

PROPWASH | DECEMBER 2017 ISSUE

PROPWASH



**Awards Presentation: Results of winners by
Ray Lind**

Jim Davis Training: No Fuel

1984 Southern Cross Air Race by Col Parker

The Flare: I don't think so by Bob Needham

Vince Williams visited Onslow Flying Club

**Gayle and Trevor Kee preparing
to take off from Dexfield Park**



HASTINGS DISTRICT FLYING CLUB



NOTES FROM THE EDITOR



Veronica Lind

**EDITOR, MARKETING
& COMMUNICATIONS**

editor@hdfc.com.au

Sincere apologies for this late issue. We made it in time for Christmas, so I hope you can take time to read this Propwash during the long holidays.

The new committee members listed on page 38 have been installed since the AGM on 6th September. We need volunteers for Pilot Proficiency Day lunches. Please [contact me](#) directly if you can help out.

Take note of forth coming events and start blocking your calendars. We're excited about HDFC's 60th anniversary next year.

If you have more stories of interest for our readers, please send them to editor@hdfc.com.au

Have a very Merry Christmas!

Veronica



Merry
Christmas

Do you know that on 22nd September 1974, the first departure of RPT flight from Port Macquarie to Lore Howe Island was operated by the Hastings District Flying Club and flown by Club Instructor Barrie Abbott?

CONTENTS

FEATURE STORIES



Jim Davis Training

- 23** **THE FLARE - I DON'T THINK SO**
Bob Needham
- 25** **1984 SOUTHERN CROSS AIR RACE**
Col Parker
- 28** **NO FUEL**
Jim Davis
- 32** **VINCE WILLIAMS VISITED ONSLOW FLYING CLUB**
Veronica Lind



HASTINGS DISTRICT FLYING CLUB
P.O. Box 115, Oliver Drive, Port Macquarie, NSW 2444



TEL: (02) 6583 1695



WWW.HDFC.COM.AU



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

HASTINGS DISTRICT FLYING CLUB

- 4** **PRESIDENTS REPORT**
An eventful year
- 7** **AWARDS PRESENTATION NIGHT**
Celebrating the winners
- 20** **CAPTAIN'S REPORT**
Oct 2017 PPD results
- 22** **CFI RAMBLINGS**

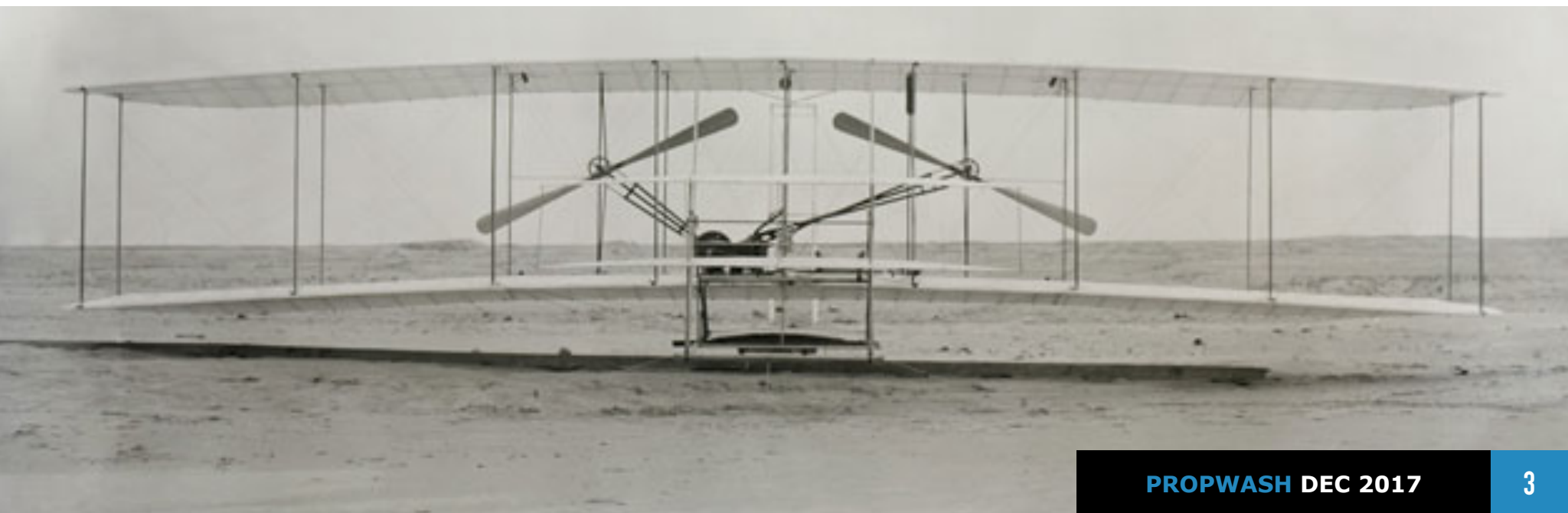
33 EVENTS

36 AIRCRAFT WASHING ROSTER

FLYING EVENTS

Great Eastern Fly-In : 6-7 Jan 2018
Clifton Fly-In : 11 Mar 2018
Tyabb Airshow : 11 Mar 2018
Centenary of Flight Airshow : 17 Mar 2018

Try this Quiz: The Wright Flyer
<https://www.planeandpilotmag.com/article/quiz-wright-flyer/#.WjZ0GiNL03g>





PRESIDENTS REPORT DEC 2017

BY ROD DAVISON

Club members were shocked to learn of two local aircraft accidents. Our thoughts are with the individuals involved as well as their families. As pilots it is only natural we want to know what went wrong. However, it is inappropriate to speculate causal factors and the ATSB must be allowed to gather the facts and release a final report, albeit 12 months down the track.

Despite the accidents we must keep in perspective the overall safety record of our favourite pursuit. Like any sport, there are risks involved in aviation. However, effective risk management very largely diminishes the dangers. Whenever we fly we recognise possible risks which are then managed. This also continually occurs at the club level with flying training and maintenance.

A good start to risk management is to be informed. The recent CASA safety seminar achieved just that. By making use of accident cases the seminar explored three major aviation safety related themes. These were:

1. Flying within your limits
2. Making the right decisions in-flight
3. Hazards on arrival

It was most pleasing to see a record number of pilots in attendance.

Participation in the monthly Pilot Proficiency Days (PPD) is also highly recommended. A pilot who regularly practices emergency procedures will be better prepared if the unthinkable occurs. The HDFC strongly believes a current pilot is a safer pilot and therefore subsidises all PPD flying.

HDFC recently hosted the annual Tri-Club Flying Competition in Kempsey. It was a highly successful and enjoyable day thanks to the efforts of several members headed by Bruce Dunlop. Kempsey Flying Club were generous in the use of their facilities as well as catering for the hungry.

Congratulations to our winning team consisting of Bruce Dunlop, Nathan Green, Mark Watson, David Mitchell, Col Hayler, Greg Connors and Rod Davison. All regular PPD participants.

