as other more unfortunate Australian ships did and Harry returned safe and sound to Hilda at war's end.

Somewhere along the line after the war Harry became a master builder. One of his jobs involved being helicoptered out to off shore oil rigs in the Bass Strait, often in foul weather, to supervise construction of accommodation quarters for oil rig crews. As an ex old salt of the Royal Australian Navy I'm sure life on an oil rig in the middle of a Bass Strait force eight gale would not have been too much of a problem for Harry. Eventually Harry and Hilda retired to Port Macquarie and Harry joined the Hastings District Flying Club around 1979, two years before Phoebe Ann and me.

Is Harry remembered? You bet.

Older members of the club will certainly remember the sterling work that Harry put in as a committee member and also as club captain organising the monthly flying competitions and flying as the safety pilot. Also being a retired master builder it was only logical that when it was decided to extend the club house Harry was co-opted into designing and supervising its construction. Although the extension was a fairly small thing for Harry, for the club it meant an extension of at least 100 percent together with a brand new bar which I have to say is still very much in use today. Phoebe Ann and I have a picture at home of our then sixteen year old son Anson, now a B737 captain with Qantas, working alongside Harry on the footings. How time flies.

As a result of his time as club captain Harry donated to the club the Harry Bellott Pilot of the Year Shield. It is still a highly prized award and is given every year at the club's annual award night.

Finally Harry was made a well deserved life member in 1991 for services to the club over an extended period of time.

Memories? – Heaps. More than we have space for.

I flew with Harry on a number of occasions including conducting a night test as his examiner for his class 4 instrument rating. We flew from Port Macquarie to Coolangatta. The forecast was for good weather but it was terribly wrong and towards the end of the flight solid low cloud and rain closed in behind and around us before we knew it. We had to stay above lowest safe altitude and had no choice but to fly into the murk. Coolangatta tower kept telling us that they were still open which I found hard to believe but with a sigh of relief we broke out of a wall of cloud and rain about 3 miles short of the aerodrome. Harry handled the whole affair without batting an eyelid and I think this was partly due to the instrument practice gained by competing pilots in the HDFC flying competitions organised by Harry. Daughter Imogen, now an FO with Qantas on the B737, was a passenger in the back that night and years later said she felt very comfortable about it all. We flew back south the next day; scud running down the beach at low level in atrocious weather and had to hold clear north of Port for 40 minutes waiting for a thunderstorm to clear the aerodrome. Needless to say Harry passed the test.

On another occasion Harry had to do a precautionary landing down Dungog way into a very short paddock due to a strong smell of fuel in the cockpit. I went down with an engineer to sort out the fuel problem after which I was to fly the aeroplane back home. Whilst doing my take off calculations I decided to calculate the landing distance as well just in case I had to land back in the paddock if the problem returned. According to the aeroplane's manual it was quite clear that the aeroplane could not be successfully landed in the short space that Harry had just successfully landed in. Our Harry had proved that the Cessna test pilot who wrote the manual was wrong!!! For my part I did a circular take off and just scraped out over the fence with about two feet to spare and the stall warning going off. Those were the days or so they say!

A TRIBUTE TO HARRY BELLOTT

Harry was a master craftsman when it came to working with wood. This was made very evident when he built, from scratch in his garage, a little 1937 English designed single seat wood and fabric aeroplane called an LA4 Luton Minor. It truly was a work of art. The finish was quite exceptional and it was the best built wooden aeroplane I have ever seen. As it happened Latimer Needham, the designer and builder of the first Luton Minor, was my great uncle and when I told Harry he very generously allowed me to fly the aeroplane that he had so lovingly built. It was a delight to fly and I must say it gave me quite a kick to fly an aeroplane that had been designed by one of my ancestors.

One last story of the many stories and memories of Harry and his days with the HDFC. It concerns the case of the ever disappearing aeroplane. One day the two old flying comrades, Harry and Cedric Stephens, went into partnership and bought a Cessna 150 between them. Knowing the characters involved everyone in the club rolled up their eyes and waited for the inevitable bust up. Sure enough, after a few months it happened and Cedric, to make sure that Harry couldn't fly the aeroplane, removed one of the undercarriage wheels. Apparently he took it home and by all accounts put it under his bed. The membership waited with bated breath and a certain amount of unconcealed glee to see what Harry's reaction would be. Sure enough, two days later Harry was seen removing the battery from the aeroplane so that if Cedric did replace the undercarriage wheel he too would not be able to fly. In quick succession the aeroplanes paperwork disappeared followed soon after by the aeroplanes radio also disappearing. There was much humorous speculation around the bar the following Friday social evening as to which part of the aeroplane would disappear next. Meanwhile the two ex comrades, some said with spanners and screwdrivers hidden in their pockets, glared at each other from their respective corners of the bar. The general consensus of opinion held that the aeroplane would eventually disappear altogether leaving just an oil stain on the hangar floor to mark its passing as each protagonist took another bit home and put it under the bed. Disappointingly for some club members Harry sold his share to Cedric, returned all the bits he had taken and peace, harmony, reason and light returned once more to the good old HDFC.

With absolutely true stories like that there is no doubt in my mind that Harry Bellott will long be remembered by all that knew him out at the aerodrome. He was a true aviation enthusiast, a friend and a bloody good bloke.