Twenty eight members attended the recent AGM with at least a dozen apologies. The President reported another successful year while the Treasurer announced a \$24,292 surplus. An increase in membership fee's for the 2018-19 year was passed. Other business included the election of a new committee and a valuable discussion on the future direction of our aircraft fleet.

Three committee vacancies were created with the retirement of Craig Whiting, John Hayler and Alex Pursehouse. All three are devoted club members and we are extremely grateful for their huge contribution. Welcome to new committee persons, Mark Crawford and Mike Bullock. A casual vacancy still exists which the committee can fill at any time. Any member interested in the position please make contact.

The 2017-18 membership renewal process is now complete. The final tally is 155 members. Flying Members represent 87% of the total with the remaining 13% comprising Social, Life and Junior Members. Member contact details now need to be reviewed and we will shortly contact all members requesting an update of details. Thank you in advance for your co-operation.

Fourteen quality applications were received for the 2017 Flying Scholarships. As always the selection panel had difficulty in deciding on the two successful recipients. The HDFC commends all applicants on their interest, time and effort in pursuit of a scholarship. Congratulations to the successful candidates. They were Kynan Schneider and Anna Hayler. It's great to see such inspired youths taking to the skies.



Our young flying students:

Kynan Schneider, Patrick Baltrop and Anna Naritsuka-Hayler

The CTLS sale has been suspended. Utilisation will be monitored over the coming months before its future is decided.

A contributing factor in the suspension was the revitalisation of the Flight Design company. It has a new owner with production recommencing and a promise of strengthened customer support.

Meanwhile, the two Foxbats continue to serve our club well. There are now 129 of these great little robust aircraft on the RAAus register. Our original Foxbat 24-4422 purchased in 2005 is still going strong. It is featured in the latest Sport Pilot magazine and now belongs to the Sydney Recreational Flying Club.

Council has revised its Hangar and Ground lease terms, following agitation from airport stakeholders and especially club member, Rod Hall. For GA1 the initial term becomes 5 years with an option for a further 5 years. For GA2 the initial term is 5 years with a further two options to renew bringing a total lease of fifteen years. In terms of the lease amount, the HDFC has always received special consideration as a not-for-profit community sporting organisation and we hope this continues.

Rod is now taking up the battle to have the grass runway re-opened. A move the HDFC fully supports. Our Light Sport Aircraft are more susceptible to crosswinds than the heavier GA models. During the last couple of months, crosswinds have halted operations on numerous occasions. Just to have the grass runway as a safety net is highly desirable.

Another contentious issue facing council is the need for a parallel taxiway. A planning and design tender for a new taxiway has been accepted from SMEC Australia Pty Ltd. Having a design in place means the Council can then proceed in stages as funding becomes available.

Construction of the airport terminal upgrade will not commence until the second half of 2018. The project is still in the design phase although an electrical upgrade to the airport is underway. Part of this involves the installation of a substation/transformer between the clubhouse and road.

A new aircraft booking calendar is getting close. Peter Ford has been working on a system which will eradicate the corruptions observed in recent times. We are deeply grateful to Peter who is providing his time and expertise free of charge. Apologies to those pilots inconvenienced by the frequent password changes necessitated by Google security. Thanks for your patience as we work through a solution.

September 2018 marks the 60th anniversary of the HDFC. Celebrations for this important milestone are now being considered. An organising sub-committee will be formed, open to any member wishing to contribute. Please advise me if interested. Events already planned include an Open Day and a Reunion Dinner.

We also like to thank Sue and Clyde Stubbs for hosting the Fly In for Gourmet Pizza at Dexfield Park. Every year, members look forward to this November event. Record number of aircraft this year due to the fantastic weather. Cover photo shows Trevor and Gayle Kee preparing their trike to return home from this event. Bottom photo shows some of the aircraft that flew in.

On Saturday 2nd December, the club had its Annual Presentation Dinner. We recognised member achievements with the presentation of Wings, Solo Mugs, Certificates and awards. I would like to congratulate all award recipients, especially Steve Smith as Club Person of the Year, Bruce Dunlop as Pilot of the Year and Simon Guthrey as Student Pilot of the Year. More information on these awards reported by Club Captain, Ray Lind on page 7.

This being the last Propwash for 2017, it is time to bid everyone a Merry Christmas and Happy New Year. Enjoy the festive season celebrations and stay safe.

ROD



A beautiful day at Dexfield Park.
26th Nov 2017



ANNUAL AWARDS & PRESENTATION NIGHT

2nd December 2017

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

Statistics from the recent Sport Pilot publication indicated that it is not the number of hours that you've flown that will minimise fatal accidents.

Ray cited during the Awards Presentation that fatal accidents could be caused by being over confident and due to lack of currency. He further stressed why participation in HDFC's Pilot Proficiency Days helped hone the skills of Pilots. These skills are so clearly demonstrated at Tri-Club Competitions where HDFC has been taking the winning trophy in the last five years.



SPECIAL MENTION

19th Oct 2017 - Congratulations to LACHLAN DAVIDSON for completing his initial flight screening for the RAAF. Lachlan has completed this first phase with some hugely impressive flying; finishing the initial course in the top 25% for the whole of Australia!

Lachlan did his basic training with the HDFC commencing in June 2015 and completing his first solo on April 18 2016. Lachlan had to travel down from Southwest Rocks for each flying lesson which in itself requires a huge amount of dedication and perseverance. As well as being an outstanding flying student, Lachlan also took part in state level athletics as well as a raft of other sporting events.

The airforce is taking on board an outstanding young individual and HDFC is proud to have had the great privilege to set Lachlan's sights on aviation as his future career. We wish this outstanding young man all the best for his exciting and successful future.



TRI-CLUB COMPETITION

2017 Tri Club Competition between RNAC, MRAC and HDFC was held at Kempsey this year. HDFC, once again, won overall. Total 26 pilots flew.

1st Hastings District Flying Club

2nd Kempsey Flying Club

3rd Royal Newcastle Aero Club

4th Manning River Aero Club

HDFC Winners:

Congratulations to our successful team consisting of Mark Watson, Bruce Dunlop, Greg Connors, Col Hayler, Nathan Green, David Mitchell and Rod Davison.

Individual Results:

HDFC took top spots in all categories.

1st Blind Circuit/Glide Approach - Mark Watson (HDFC)

1st River Bash - Greg Connors (HDFC)

1st Flapless Spot Landing - Bruce Dunlop (HDFC)

Tri Club Results Sept 2017

Overall, 1st Nathan Green 200, 2nd Rod Davison 192, 3rd Mark Watson 182

Blind Circuit / Glide, 1st Mark Watson 120, 2nd Nathan Green 114, 3rd Rod Davison 112

River Bash, 1st Greg Connors 65, 2nd Mark Watson 62, 3rd Nathan Green 51

Spot / Flapless, 1st Rod Davison 40, 2nd equal Nathan Green & Greg Connors 35, 3rd David Mitchell 30 (nobody got a box, might be worth doing this exercise more often)



2017 Tri-Club Competition:
Greg Connors, Mark Watson and Bruce Dunlop

A very high standard of flying was displayed by all of the HDFC pilots. It shows that our training and consistent PPDs along with our extreme persistence in using the correct landing technique has paid off in all elements of our flying. Next year RNAC will host the Tri Club Competition at Rutherford airfield, Maitland.