Bon voyage old friend.

Bob Needham

Wauchope 14th March 2018



2016 - Happier times. Harry celebrated 71 years of marriage to Hilda, accompanied by son Andrew (left) and daughter-in-law Julie.



Andrew and Hilda posing with the Harry Bellott Shield >>>

THE PILOTS WHO WON THE HARRY BELLOTT SHIELD

- 1969 - Don Pitkin
- 1972 - Dr Norm Drummond
- 1977 - Col Harvey
- 1978 - Barry Cuning
- 1979 - Win Partridge
- 1980 - Col Harvey
- 1983 - Harry Bellott
- 1987 - Peter Anderson
- 1988 - Rod Davison
- 1991 - Darren McGilvray
- 1992 - Rod Davison
- 1993 - George Northey
- 1994 - Graham Bell
- 1995 - Ray Lind
- 1996 - Rod Hall
- 1997 - Chris Kiehn
- 1998 - Vern Polley
- 1999 - Steve O'Connor
- 2000 - Mike Coulter
- 2001 - Mike Coulter
- 2002 - Rod Davison & Hans Westphal
- 2003 - Rod Farley
- 2004 - Bruce Dunlop
- 2005 - Rod Davison
- 2006 - Hans Westphal
- 2007 - Bill Coote & Jimi Ludriks
- 2008 - David Massey
- 2009 - Adam Booker
- 2010 - Bob Barnett
- 2011 - Bruce Dunlop & Adam Hancey
- 2012 - Peter Ford
- 2013 - Alex Pursehouse
- 2014 - John Hayler
- 2015 - Craig Whiting
- 2016 - John Hayler
- 2017 - Bruce Dunlop



The Harry Bellott Trophy handcrafted by Harry to recognise Pilots of the Year.

Fly + Spy

5th May 2018

5th May 2018



Dexfield Dynamo, Clyde and Sue Stubbs won the Fly & Spy 2018. Aircraft of choice for the sortie was Sue's Juliet - a lovely little Cessna 150B. The Stubbs decided to donate their prize money of \$100 to HDFC to support Flying Scholarships.

Scenery from the first leg of the Fly & Spy course.

Winners are grinners.

The winning team of Fly & Spy 2018 was the Dexfield Dynamos (Sue and Clyde Stubbs).

In equal 2nd place were Team Lorikeets (Fran and Steve Smith) and Team 2 Part Harmony (Alan and Deb Bradtke, Glenn Cleary).

Equal 4th were Team Teradactyls (Mark Whatson, Col Hayler), Team The Naked Cessna (Neville, Trevor Kee, Mary Pavivich), Team The Flying Farrawell's (Benn and Donna Farrawell).

Equal 7th were Team Birddogs (John and Anne Hayler) and Team Biscuits (Simon Guthrey and Nigel Byrnes).

9th place Team Skylane Boys (David Mitchell, Ray Lind)

10th place Team Dis-Qualified (Alex and Stephanie Pursehouse)

11th place Team Cirri (David, David)

12th place Team Storm Chasers (Ivan Daniels Tamminya)

13th place and the Cabbage Team The Flying Toppa's (Doug and Michelle Toppazzini)

Thanks everyone for your wonderful support of this event. A fantastic fun day of aviation fellowship.

FLY + SPY 2018

FLY & SPY - THE COURSE

Track PMQ to Pacific Highway Bridge along Hastings River. Questions commence here.

Leg 1 Follow new Highway to intersection with Railway Line at Telegraph Point

Leg 2 Follow Railway Line to Wauchope Railway Station

Leg 3 Follow Railway Line To Kendall

Leg 4 Follow road east to Camden Haven River Mouth

Leg 5 Track coastal north to Tacking Point Lighthouse

From the lighthouse track as required to join the PMQ circuit. Questions finish at the lighthouse.



Once again Rod Davison came up with an interesting course to fly accompanied by some challenging and tricky questions for our pilots and observers. This is not easy and Rod had to fly the course several times by himself while he prepared the most suitable track for our pilots to fly. It had to be safe as well as being available to our newer pilots who don't have a cross country endorsement yet. Well done Rod for your hard work and preparation, however I think as we circled over unfamiliar landmarks trying to read Rod's mind in coming up with the required answer, not many of us were feeling congratulatory!!?

Everyone had a great time in following the set flying exercise and it added another very enjoyable aspect of flying to our club flying. A fun presentation in the evening along with wonderful food topped off a fantastic day. Once again HDFC at its best.



Fly & Spy 2018 Presentation Dinner was scrumptious thanks to co-ordinators, Di and Fran, and all those who contributed with wonderful dishes. A highly enjoyable night and a great way to cap a top day of Flying.



The prize for Best Nose Art at Fly & Spy 2018 was awarded to the Naked Cessna.

Thu May 3	Fri May 4	Sat May 5
sunny	Mostly sunny	Mostly sunny
26°C	24°C	23°C
12°C	13°C	12°C
10%	30%	70%
< 1mm	< 1mm	< 1mm
Nil	Nil	Nil
3pm	9am	3pm
12 km/h	16 km/h	12 km/h
ESE	N	NE
65%	76%	60%
17°C	15°C	17°C

FLY + SPY originally scheduled for 28th April was postponed to 5th May due to bad weather. We had the best weather that day as promised by weather man. The course was challenging for some with the Toppazani's winning the cabbage prize.