FIRST SOLO

Your most memorable flying experience

CHRIS HOLLIS

Perfect landing for Chris when he went First Solo on 23rd Dec 2016.



ANGELO GANNON

A very hardworking Angelo who trains early mornings went First Solo on 28th Jan 2017



SIMON GUTHREY

Simon went First Solo on 9th Apr 2017



NATHAN GREEN

Nathan Green from Cross Fit Hijacked went First Solo on 8th May 2017



JAKE STUCKEY

Our 2016 Flying Scholarship student, Jake who achieved First Solo on 13th July 2017



GAYLE KEE

A very excited Gayle Kee who went First Solo on 8th Sep 2017



DANIEL BEATON

First Solo on 24th Nov 2017. Perfect landing despite gusty cross winds, fog and showers.



PETER DUGGAN

Peter went First Solo on 9th Nov 2017.



PILOT CERTIFICATE

This year, we have 7 pilots who have gone through all of the flight training, exams and flight tests and can call themselves Pilots.

MARK CRAWFORD

13th Apr 2017



SIMON GUTHREY

2nd Jul 2017



ANGELO GANNON

3rd Jul 2017



NATHAN GREEN

21st Jul 2017



TREVOR KEE

26th Jul 2017



CHRIS HOLLIS

31st Jul 2017



MARY PAVICICH

1st Aug 2017



THE THING THAT GETS YOU THROUGH TO WINGS

*A Burning Enthusiasm that leads to Determination.
Determination will get you through this hard work.
Your wings will fly you to places.
Enjoy those flying moments!
- Bob Needham*



PASSENGER ENDORSEMENT

ALEX MCGEE

22nd Dec 2016



CHAYANNE HARIHI

20th Jan 2017



MARK CRAWFORD

1st May 2017



SIMON GUTHREY

23rd Jul 2017



NATHAN GREEN

27th Jul 2017



TREVOR KEE

2nd Nov 2017





CROSS COUNTRY CERTIFICATE



DAVID TOULSON

16th Oct 2017

VARIABLE PITCH PROPELLER ENDORSEMENT (CONSTANT SPEED)

SIMON GUTHREY

7th Oct 2017



PILOT CONVERSION CERTIFICATE

JONATHAN BRADTKE

6th July 2017



Jonathon Bradtke normally flies helicopters in Cambodia. Jonathon is the son of the club engineer Alan.

In order to borrow Dad's RV12 he had to do an intensive 3 day course in the club's Foxbat 8685 to gain his RA licence.

MARK WHATSON

6th Oct 2017





FLYING SCHOLARSHIP WINNERS

ANNA HAYLER & KYNAN SCHNEIDER



Fifteen applications have been received for the two flying scholarships on offer. Winners of the 2017 flying scholarships are Anna Naritsuka-Hayler and Kynan Schneider.

Anna is 16 and studies at Chatswood High School in Sydney. She started flying 1-1/2 years ago prompted by Dad, Paul and gains her inspirations from her Pop, Col.

When Anna flies she feels as though she has power! Her friends think she's very cool because, yeah, Anna flies planes! Anna wants to be a commercial pilot one day and she thinks, it's worth it!

Kynan is 15 and attends MacKillop College in Port Macquarie. Kynan is the most sensible, thoughtful boy I've met. See the hand-written letter of appreciation to the club for awarding him the flying scholarship.

Kynan's passion to fly started when he was just 3 years old. He was invited to the cockpit of a Jetstar plane and was hooked. Since then he was very persistent about learning to fly. Kynan spots planes as his pass time.

Dear Mr. Davison...

I would like to thank yourself and your HOFC scholarship Selection Committee for offering me a flying scholarship for which I feel very grateful to accept. I have learnt a lot with my instructor and the scholarship will encourage me to go even further in advancing my flying skills. Hopefully the new skills will enable me to achieve my ambition of becoming a commercial pilot.

Once again, I would just like to thank everyone, including yourself, at the HOFC for taking this decision that will allow me to continue on with my aviation passion.

Yours faithfully
Kynan Schneider
05/11/17.



PILOT PROFICIENCY DAY WINNERS

Most Proficient Pilot - Vern Polley
Trophy and
Spot Landing Proficiency

Forced Landing Proficiency

ROD DAVISON



MARK WHATSON



AGM 2017 notes Do you know?

Our CTLS 24-6669 arrived on June 2014 clocking a total of 643 hours? It did 123 hours last fiscal year with 1,419 landings!



Our Foxbat 24-7395 arrived 2010 clocking a total of 3,421 hours? It did 283 hours last fiscal year with 11,834 landings!



Our Foxbat 24-8685 arrived 29th Dec 2015 clocking a total of 944 hours? It did 600 hours last fiscal year with 3,077 landings!



SIMON GUTHREY

STUDENT PILOT OF THE YEAR 2017



SIMON GUTHREY

Since Simon's wife gave him a Trial Instructional Flight, Simon has got the flying bug. He likes to fly twice a week when the weather allows. His job is with Essential Energy as an Electrical Engineer.

Many early frosty morning starts for Simon who doesn't wear a jumper because he comes from Goldburn.

Congratulations to Simon who was awarded Student Pilot of the Year 2017. Simon went first solo on 9th April. Achieved his Pilot Certificate on 2nd July in a very commendable 30+ hours. Got his Passenger Endorsement on 23rd July and Variable Pitch Propeller Endorsement on 7th October.

BRUCE DUNLOP

BRUCE DUNLOP

Our pilot of the year for 2017 is a very dedicated, reliable, hardworking HDFC club member as well as having outstanding piloting skills to a very professional level. Our pilot of the year flies in all of the PPDs but doesn't compete. He dedicates many hours of his own time to mentoring and checking other pilots whom I know are all very appreciative of gaining those fine tuning hints that he is able to give with his vast flying experience covering these exercises. I'm of course speaking about our main PPD check pilot, Bruce Dunlop. Bruce, over the years had been extremely successful when he was competing in these events, being almost unbeatable in his skill and accuracy level.



PILOT OF THE YEAR 2017

FLASH BACK: Presentations night 1998 (20 years ago)

Pilot of the Year 1998: Vern Polley. That year, Vern experienced a catastrophic engine failure in his CT4 aircraft and managed to carry out a successful forced landing at Evans Head aerodrome. Unfortunately, he landed just short of the runway and skidded through the fence. Vern and his passenger, Joan Cook received no injuries.

Special achievements:

CPL: Imogen Needham. Imogen is now completing her NGT VFR and Instructor Rating.

CPL: Kathy Whitfield. Kathy is now working towards her NGT VFR and Instructor Rating.

STEVE SMITH

Steve deserves to be Club Member of the Year 2017

Clubs such as the Hastings District Flying Club survive because of people like Steve Smith. He took on the role of CFI, aircraft maintenance co-ordinator, and Poo Man co-ordinator. Steve also takes care of club house maintenance and improvements, cleans the aircraft even though it's not his turn to do so and together with Fran attend about every club event. - Rod Davison, President



CLUB PERSON OF THE YEAR 2017



Benn Farrawell. Not his first solo as Benn is an experienced glider pilot who has flown the Foxbat solo before. Following a two year break it is good to see Benn back flying

JOKES FROM THE STIRRER OF THE YEAR

Bob Needham

One day my housework-challenged husband decided to wash his Sweatshirt.