PILOT PROFICIENCY DAYS

Pilot Proficiency Days 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. PPDs are held on the 3rd Sunday of each month (unless otherwise stated). 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.

- Ray Lind -



CLUB CAPTAIN'S
REPORT - RAY LIND



2018 DATES	LUNCH ROSTER
22nd Jul 2018	Michelle Toppazzini
19th Aug 2018	Anne Hayler
16th Sep 2018	Tri-Club Competition
21st Oct 2018	Adele Lingard
28th Nov 2018	Dianne Davison

... TO BECOME GREAT AND RESPECTED PILOTS

Join us for PPD BBQ lunch at \$10 per person.

Volunteers Needed. Please contact Veronica Lind if you can help out.

Captain's Report

MARCH 2018 Pilot Proficiency Day (PPD) AT DEXFIELD PARK

By RAY LIND, Club Captain
Hastings District Flying Club

What a beautiful autumn day blessed us for our March PPD at the beautiful Dexfield Park airstrip owned by Clyde and Sue. Our air judges were kept busy with nine (9) pilots participating in our excellent, refresher exercises which keep our pilots current, competent and confident. With just a light northerly wind, all of our flying was very pleasant on RWY 35, although the temperature did rise to a little above the comfort level by midday. A huge thank you goes to Sue and Clyde for allowing us to stage our March PPD at their field and giving some of our pilots their first chance to land on this grass airstrip which is so superbly maintained. Thank you so much Clyde and Sue. Sue and Clyde also provided us with a lovely PPD lunch which is always greatly appreciated by the pilots and spectators.

Today we also welcomed Gayle and Trevor Kee in their brand new Vixxen aircraft which they collected only last week from Tyabb. What a beautiful little aeroplane to add to our flying group.

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 Trevor Kee 43pts (in his brand new Vixxen), 2nd Simon Guthrey 32pts, 3rd Mark Crawford and Clyde Stubbs 25pts.

Go Around

Our second event involved the Go Around exercise where the pilot has to react quickly and correctly in response to the air judge calling for a 'go around' at low level below the tree line. Our results were mostly quite good with a maximum possible score of 40pts being scored by: Ivan Daniel, Col Hayler, Sue Stubbs, Trevor Kee, and Clyde Stubbs.

Spot Landing

Our third flying activity was the Spot Landing where the pilot has to touch the main wheels down somewhere 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.

1st Col Hayler 40pts, 2nd Sue Stubbs and Clyde Stubbs 30pts, 3rd Simon Guthrey 20pts

Spot Landing Bonus Points (Column hard back, runway centreline, maximum 20pts)

1st Simon Guthrey 20pts, 2nd Mark Crawford, Ivan Daniel, Sue Stubbs, Trevor Kee, Doug Toppazzini, Clyde Stubbs 10pts.

Overall Winners

Our most successful pilots had scores very close together which is indicative of the skilful flying that we witnessed on the day.

1st Clyde Stubbs 105pts, 2nd Trevor Kee 103pts, 3rd Simon Guthrey 102pts, 4th Sue Stubbs 100pts

Well done to all of our participating pilots. All of our spectators were able to see and appreciate some very skilful flying from close up whilst watching the exciting action at the beautiful Dexfield Park Airfield.



Judges always looking up (from left): John Hayler, Bruce Dunlop, Ray Lind and Steve Smith



Congratulations to Clyde Stubbs (right) for being the March 2018 PPD Winner.

Thank you Sue for hosting us.

Captain's Report

APRIL 2018 Pilot Proficiency Day (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Our April PPD for 2018 experienced great autumn flying weather with clear skies for the most part. Extra operating traffic added to the normal challenge of the PPD but this is all good experience for our pilots. We had nine (9) pilots compete today which is an excellent turnout and they all took advantage of the great flying rates of \$100 an hour for these specialised days. Everyone gains from our PPDs 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 Mark Watson 104 pts, 2nd Rod Davison 76 pts, 3rd Simon Guthrey and David Mitchell 68 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.

1st Rod Davison 56 pts, 2nd David Mitchell 53 pts, 3rd John Cleland 49 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 Mark Watson 62 pts, 2nd Grahame Smith 53 pts, 3rd Rod Davison 50 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 Rod Davison 40 pts, 2nd Ivan Daniel and David Mitchell 30 pts, 3rd Col Hayler 10 pts.

Overall

1st With some extremely impressive and accurate flying was Rod Davison 212 points.

2nd Mark Watson 202 points.

3rd David Mitchell 200 points.

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



Extremely Accurate Flying Wins The Day! Rod Davison gains top score in the April PPD. Congratulations Rod.

Captain's Report

MAY 2018 Pilot Proficiency Day (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Our May PPD was once again flown in perfect autumn flying weather. We had seven pilots take advantage of this valuable day where currency, competency and confidence can be regained while practicing emergency procedures and having fun at the same time. Today we also welcomed student pilot, Nigel Byrnes for his first PPD and he thoroughly enjoyed the challenge of the flying exercises. So students can participate as well as our seasoned pilots and only pay \$100 per hour for flying on these special days.

Stuck throttle / Spot Landing

In this exercise we simulated a partial engine failure or stuck throttle on 3000RPM at the beginning of the downwind leg. This is not enough power to maintain altitude so it allows the pilot to experience what it feels like to suffer a partial engine failure, statistically the most common form of engine problem. The pilot then has to finish the circuit with a perfect landing in the scoring box with reduced power the whole way.

Our highest scoring pilots today were:

1st Mark Watson, Doug Toppazzini, Simon Guthrey, Trevor Kee and Rod Davison all on 10 pts.

The other pilots, although they all made it nicely back to the runway, actually failed to make the large runway touchdown markers, which we use as our ground scoring box.

River Bash

(Coordinated Flying Exercise up the Maria River at 600')

This exercise is lots of fun for the pilot but more importantly it teaches the importance of the correct use of the rudder during steep turns at a low altitude.

1st Rod Davison 59 pts, 2nd Mark Watson 53 pts, 3rd Doug Toppazzini 48 pts.

Forced Landing

A total engine failure can occur at any time so this exercise allows the pilot to practice his emergency checks as well as being able to judge his landing position on the ground with confidence and complete accuracy.

1st Trevor Kee 81 pts (in his brand new Vixen), 2nd Rod Davison and Mark Watson 80 pts, 3rd Col Hayler 71 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 most impressive pilots today were:

1st Rod Davison 40 pts. (Rod scored the maximum points with two perfect landings)

2nd Mark Watson, Doug Toppazzini, Simon Guthrey and student pilot, Nigel Byrnes all on 20 pts.

Overall

1st Once again, even after his 20 point handicap was subtracted, Rod Davison was the highest point scorer with 169 points. (Rod is now on a 30 point handicap)

2nd Mark Watson 163 points.

3rd Trevor Kee 138 points.



HDFC'S master pilot, Rod Davison is winner for May PPD ... again! Well done Rod!

Captain's Report

JUNE 2018 Pilot Proficiency Day (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Lovely, sunny weather welcomed us for our Proficiency Day for June. We had seven (7) pilots fly in the PPD which was a good response. It's also great to see our pilots take advantage of our cheap rates of \$100 an hour for these days, along with no Instructor fees. This is a very generous action from HDFC in helping our pilots to retain total safety and currency in their flying. Today we thanked Bruce Dunlop, Ray Lind and Mike Bullock for doing the air judging and assisting our pilots in any area where their overall performance may be improved. 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 20' tolerance for the whole sequence plus strict airspeed monitoring. Our results were:

1st Mark Watson 112 pts, 2nd David Mitchell 102 pts, 3rd Graeme Smith 72 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 does require some careful concentration from the pilot to keep the aircraft coordinated at all times.

1st Graeme Smith 59 pts, 2nd David Mitchell 56 pts, 3rd Mark Watson 53 pts

Forced Landing

Today in this exercise the pilot experienced a simulated total engine failure at 1500' 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. The pilots soon discovered that from this lower height he/she must get set up and work very quickly to complete all checks and position the aircraft correctly. None of our pilots landed into the scoring boxes today although most did make it safely back to the airfield.

1st Mark Watson 45 pts, 2nd Graeme Smith 43 pts, 3rd Doug Toppazzini and John Cleland 27 pts

Bonus Landing Points

Bonus landing points are gained simply 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 maximum of 40 points can be gained with the two landings.

1st David Mitchell 40 pts, 2nd Doug Toppazzini and Col Hayler 20 pts, 3rd Mark Watson, Trevor Kee and John Cleland 10 pts.

Overall

With some very accurate and consistent flying, we had the unusual situation of two pilots both receiving exactly the same top score.

Congratulations to David Mitchell and Mark Watson, both on 220 pts for gaining first place.

2nd highest points to Graeme Smith 174 pts and 3rd highest points to Col Hayler on 165 pts.

Well done to all of our participating pilots.



Congratulations to David Mitchell (left) and Mark Watson (right), both on 220 pts for gaining first place.

Learn to Fly with HDFC

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.



FLYING TRAINING



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

“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.”

- RAY LIND

CFI Report

STEVE SMITH

Chief Flying Instructor
Hastings District Flying Club



Congratulations to Stuart Robb on gaining his Pilot Certificate on 25th March 2018 .3.18. Stuart is the Regional Learning and Development Officer with the Rural Fire Service in Port. His previous experience has been in Piper Warrior and Cessna 152 at Bankstown and now Stuart loves the Foxbat.

Congratulations to Mike Carroll for his first solo flight 28.2.18 ..The weather hasn't been kind to Mike ..Crosswinds ,fogs and low clouds and many aborted early morning starts have threatened Mikes dream to be an Airforce Pilot..



Nigel Byrne's first solo this morning. Wind one Kt gusting two knots!! Beautifully flown circuit lead to a "greaser" landing. Well done to a competent pilot.



It's winter time again .Time to think about carburettor ice ... If the engine starts to run rough always pull out the carburettor heat and wait at least 30 seconds for the ice to clear. Greg Connor has an excellent article on carburettor ice on website.