Seconds after he stepped into the laundry room, he shouted to me, 'What setting do I use on the washing machine?'

'It depends,' I replied. 'What does it say on your shirt?'

He yelled back, ' MANCHESTER UNITED '!

And they say blondes are dumb....

A couple is lying in bed. The man says, 'I am going to make you the happiest woman in the world..'

The woman replies, 'I'll miss you.....'

'It's just too hot to wear clothes today,' Jack says as he stepped out of the shower, 'honey, what do you think the neighbours would think if I mowed the lawn like this?'

'Probably that I married you for your money,' she replied.

Q: How do you keep your husband from reading your e-mail?

A: Rename the email folder 'Instruction Manuals'

Q: What does it mean when a man is in your bed gasping for breath and calling your name?

A: You did not hold the pillow down long enough.

Q: Why do little boys whine?

A: They are practicing to be men.

Dear Lord,

I pray for Wisdom to understand my man; Love to forgive him; and Patience for his moods. Because, Lord, if I pray for Strength, I'll beat him to death. AMEN.

Q: What do you call a handcuffed man?

A: Trustworthy.



Photo: Bob Needham proudly accepting to be Stirrer of the Year.

"This spoon has been going around since the inception of the club in the 1950's and there have been many, many trouble makers. I am accepting this on behalf of my good wife, Phoebe Ann who is absolutely far more a trouble maker than I am!"



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. 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 -

2018 DATES

21st Jan 2018 (volunteers needed to clear HDFC grounds that Sunday in preparation for Australia Day BBQ)

18th Feb 2018 (location tbc)

18th Mar 2018

15th Apr 2018

20th May 2018

17th Jun 2018

15th Jul 2018

19th Aug 2018

16th Sep 2018

21st Oct 2018

28th Nov 2018



Join us every 3rd Sunday of the month followed by BBQ lunch at \$10 per person.

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

Captain's Report

OCTOBER 2017 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Our October PPD experienced great flying weather and clear skies. We had seven (7) pilots overall for these very exciting and challenging exercises. Of course each competing pilot also takes advantage of the great flying rates of \$100 an hour for these specialised days. These exercises definitely inspire confidence as well as currency for each participating pilot.

Blind Circuit / Glide Straight In

In this exercise we cover the instrument panel to simulate a total instrument failure and the pilot has to fly a perfect circuit gauging heights and speeds using outside visual reference only. The base leg is also flown at 1000' so the the pilot then turns onto finals at 1000'. When the pilot decides a straight in glide can be achieved, the power is reduced to simulate an engine failure. 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 experiencing a total instrument failure.

Our highest scoring pilots were:

1st Mark Watson 118 pts, 2nd Rod Davison 76 pts, 3rd Nathan Green 64 pts.

River Bash

(Co ordinated Flying Exercise up the Maria River)

1st Nathan Green 59 pts, 2nd Ivan Daniel 57 pts, 3rd Greg Connors and Rod Davison 50 pts.

Forced Landing (Flapless)

This exercise requires the pilot to cope with a simulated engine failure and then perform a flapless approach for the landing.

1st Mark Watson 80 pts, 2nd Rod Davison 76 pts, 3rd Nathan Green 64 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: scoring 30 points today was Mark Watson.

All on 20 points were the following pilots: Nathan Green, Graham Smith, Rod Davison, Greg Connors, Ivan Daniel.

OVERALL

1st With some very outstanding flying was, Mark Watson 244 points.

2nd Greg Connors 230 points

3rd Rod Davison 184 points.

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

Mark Watson

Oct 2017 PPD Winner with an impressive 244 points



Learn to Fly with HDFC



HOW TO GET YOUR WINGS: Contact one of our highly experienced flying instructors > Book a Trial Introductory Flight >

Go First Solo > Get your Pilots Certificate

MORE: Passenger endorsement > Cross-country endorsement

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

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

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

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

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

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

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

CFI Ramblings

BY: STEVE SMITH



Good to see the note pads in the aircraft being used. Now our Chinese neighbours are back in the air so it's important to keep a high level of traffic awareness. Write down all call signs.

Greg Connors reminded me of something that I have just recently started myself. Especially if the aircraft is in the hangar. Using a torch to do a daily inspection really helps to focus on the detail of split pins and lock nuts etc. As result I have put torches in each of the aircraft please use them.

In light of the recent accident involving a Diamond aircraft it is timely to remind ourselves of the important parts of our take off brief ie "lower the nose to gain gliding speed and land more or less straight ahead". Turning back is not an option unless at least 1000 feet. Keeping your hand on the throttle is important as it is not uncommon for the throttle to creep back despite the friction nut.

It is most unusual to have an aircraft accident in the Port Macquarie area but to have three in a period of a few months is unprecedented.

Whenever there is an accident, there is always a lot of speculation about the cause of the accident. This isn't a bad thing as it causes a lot of discussion amongst the aviation community. We are therefore reminded about what things that can go wrong. Information from the press and rumours can be very misleading. Don't be too hasty to draw your own conclusions but wait for the ATSB report which may take up to 12 months. Don't be too hasty to blame pilot error. I have had egg on my face many times in the past.

On the 9th of November, Airservices brought in Geographic Area Forecasting (GAF). At first it may seem difficult but certainly gives a better picture of cloud and wind in each area. Anyone wanting assistance can arrange for some instruction on its use give me a ring.

Ever thought of flying down to Camden Haven and having morning tea by the river or flying to Old Bar for coffee? Check with your instructor for a briefing and or a check flight and approval. Old Bar is particularly demanding being only 500m long. Wallis Island is available to all but is privately owned. The owners phone numbers are on the board next to the door. Ring first. Anyone with thoughts about places to go, give me a ring.

Congratulations to all those members who achieved in 2017. Remember you are one of the few that have looked down upon the the earth and have flown solo as eagles do. Don't let it stop there but go on to get Cross-country endorsement, fly the CTLS etc, but above all don't let your skills slip away. PPD days are a great way of keeping up to date. It only costs \$50 a month. You also get to practise the 'River Bash ' course. It's also an opportunity to go through any flying activity need. Just ask. JUST DO IT.

We still need preloved navigation equipment, i.e. computers , scale rulers etc. If you don't need the gear anymore just drop them into the office and we will see they go to a good home.

- Steve Smith, CFI



THE FLARE - I don't think so

by Bob Needham

Once upon a time right at the dawn of aviation a group of very senior Chief Flying Instructors were discussing what the last part of the landing in a light training aeroplane, after the round out, should be called.

They all felt that the words or phrase to describe it should not be too long winded but at the same time still convey to the neophyte pilot exactly what was required.