Winter also brings foggy windscreens . Don't try to taxi with inadequate visibility ..Give the windscreen that last wipe before getting in and fastening your seatbelt.

Sad to see old 7395 go .She served us well..I think we may have held onto her too long. 8685 is starting to show signs of corrosion and should be sold before too long.

The Clubs instructors were very impressed with Trevor Kees Foxbat Vixen. All agreed it flies very well while still retaining the familiar Foxbat handling characteristics . With a cruise speed of 110 kts and improved cockpit layout it is hard to beat at the price..The only negative is how good is Aeroprakts corrosion treatment? As there is at least six months waiting time on orders. We need to make a decision soon.

Without advising local pilots the Hastings Council has put an electric fence across the middle of the cross strip..We have always considered it as a safe landing area that could be used by a pilot suffering an engine failure mid down wind on either runway..We always considered there was enough room to land alongside the parked aircraft. As to chancing a collision with the new electric fence or landing on trees or houses , each pilot will have to make his own mind . There has been a number of people contact the Council on this matter. Lets see if they are listening.

Congratulations to Mike Bullock on gaining his RA instructors rating. Mike is an experienced GA instructor. We are so lucky to have him.



Born in Sydney suburb of Gladesville, Ron Walesby, former HDFC member and aviation legend; captain of the first East-West Airlines flight into Port Macquarie had his Centenary Birthday celebrations on 18th February 2018. Ron is still as sharp as a tack!

GOBOKO - HDFC's new aircraft booking system

Need help? Email secretary@hdfc.com.au



As you know many pilots have experienced difficulty using the current aircraft booking Google calendar system particularly if you are using it infrequently or you have multiple Gmail accounts. Google's tough authentication protocols have resulted in the password having to be regularly reset and a new one issued via all means possible.

A new booking system is now active and the existing one decommissioned.

The sign in page can be found at www.goboko.com

A HDFC account has already been created and your email address registered.

To use it, sign in with the email address you have provided and the temporary password is runway. You will be prompted to create your own password.

Fill out your personal details and have a go.

You will note there is an App for iPads and iPhones that is available from the Apple store. Search "Goboko" and install. Sign in with your email address and your new password.

For other devices, sign in at www.goboko.com via the web browser and save as a favourite or shortcut. The software is mobile friendly.

FLYING COFFEE CLUB

In February, I mentioned that Old Bar is open again to approved pilots and the cafe opens at 9am.

Ivan Daniel instigated this Flying Coffee Club which proved to be highly popular for pilots to have their great little adventure and then refuel with coffee.

They did have a whale of an adventure, literally, spotting whales along the way.

How great is that!





FLYING COFFEE CLUB

Interested?

Contact Ivan Daniel if you're interested to be part of this little adventure.



MEET HDFC'S NEWEST FLYING INSTRUCTOR - Mike Bullock

MIKE BULLOCK CAN HELP YOU MAKE YOUR FLYING DREAMS COME TRUE!

How long have you been flying and what encouraged you to start?

Wow! I hadn't stopped to think about how long until you asked me! It's been 28 years now that I've been flying. I always wanted to be a pilot as far back as I remember. When I was in primary school there was a TV show called Black Sheep Squadron about US Marine Corsairs in the Pacific. It was the coolest thing I had ever seen. I think my mind was made up then. I had a friend in primary school whose Dad was building a plane in his garage and I remember sitting in it and making plane noises. This just reinforced the dream. I always wanted to join the RAAF as a pilot but I found out I was short sighted in high school which ruled military flying out for me. I was pretty directionless for a few years before I realised I could learn to fly through general aviation. That was a year out of high school and I haven't looked back since.

Why did you become an instructor?

When I got my Commercial licence, the instructor route looked like a good career path. I didn't realise until I started teaching flying just how rewarding it is. Of course, the flying is awesome, but what surprised me was the relationships I built up with my students. I think in most cases, people who choose to learn to fly are passionate about aviation. As such, when you meet people with the same passion, it's easy to bond with them. I have met some of my closest friends through teaching people to fly.



Mike has been flying for 28 years and first achieved his GA instructor rating in 1994. ***Combined with his many years of training experience in the corporate sector, Mike has developed a relaxed and approachable teaching style that puts students at ease.*** Mike made the transition to RA AUS when he relocated to Port Macquarie in 2015, and was so taken by these new generation of aircraft, he recently acquired an RAA registered Sonex.



MEET MIKE BULLOCK - HDFC'S NEWEST FLYING INSTRUCTOR

What qualities do you believe a student needs to be successful at any level in aviation?

I think the most important qualities are enthusiasm and perseverance. Like any skill, to get good at flying takes time and commitment. There are a lot of activities out there competing for people's time and money. There will also be times throughout training when it seems that you just can't seem to get something right. Being passionate about your flying, and sticking with it when things get tough, are what's going to make you successful. You don't need any special skills, I know I certainly didn't, but if you persevere, I promise it is one of the most rewarding experiences you will ever undertake.

What's your scariest moment as an instructor?