The first CFI said "I call it the part where the aeroplane should be made to float as far as possible before landing"

Another said "I call it the part where the aeroplane should not be allowed to sink after the round out"

A third said "I call it the part where you try and keep the aeroplane at the original round out height for as long as possible"

And yet a fourth said "I call it the part where you should try to keep the aeroplane floating in the air to the end of the runway. When the stick is right back, or nearly so, the aeroplane will land itself"

Many other C.F.I.s had similar words and phrases to tell but none of them felt that the words were as descriptive and certainly not as succinct as they needed to be.

Then Pontius, who as everyone knows was the very first Pilot (he actually spelt his name Pilate), chipped in and said "Well gentlemen and gentlewomen what are we trying to teach the student?" "Surly we are trying to teach him or her to hold the aeroplane away from or off the ground for as long as is safely possible. This should take into account the type of aeroplane being flown of course. "So I feel that this part of the landing should be called the Hold Off" "The student should first be briefed on the round out and then informed that to achieve the Hold Off he or she must ease progressively back on the stick to keep the aeroplane in the air just above the runway, then the phrase is both descriptive and succinct."

Pontius further stated that "The problem is that when you are telling the student what to do at this most critical stage of the landing those other phrases, good though they may well be, are more like briefing room phrases and are just too long winded and may be misunderstood in the heat of the moment" "Whereas the simple command START HOLDING OFF cannot be misunderstood"

All the other C.F.I.s agreed and lo - the phrase came down from on high and was written into the Holy Bible (Air Publication 1732a). There it stayed for generations and served the band of almighty CFIs very well until the Americans came along and caused great confusion and gnashing of teeth throughout the land. Sometime in the early 1960s an American aviation slang word crept into the aviation vocabulary. Until then this word was normally used to describe a pyrotechnic or something that a horse does with its nostrils. The word was - Flare. It has now become an accepted aviation training word to describe what a student pilot should attempt to do during a landing.

Here is the Free Dictionary definition of the Flare in aeronautical terms:-

(Aeronautics) aeronautics. "The final transition phase of an aircraft landing, from the steady descent path to touchdown"

For a student pilot trying to understand how to land an aeroplane, how descriptive is that? Pontius and his mates are no doubt spinning in their graves.

No talk of a round out or hold off here. One could be forgiven for imagining that the Flare as described above could mean just one continuous pull back after crossing the threshold. Maybe it is for a B747. I don't know, but in this context we are talking about light single engine aeroplane training.

Do we say to the student in the pre flight briefing, "When I say the word Flare I want you to conduct the final transition phase of the landing from a steady descent path to touchdown" or after explaining what the phrases round out and hold off mean, do we simply say, "When I say round out I want you to Round Out and when I say hold off I want you to Hold Off"

I know which I prefer.

Goodness me -next thing you know is that during the take off, light aeroplane instructors will be telling their students to rotate! Could that ever be?

Bob Needham, Ex C.F.I .

Moon Pacer Flying Club, Biggin Hill, England

Nakuru Aero Club, Great Rift Valley, Kenya

Matabeleland Flying School, Bulawayo, Rhodesia.

Port Macquarie Flying School, NSW, Australia

Port Macquarie Ultra Light Flying School NSW Australia

Hastings District Flying Club, NSW Australia



Bob, Anson and Phoebe-Ann Needham

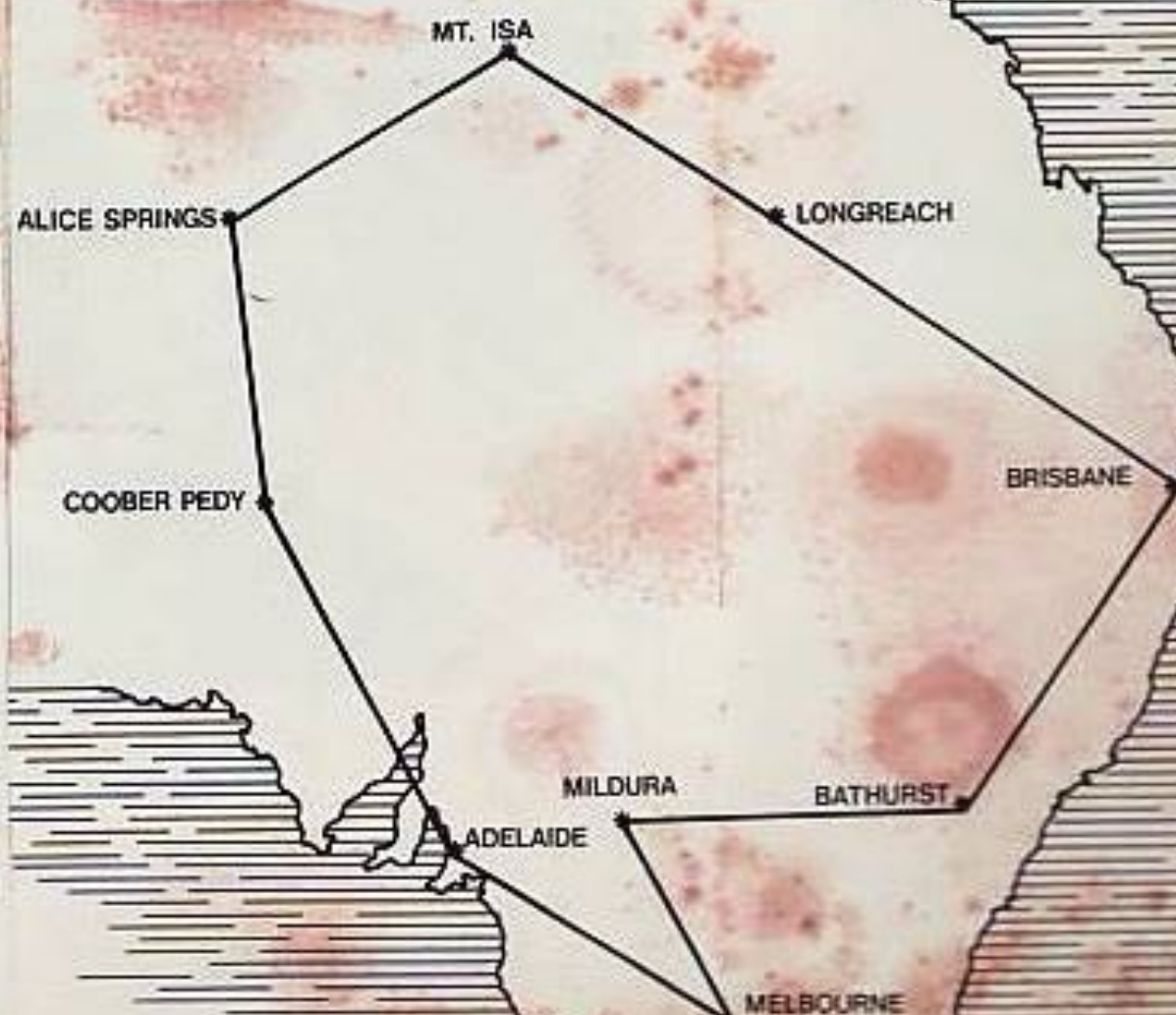


84

SOUTHERN CROSS AIR RACE

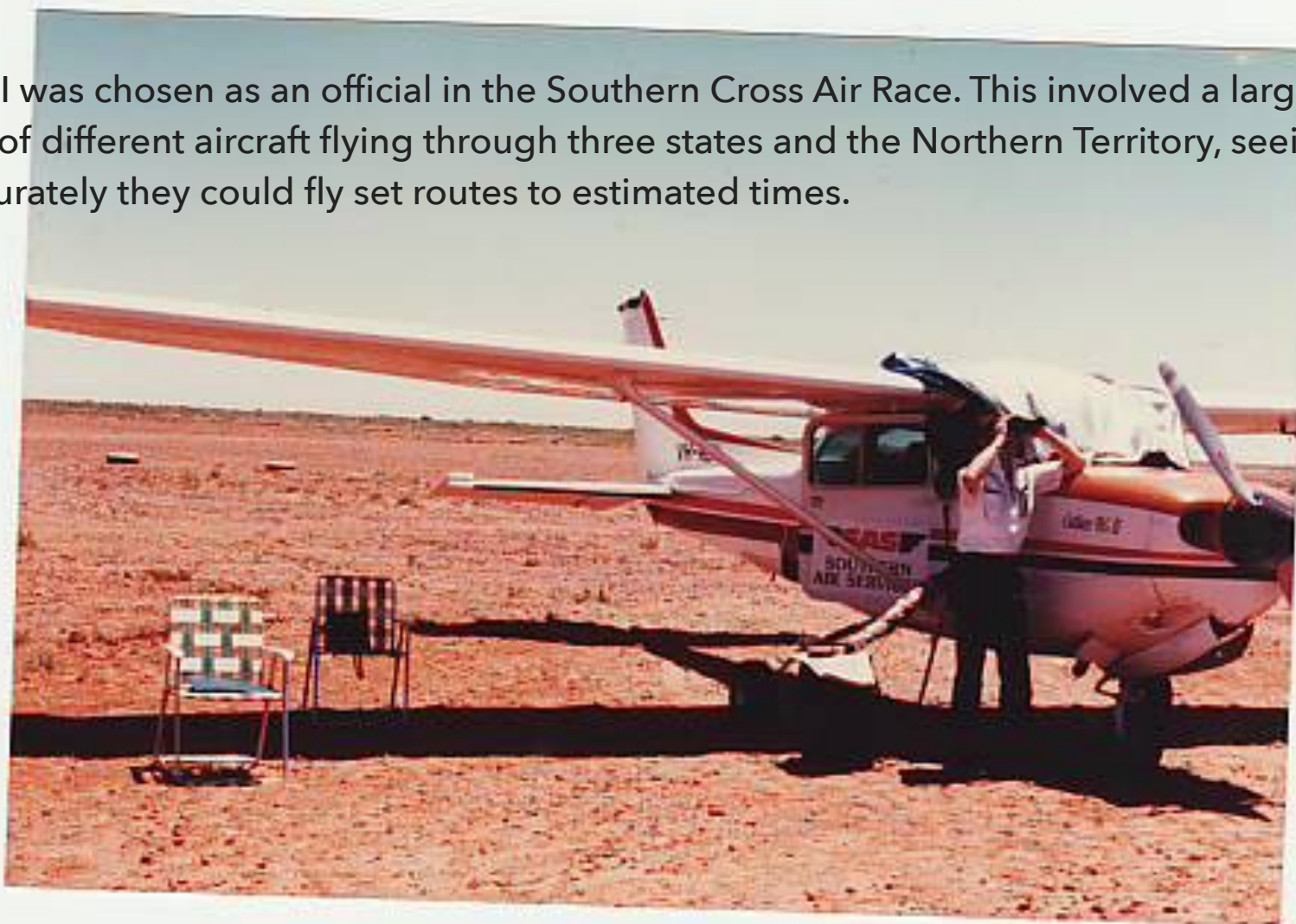


- ite**
- 1 Moorabbin, Portland, Mt. Gambier, Murray Bridge, Parafield
 - 2 Free day
 - 3 Parafield, Port Pirie, Leigh Creek South, Andamooka, Coober Pedy
 - 4 Coober Pedy, Oodnadatta, Finke, Alice Springs
 - 5 Free Day
 - 6 Free Day
 - 7 Free Day
 - 8 Alice Springs, Jervois, Lake Nash, Mt Isa
 - 9 Free Day
 - 10 Mt Isa, Winton, Longreach
 - 11 Longreach, Blackall, Roma, Dalby, Toowoomba, Archerfield
 - 12 Free Day
 - 13 Archerfield, Coolangatta, Casino, Grafton, Coffs Harbour, Pt Macquarie, Singleton, Bathurst
 - 14 Free Day
 - 15 Bathurst, Parkes, Hilston, Hay, Robinvale, Mildura
 - 16 Mildura, Swan Hill, Kerang, Mangalore, Moorabbin.



Actual Race dates are 3rd November 1984 to the November 1984.

In 1984, I was chosen as an official in the Southern Cross Air Race. This involved a large number of different aircraft flying through three states and the Northern Territory, seeing how accurately they could fly set routes to estimated times.



My task was to take off early in the morning, land at an intermediate aerodrome, accurately record the time each aircraft passed over the drome and report those times to the judges.



At one aerodrome (Finke), the Corby Starlet and the Tiger Moth had to refuel so they taxied into town and up to the local car petrol pump and refuelled there.



This was a great event and I logged over thirty hours in an almost new Cessna 172 RG, at times carrying a film crew with cameras and other equipment.



Jim Davis

Master class by Jim Davis. This is an authorised copy. Jim has 15,000 hours of immensely varied flying experience, including 10,000 hours civil and military flying instruction. He is an established author, his current projects being an instructions' "manual" and a collection of Air Accident analyses, called 'Choose not to Crash'.

235 NO FUEL

What were you thinking of?

SYNOPSIS

The private pilot was accompanied by his wife on a flight from Wouterspan (a farm 35 nm WSW of Douglas) to New Tempe aerodrome when the accident occurred. Prior to departure, the pilot carried out a pre-flight inspection. It was, however, too dark to visually inspect each tank's fuel level.

According to the pilot's calculations, a total of approximately 3 hours of fuel should have been on-board the aircraft, which was apparently verified by the indication of the fuel quantity gauges.

The aircraft took-off at approximately 0445Z with an expected flight time to New Tempe of 1.25 hours. While en route and almost abeam Douglas, the pilot had to divert to Douglas for a 'refresher stop' before continuing to New Tempe again. While approximately 50 nm inbound, the pilot changed tanks from left main to right main, whereupon the engine failed. He re-selected the left main tank and the engine restarted. At that stage the left main tank fuel quantity gauge indicated approximately 50% full and the pilot was under the impression that approximately 15 to 20 minutes of fuel was still available in the tip tanks.

While approximately 22 nm inbound, near the Krugersdrif Dam the left main tank's fuel quantity gauge indication dropped off rapidly. The pilot then selected the tip tanks, whereupon the engine failed again and the left main tank had to be re-selected to restart the engine.