I really can't think of any scary moments as an instructor. I am very careful with my flying and endeavour to never put myself in a dangerous situation. I work hard to instil this mindset in my students also. If you plan carefully, check everything, and aim to mitigate risks, scary things just don't really happen. It does require a high level of concentration when you are teaching people to land. If things start to go wrong near the ground, you have to be ready to take over from the student. This isn't scary, it's just part of the learning process. It's important to not take over too early or the student won't realise things are moving out of tolerance. It's important to give them time to correct issue themselves before taking over from them, and this takes patience and concentration as an instructor.

What is the most interesting or challenging plane you have flown?

Probably the most interesting plane I have flown is the DeHavilland Tiger moth. I am a tragic for the classics and my wife was good enough to get me time in a Tiger as a wedding present. This is really grass-roots flying at its best. Minimal instruments, open cockpit and really feeling what the aircraft is doing. This really made an impression on me. Recently I ticked off an item on my bucket list when I was able to fly a Piper Cub. The Cub is another classic design that has been around since the 1930s, and flying at 500 feet down Lighthouse Beach with the door open is an experience you won't soon forget.

Do you have a most memorable flight you would like to tell us about?

Picking a particular flight is hard because there are so many memorable moments. I love aerobatics and there are many of those flights that stand out. Apart from some of those mentioned above, there are a few others that stick in my mind. There was one flight I was making with friends one evening that had us dodging thunderstorms up the north coast which had not showed up on our weather forecast. It wasn't scary, but it did hold our full attention. The sense of achievement you feel after safely completing a challenging flight is very satisfying. I remember flying from Dubbo to Sydney one night with a mate and the moon was so bright, we were able to turn the instrument lights down to almost nothing and they were still readable. It was like flying in daylight. As we approached the Blue Mountains, a fog began to roll in and fill up all the valleys so that the mountain tops looked like islands in a sea of white. It was incredible. I think this is one of the things I love most about aviation. As pilots, we get treated to some of the most beautiful and amazing sights imaginable that other people just don't get to see.

Finally, if money was no object, what would be your dream plane?

Spitfire. I am all about the warbirds, but in my eyes, the Spitfire is the most beautiful machine humans ever breathed life into. I can't hear a Rolls Royce Merlin engine without the hairs on the back of my neck standing up.

With its sleek pointed nose and those distinctive elliptical wings, Reg Mitchell really hit perfection with that one.



MEET HDFC'S NEWEST HOUSE MANAGER - Douglas Toppazzini



Need more beer in the fridge?

Contact Doug. e/ dougtoppazzini@gmail.com

What's in that name - Toppazzini?

My grandparents were Italian from the very north bordering Austria and Slovenia (Celtic country). We are long line of metal smith's.

Any favourite plane?

Don't have any favourite plane but I'm partial to the DC 3 and 4 as my grandfather was a Licensed Aircraft Maintenance Engineer (LAME) on them. My plane is a Zenith Zodiac 601/650 LX-B. The B represents a major structural mod for stronger wings.

Areas of interest

I'm most interested in engineering and aerodynamics within aviation, it's what really gets me excited. I have been flying for 4 years and been in aviation for 24 years. My dad's been flying since I was 4 years old. I'm passionate about F1 motor racing and love surfing as well. Great surf here too!

Why did you come to live in Port Macquarie?

We came to Port for Michelle's work. She was offered a consultation room to practice her profession.

LOW FLYING - It's strictly for the Birds!



HDFC member, Rod Farley attending Ron Walesby Centenary Birthday celebrations

By CAPT. RONALD WILLIAM WALESBY (retired)

The Macquarie Dictionary defines Hedgehopping as “to fly an aeroplane at a very low altitude, as for spraying crops, bombing in warfare, etc” It’s not a bad idea to leave it that way. There are traps. Many hazards are lurking for the unwary pilot - usually not anticipated. I have heard of a few instances when things went wrong.

During World War II there was a need to sometimes fly low, for instance, for intruder operations or to avoid radar detection. Then again, many long flights were boring and men who came from all walks of life and were trained to fly service type aircraft felt an urge to engage in “unauthorised” low flying for something exciting to relieve the tension. I regret to say that it was good fun.

This seemed particularly so in maritime surveillance and convoy protection operations. A normal patrol lasted for four and a half hours and, after many hours with aching eyes from scanning the sea surface for that tell-tale wake behind a moving periscope or other indication of the presence of a submarine, it was a relief to fly casually back to land at low level over the sea surface.

On one occasion we landed at Maryborough to refuel, having joined a convoy at first light, before heading back for another four and a half hours. Another aircraft carrying senior officers proceeding north to conduct a Court Marshal was also refuelling.



CWOFF and HDFC member Mitch Paterson receives the award as Cadet of the Year 2017 from former RAAF Association Liaison Officer and 'Founding Father' of 33FLT, FLGOFF Ron Walseby (Retired)

LOW FLYING - It's only for the Birds!

By CAPT. RONALD WILLIAM WALESBY (retired)

We heard the sound of what seemed to be a powerful aircraft coming from the south and looked expectantly in that direction. To our surprise, into sight came a lowly Arvo Anson flying very low and heading for the nearest runway. The wheels were up but were extended rapidly on approach. Somebody must have been winding furiously to complete the necessary hundred and forty three turns of the handle to get the wheels down before touchdown.

Maryborough was a Training Unit and it seemed that the aircraft had set out on a low-level exercise with aircrew trainees and their course took them across a body of still water. Early in the morning with still air and a cloudless blue sky above, the unruffled surface of the water mirrors the vacant infinity of the sky above and it is almost impossible to judge the height of the aircraft above the surface. The aircraft apparently went low enough for the propeller blades to come in contact with the water and the metal blades were badly bent back. The engines were obviously over revving, which accounted for the sound we heard, and they would have been lacking traction.

We also had our moment of truth. One day, we were ferrying an aircraft from Coffs Harbour to the Squadron headquarters at Lowood in Queensland. Dick, my navigator, said, "This is boring, can't we go down and fly low?" Ever willing to oblige, I started a descent. We came to a body of water, somewhere about west of Ballina, with a vehicle ferry starting out from one side. We had not reached our low point so in order to make a better show I put the nose down more steeply. I don't know to this day whether it was a good thing or a bad thing that I did.

Suddenly, I saw a great black bar seemingly heading straight for my eyes! I shut my eyes and waited for the sound of the cable scraping along the top of the fuselage and feared for the vertical parts of the empennage.

It didn't happen. There must have been only inches in it.

We had not noticed the tall masts or towers or whatever on either side supporting a very heavy electrical cable strung across the water but, I do know, that we were spared from acute embarrassment - or worse! I vowed that I would never be caught out again. Low flying can have its moments. There must have been some startled passengers on the vehicle ferry if they perceived our danger. It is probably a good thing that we didn't know what they were saying.

A posting to fly heavier, 4-engined aircraft brought an end to all that. Eventually came the peace and with it a transition to airline operations. Satisfaction in flying then came more from the knowledge that each flight was completed meticulously in all respects and passenger safety and comfort became paramount.

- Ron Walesby



CPL (AAFC) Hancock after receiving his induction into the Ron Walesby Honour Roll for Significant Squadron Service over 10 years.

L -R: CPL (AAFC) Hancock, FLGOFF Ron Walesby (Retd.) (Founding Father of 33FLT / 333SQN), FLGOFF (AAFC) Bob Needham (Retd. and HDFC Life Member) (Foundation Flight Commander of 33FLT) and FLGOFF (AAFC) Gibbs (Current Commanding Officer)

ROSTERS

AIRCRAFT WASHING ROSTER

It is the individual pilot’s responsibility to care for our valuable aircraft. This not only involves washing and keeping them clean and tidy but also in general movement of any aircraft within the hangar. Treat our aircraft as your very own because as a member you have part ownership of these aircraft. Please take care of them and help us keep our costs down by looking after them.

Why an aircraft washing roster? Our aircraft are our purpose. It is vital we care for these valuable assets. The benefits of regular washing and cleaning are numerous. A roster is the best way to ensure this regularity.

Why me? This roster is sent to all regular Foxbat and CTLS pilots. The HDFC committee believes it is the responsibility of all pilots who fly club aircraft to ensure they are maintained in a clean and tidy manner. Sharing the load benefits all and keeps costs down.

How does it work? With 3 aircraft, we need three people scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person (underlined) should contact their partner to arrange a suitable time. Book the aircraft on the calendar. If you cannot perform your duty in the allocated time period you may arrange a swap with another team. Any changes should be clearly shown on the noticeboard roster.

The duty. The two Foxbats and CTLS are to be washed. This can occur simultaneously or one after the other. Division of labour is your choice. A box of cleaning materials including instructions is in the hangar. Please read instructions especially with regard to Perspex and the CTLS. When finished please date and sign the duty roster also found in the box of cleaning materials.

Aircraft movement. The hangar is full with aircraft in close proximity. Please exercise extreme care in moving aircraft to avoid damage. Pay particular attention to wingtips moving over propellers and windscreens. Ideally three people should be involved with one on each wingtip and one moving.

Questions? Please contact Rod Davison if you have any questions or problems concerning this roster. He will act as the co-ordinator.

Thank you for your assistance in sharing the load.

AIRCRAFT WASHING

Date	Name
2-16 July	Steve Smith, Nigel Byrnes, Chris Munroe
16-30 July	David Gray, Stuart Robb, Russ Delforce
30 July - 13 Aug	Mike Bullock, Doug Toppazzini, Kynan Schneider
13-27 Aug	Bruce Dunlop, Mark Whatson, Mark Crawford

HOSPITALITY ROSTER

Date	Name
6th July	Steve Smith
13th July	Doug Toppazzini
20th July	Ray Lind
27th July	David Toulson
3rd Aug	Veronica Lind
10th Aug	Rod Davison
17th Aug	Mike Bullock
24th Aug	Bruce Dunlop

PPD LUNCH ROSTER

Date	Name
22nd July	Michelle Toppazzini
19th Aug	Anne Hayler
21st Oct	Adele Lingard
28th Nov	Dianne Davison

PRICES

AIRCRAFT FOR HIRE

Aeroprakt A22LS Foxbat - \$130/hour (\$145/hour for non-members)

Flight Design CTLS - \$140/hour (\$155/hour for non-members)

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

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



Piper Cherokee 180D - \$200/hr. Contact Brad on 0419845012

FLIGHTS

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

Hangar rental - \$190 per month

MEMBERSHIPS

Flying membership - \$100

Social membership - \$40

Junior membership - \$11

Join the club - <http://goo.gl/ZbgRbn>

MERCHANDISE

Visit our online store - <http://www.hdfc.com.au/#!/online-store/ca37>

Shirt - \$35

Broad brim hat - \$20

Cap - \$20

Cloth badge - \$4

Anniversary key ring - \$4

Come Fly With Me Book - \$10

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: 35022

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.