The pilot joined long final approach for Runway 19 and maintained an altitude of 6500 ft. A short while later on final approach, the engine failed, and a forced landing was executed on an agricultural field approximately 1 nm north of New Tempe. Due to the soft ground, the nose wheel dug into the ground causing the nose gear to collapse, resulting in propeller damage. The left main wheel was also damaged in the accident. No injuries were sustained.

PROBABLE CAUSE

Engine failure occurred as a result of fuel exhaustion.

Fuel exhaustion occurred as a result of an inadequate pre-flight inspection and poor flight planning.

SOUTH AFRICAN CIVIL AVIATION AUTHORITY:**ACCIDENT REPORT - EXECUTIVE SUMMARY**

Date of Accident: 8 May 2002

Time of Accident: 0620Z

Aircraft Registration: ZS-EBO

Type of Aircraft: PA-28-235

Last point of departure:

Wouterspan, approximately 35 nm WSW of Douglas

Next point of intended landing:

Runway 19, New Tempe aerodrome

Location of the accident site:

Approximately 1 nm short of Runway 19, New Tempe aerodrome

Meteorological Information: CAVOK

Number of people on board: 1+1

No. of people injured: None

No. of people killed: None

PILOT-IN-COMMAND

Licence type: PPL

Licence Valid: Yes

Age: 43

Total Flying Hours: 281

Hours on Type: 125

JIM'S ANALYSIS

OK, the normal start - could you see this coming? Would you gladly sit in the back seat?

First question first. A blind child of three, on a dark night, without a torch, in a coal cellar could see this coming. What the hell does the guy think he is doing - blinding off into the night, with marginal fuel and no torch to do a pre-flight. If he couldn't check the fuel, do you think he managed to check the rest of the aircraft by brail? And how about the oil? Or should we believe that he was really a very conscientious pilot, but he just made this one mistake?

And would you happily sit in the back of this aeroplane? Perhaps, if you were contemplating suicide.

I really don't get it. The guy is 43 years old, but he doesn't consider the flight to be dodgy. In fact he is such a safe pilot he is happy to risk someone else's life as well as his own, and his family's bread-winner. What goes on in his head?

I don't know whether everyone else's instructors explained to them the fairly obvious consequences of running out of fuel. Mine did. I am trying to think if I have ever, in my whole life, landed from a long cross-country with less than an hour in the tanks. I really don't think I ever have. Okay I am a bit of a pansy about such things - but then again I am also alive.

Sorry to harp on about this, but, hell, I just don't get it. Very broadly, it seems that pilot induced accidents, which are the vast majority, are caused either by making mistakes - of which we are all guilty, or by sticking your neck out and deliberately taking a fat chance. Sticking your nose into crap weather, flying without maps, flying with a known defect on the aircraft, and so on. This one obviously falls into the gambler category. It is just so unnecessary - he could easily have killed people - if that's the way he flies.

Okay rant over. Time for a quick look at the technicalities. The 235 has four tanks, and, like any other aircraft, four fuel gauges which are not to be trusted. It also seems that the fuel was scattered amongst three of the tanks, because the pilot said that the engine stopped when he tried to use the right main tank.

And he was "under the impression" that there was about 15 to 20 minutes available in each of the tanks. Where did he get this impression from? It certainly had nothing to do with the non-existent pre-flight. Of course he could have left the aircraft the previous day with that much fuel available. But my guess is that he was not the sort of guy to do a conscientious post-flight inspection, the day before, including dipping the tanks. But even if he did, who is to say that some light-fingered person didn't relieve him of some fuel during the night?

NO FUEL



ABOVE - You are not 'good to go' until you have visually checked the fuel level. Fuel gauges are not to be trusted.

Those who fly Cessnas may remember my constant bitching about fuel cross-feeding during the night and overflowing into the grass, to leave you with an hour or so less fuel than you thought.

Okay, it wasn't a Cessna, but I have had a 235 do exactly the same in a couple of hours - due to a faulty selector. I was sitting in the aeroplane, which I had parked at an angle to get it in the shade of a tree, at Hotazel (which it is). Because the aircraft was brand-new and I only had three for four hundred hours, I knew nothing could go wrong with it on the ground - so it naturally didn't need a pre-flight.

Anyhow ALL the fuel from the left tip, cross-fed and wound up on the ground and about half the fuel from the left main joined it. Basically the right tanks were full and the left ones had almost nothing.

This left the aircraft so badly out of lateral trim that I very nearly killed four of us when I lifted off and found that FULL left aileron and rudder only just kept us alive.

Actually, I have noticed that this is still a tradition amongst many charter pilots. Pre-flights are not really meant to be for EVERY flight.

In a nutshell, fuel management is impossible if your pre-flight does not determine accurately how much you have in each tank.

The next problem is that, say you have an hour's fuel spread over four tanks, this means that each gauge is reading less than a quarter. So how do you know which one is safe for take-off, let alone landing? By the time you get to your destination you haven't the remotest idea whether the engine will stop on final approach - which is exactly what happened to this guy.

He was one mile out when he ran out of fuel.

NO FUEL



**ABOVE - ZS-EBO without fuel tanks - effectively how the pilot ended up flying the plane.
56 SA Flyer**

WHAT CAN WE LEARN?

1. Pre-flight is a silly expression which means pre-EVERY-flight.
2. If you are planning to land with less than an hour's fuel - REPLAN
3. If you plan to go night flying without an operating torch (for each crew member) - DON'T. By the way, the definition of a pilot's torch is an aluminium tube in which to store flat batteries.
4. If you find that you are not sure about which tank has the most fuel (for landing) then you must have previously tried running tanks dry - and noted what the POH has to say about this. Anyhow what you have to do is methodically run each tank dry, while at a sensible altitude, and then you will know for certain where all your fuel is!

NO FUEL



Flying Club Onslow committee members Ben Walkington, Mike Chapman, Patrick Tittums, Jim Reid, Emily See, Carol Morton and Tahi Morton. Picture: Tom Zaunmayr

Club's sky-high bid to lure flyers takes off

■ Tom Zaunmayr

Onslow's new flying club is ready for take off after acquiring a plane to get people interested in flying.

Flying Club Onslow president Tahi Morton and Carol Morton picked the Aeroprakt A22LS Foxbat up from Melbourne last month and flew it back to its new home at the Onslow Airport.

Mr Morton said having another recreational activity in town would help attract and retain residents.

"We just got talking together with a few friends, and when the

opportunity to lease a lot out here came up, that was our opening," he said.

"Everywhere we go when we hold stalls people say they would love to learn how to fly, or pilots say 'if you get a plane, we'd love to fly it'.

"We are still looking for funds to develop our lot and build a hangar.

"That is the next big challenge ahead of us."

Mr Morton said the ultimate goal was to have students learning to fly out of Onslow.

Ben Walkington is one resident set to benefit from the club.

Mr Walkington has had a keen

interest in flying since childhood and will now have the chance to get his recreational pilot licence.

"In primary school I used to go to the library and pick up books on aeronautics," he said.

"When I found there was a flying club here, that re-sparked my interest."

Mr Walkington said anyone interested in flying should just "give it a crack".