PILOT WHITEBOARD DETAILS

All RAAus pilots flying club aircraft must update their details regularly. The information on the whiteboard is vital in determining both licence and flying currency. Pilots can either write up their own information or email it to CFI Ray Lind at CFI@hdfc.com.au

Student pilots should provide their details to the CFI Steve Smith at cfi@hdfc.com.au

Details required include:

- Name
- RAAus membership number
- RAAus expiry date
- AFR renewal date and
- Date last flown

WELCOME NEW MEMBERS

Gary Alexander

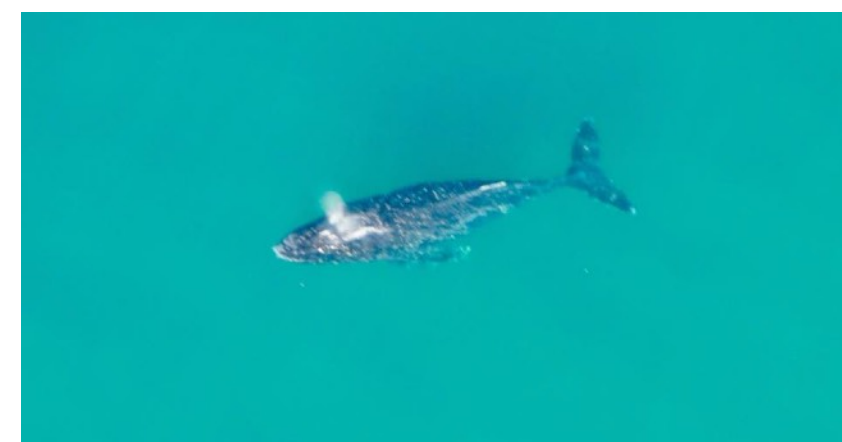
Paul Heather

Ivan Young

Chris Munro

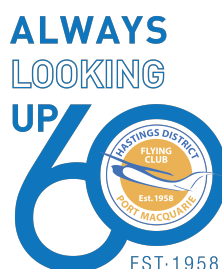
JOIN THE CLUB - If you wish to join us as a member of the Hastings District Flying Club, please download our Membership Kit here <http://goo.gl/jlK4C7>

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



HASTINGS DISTRICT FLYING CLUB

NOTICE OF 2018 ANNUAL GENERAL MEETING



To be held on Wednesday 29th August 2018 at 7pm at the Clubhouse, Port Macquarie Airport.

AGENDA

1. Apologies
2. Confirmation of Minutes of the 2017 AGM
3. President's Report
4. Financial Report
5. Appointment of Auditor for the financial year ending 30 June 2019
6. Membership fees for 2018-19
7. Election of Office Bearers and Committee for the year 2018-19. Note: All members of the current Committee will retire on 29th August 2018 although some may wish to stand again. Nominations correctly completed on the form below must be received by the Secretary, or posted on the club noticeboard, by Wednesday 22nd August 2018.
8. Discussion of matters which members may legally present, notice of such matters being provided to the President seven (7) calendar days prior to the meeting.

No member is entitled to vote at the AGM unless all moneys presently payable to the Club have been paid in full.

This agenda and an audited copy of the 2017-2018 Annual Accounts will be posted on the Club notice board seven (7) days prior to the meeting.

Bruce Dunlop – Hon Secretary – May 2018

E: bruce@dunlopit.com.au

NOMINATION FORM

I, _____ hereby nominate _____
(Full name of proposer) (Full name of nominee)

For the position PRESIDENT VICE PRESIDENT

SECRETARY TREASURER

COMMITTEE MEMBER (4)

For the financial year 2018-2019

(Signature of proposer)

(Signature of nominee signifying acceptance)

PROXY FORM

(Any financial member can hold the proxies of two (2) only other members for the purpose of voting, in the absence of those members, at an AGM or Special General Meeting)

I, _____ a financial member of the HDFC Inc hereby appoint _____ or the President of the HDFC, as my proxy to vote on my behalf at the Annual General Meeting and at any adjournment thereof, unless I attend the meeting in person or this proxy is revoked by me in writing.

Date: _____ 2018

(Signature of member)

(Signature of proxy)



MANAGEMENT COMMITTEE & FLYING INSTRUCTORS

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Vice President/Club Captain	Ray Lind T: 0428.820.698 E: lindflight@gmail.com
Aircraft Maintenance Co-ordinator/Chief Flying Instructor	Steve Smith T: 0405.775.192 E: sfrqsmith@me.com
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RAAus & GA Senior Flying Instructor	David Massey T: 0403.925.462 E: david@massey.nu

HASTINGS DISTRICT FLYING CLUB

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www.hdfc.com.au



**ALWAYS
LOOKING
UP**



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

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