"It is actually pretty straightforward, just like driving a car," he said.

Mr Morton said the club had had plenty of interest in flying from towns across the region.

VINCE WILLIAMS IS SO PROUD OF THE HASTINGS DISTRICT FLYING CLUB

At the moment, Vince Williams is traveling around Australia in a caravan with his partner, Di. Sometimes they would text me on the phone or send me letters.

In October, Vince and Di were in Onslow, WA for a couple of days and read in the local paper that they were starting a flying club. Vince with his vast experience in running HDFC, wanted to offer some advice and contacted the President, Tahi Morton. Tahi was pleased to hear about Vince's stories and was surprised our plane hire rates were. Vince proudly gave Tahi a copy of the Propwash and members of the Onslow Flying Club were highly impressed.

Tahi and Carol Morton flew to Grafton to learn to fly the Foxbat and then on to Melbourne to pick up a new one. They flew the Foxbat back to Onslow. The entire event took them 9 days.

- Veronica Lind



23rd Oct 2017 - Networking with Council and understanding their plans.



24th Nov 2017 - Hastings Secondary College students from Stem Academy toured the Hastings District Flying Club. Rod Davidson President of Hastings District Flying Club gave students a lecture on the principles of flight.



Oct 2017 - Narromine Air Show



11th Nov 2017 - Race Night. Big bets and High Fashion.



26th Nov 2017 - There was a good turn up at Dexfield Park where Sue and Clyde Stubbs hosted a gourmet pizza lunch.



15th Nov 2017 - Excellent attendance at the CASA safety seminar.



15th Dec 2017 - Christmas get-together



26th Jan 2018 from 1pm - Australia Day BBQ will be held at HDFC grounds. BYO meat for the BBQ. BYO drinks though bar will be opened. Bring salads, nibbles and dessert to share. Volunteers required to clear the grounds. Contact Steve Smith if you can help.



10th Feb 2018 from 6pm - Restaurant Night at Oriental Spoon Korean Restaurant, 138 William St, Port Macquarie. Details will be released shortly.



11th Feb 2018 from 8am - Working Bee with BBQ breakfast. Volunteers need to clean clubhouse and hangar.



Get updates on Events at our Members Only Facebook page - <https://www.facebook.com/groups/HDFCgroup/>



2nd to 4th Mar 2018 - Fly-In to Palmers Island. Moby Dick Yamba Resort has been notified. \$149/night for standard rooms. \$159/night for premium rooms. Tell Karen you are from HDFC. Details to follow.



7th Apr 2018 - Fly and Spy. Look out for details on this exciting adventure with prizes to win.

60th

ANNIVERSARY

8th Sep 2018 - HDFC's 60th anniversary dinner. Open house in September. Volunteers needed to form 60th anniversary committee. Contact Rod.

Roster.

We need volunteers. Please contact:

Rod Davison if you're interested to be the House Manager and for bar duties

Veronica Lind for Pilot Proficiency Day (PPD) lunches

Please check website for Roster updates - <http://www.hdfc.com.au/roster>

60 YEARS AND STILL LOOKING UP

From left: Glenn Cleary, Alan Bradtke, Jon Maguire and Phil Lamb



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.

18/12/17 to 1/1/18	Steve Smith	0405775192
	Jordan Maxwell	0412555639
	Patrick Barltrop	0497073743
1/1/18 to 15/1/18	Dave Toulson	0418668355
	Rod Davison	0419632477
	Alex McGee	0468891912
15/1/18 to 29/1/18	Bruce Dunlop	65595444
	Mark Watson	65596407
	Tim Amor	0418296380
29/1/18 to 12/2/18	Mary Pavicich	0419693617
	Mike Wilkinson	0487958110
	John Cleland	0419912720
12/2/18 to 26/2/18	Mike Bullock	0412237787
	Col Hayler	0437478549
	Graham Smith	0408409966



AUTHOR: GEOFF LITCHFIELD

Disaster was ever a hairsbreadth away

How I survived 350 day and night deck landings and 205 catapult launches as a fighter pilot

FLY BOY

\$20 BUY NOW >



CHRISTMAS GIFT IDEAS



HDFC cap \$20

FLY BOY

Author: Geoff Litchfield

My eldest son, Michael has encouraged me to detail my fascinating and intriguing experiences as a country boy to Navy fleet air arm pilot to airline pilot for 30 years.

I hope you will enjoy reading it as much as I had writing it.

Purchase this book online - <http://www.hdfc.com.au/fly-boy-book-by-geoff-litchfield>

The nostalgia for me reading Geoff's early memories of Tamworth is wonderful! I think my mum was about 16 when the Tiger Moth crashed nose first into the street about a block from her home in William St, West Tamworth, killing the pilot instantly! Didn't know that G for George the famous Lancaster had come to Tamworth in 1945 just two years before I came into the world!

- David Mitchell -

Prices.

Including GST

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)

Flights

- ▶ Trial Introductory Flight (TIF) - \$99 - purchase online <http://goo.gl/go7KbX> or call us
- ▶ Hangar rental - \$190 per month

Memberships

- ▶ Flying membership - \$80
- ▶ Social membership - \$35
- ▶ 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

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>

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

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

August

Michael Carroll
Rotor Wing Helicopters

October

Daniel Beaton
Chris Bradtke

September

Bruce Doughton
David Cunningham
Doug Ransom
William Crowley
Lorraine Dunlop
Stuart Robb



NEW Management Committee & Flying Instructors

	President	Rod Davison T: 0419.632.477 E: president@hdfc.com.au
	Vice President/Club Captain	Ray Lind T: 0428.820.698 E: lindflight@gmail.com
Aircraft Maintenance Co-ordinator/Chief Flying Instructor	Steve Smith T: 0405.775.192 E: sfrqsmith@me.com	
	Secretary	Bruce Dunlop T: 0414.594.223 E: secretary@hdfc.com.au
	Treasurer	David Toulson T: 0418.668.355 E: treasurer@hdfc.com.au
Editor, Marketing and Communications	Veronica Lind T: 0407 779 828 E: marketing@hdfc.com.au	
	Facilities Manager	Mark Crawford T: 0415 554 619 E: mc.1961@bigpond.com
	Events Manager	Mike Bullock T: 0412 237 787 E: mrbullock@iinet.net.au
	RAAus & GA Flying Instructor	John Hayler T: 0414.580.246 E: charliervictor44@hotmail.com
	RAAus Senior Flying Instructor	Bob Needham T: 6585.3418 E: induna191@gmail.com
	RAAus & GA Senior Flying Instructor	David Massey T: 0403.925.462 E: david@massey.nu

HASTINGS DISTRICT FLYING CLUB

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

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

www.hdfc.com.au



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

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

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

Club membership is \$80.00 (flying) and \$35 (social). The club owns three aircrafts available for hire by flying members—two Foxbats for \$130/hr each and CTLS for \$140/hr (including GST).

A monthly pilot proficiency day and lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.



HASTINGS DISTRICT FLYING CLUB

P.O. Box 115, Port Macquarie, NSW 2444
T: (02) 6583 1695 | E: president@hdfc.com.au

www.hdfc.com.au