

PROPPwash

Hastings District Flying Club NEWSLETTER

President's Report

July 2010



By the time you read this report we will have all 3 aircraft in a serviceable condition. This is something we needed to do to ensure that the club remains viable.

The Foxbat is proving very popular. The Eurofox also has its fans, some of whom will fly nothing else. Likewise the Cessna has a contingent of supporters and continues to operate well in monthly competition flying.

I think it is time to move FPT maintenance to AvCair run by LAME Christian Corse at Port Macquarie airport. Christian has offered to meet with a group of us to go through items that we can attend to ourselves. There are some advantages to having our Cessna maintenance done locally and Christian is giving every sign of being a willing provider.

The airport development plan released during the past month outlines major changes to take place over the next 20 years. These include closure of the grass runway to allow for expansion of the parking areas and placement of GA facilities, a taxiway and a 30 metre wide, lengthened runway to cater for bigger jets such as the 180 seat 737. There is also some suggestion that pilot training, in particular touch-and-go landings, will be moved to Kempsey airport. The airport master plan indicative cost estimates (in 2010 \$ excl. GST) for the principal RPT development are as follows.

Aircraft Movement Areas

Runway	\$17,000,000
Taxiway	\$14,750,000
Apron	\$ 4,750,000

Landside Facilities

Terminal Expansion	\$10,000,000
Car Park Areas	\$ 1,500,000
Total	\$48,000,000

The estimates include allowances for preliminaries (15%), professional fees (15%) and contingencies (20%), but exclude GST and costs associated with other development options such as GA and aviation support facilities, access roads, the Airport Precinct development and utility services upgrades.

The HDFC scholarship scheme drew applications from 7 young people. George Northey flew with each of the applicants. Lyndal and I helped with interviews and reviewed the written applications. Two student pilots, Andrew Eames and Daniel Pye, have subsequently each been offered a scholarship. Coincidentally Andrew has been doing well at Newman College, winning the North Coast School-Based Apprentice of the Year award. Our experience suggests that these young people will go on to careers in aviation. Past scholarship winners, Jimi Ludriks and Megan Fricke for example, are well on the way with careers in aviation.

During July I have been in conversation with Port Macquarie-Hastings Council's Economic Development Manager, Trevor Sargent, with the aim of starting a Business and Industry Growth Program (BiG) specifically directed at business owners with an interest in aviation and PMQ airport business owners. The program would be called BiG Aviation. I see the HDFC joining this group to help us with our business and strategic planning. Any member can join the group, either to contribute to the HDFC component, or to gain benefits for their own business. Lyndal and I are already involved in a BiG group and HDFC member Kerry Buttsworth of Wiggly Tail Butchery participated in an earlier BiG program. Kerry comments that "the key business development program really makes us think about the way we run our business."

Our AGM will be held on Wednesday 18th August at 7pm at the clubhouse. If you like to have fun and want to contribute to your flying club and influence its future, then nominate for a position on the committee in 2010.

Bill Coote

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Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday - visitors welcome. Club membership is \$65 (flying) and \$35 (social). The club owns 3 aircraft available for hire by flying members - a Cessna 172 for \$180 incl GST per VDO hour, a Foxbat and a Eurofox for \$105 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

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

Club Captain's Report



May was certainly a busy month of flying for HDFC.

We kicked off with the normal flying competition day (3rd Sunday of each month) on May 16. with 11 pilots fly in GA .

We also gave a big welcome to Harry Creamer who entered his first flying competition. Harry immediately saw the benefit of using the competition as a means of keeping current and flew very well despite a long layoff since his last flight.

The day was fine and clear for the most part and gave us some great results. The events were:

1400 rpm Stuck Throttle & Spot Landing

1st Bruce Dunlop, Rod Davison & Harry Creamer (50), 2nd Dave Mitchell (40), 3rd Mike Coulter (30)

Instrument Climb

1st Mark Watson (79), 2nd Mike Coulter (77), 3rd Lyndal Coote (75)

Forced Landing from 2000'

1st Mike Coulter (78), 2nd Ray Lind (70), 3rd Mark Watson (67)

Overall

1st Mike Coulter (185), 2nd Mark Watson (156), Ray Lind (144), Harry Creamer (140)

One week later 8 HDFC pilots headed off to Rutherford with high hopes for the annual Tri Club competition held between Newcastle, Taree and Port Macquarie. HDFC have held the trophy for the past 12 months. The weather on Saturday morning did not look promising at all. However, Rod Davison, Mike Coulter and David Mitchell jumped into trusty FPT and decided to give it a go anyway. Despite the overcast conditions and drizzle at Maitland, the host club, Royal Newcastle Aeroclub bravely persevered with their decision not to call the competition off. After many phone calls and trepidation the event was a 'goer'. The Taree pilots decided to drive instead of flying and five (5) HDFC pilots had also driven down. Fortunately, after weaving around many rain cells, the C172 FPT arrived safely and, at that point in time, the weather at Rutherford miraculously appeared to lift slightly for an uneventful landing. After the mandatory coffees and tales of close encounters with clouds and rain the competition briefing took place and the competition got under way.

RNAC decided to do a blind circuit, flour bomb, river bash and finish with a spot landing. This combination made for a very challenging and exciting exercise. Throughout the whole weekend the comradeship that develops between pilots was very evident and set the scene for a fantastic weekend of flying for everyone.

HDFC enjoyed incredible success with some very accurate and tight flying.

Bill Coote flew in a very consistent manner to gain the **highest points score overall** on the day. Well done Bill. Mike Coulter won both the **Blind Circuit** and the **Spot Landing** while displaying his outstanding flying skills. Congratulations Mike. Bruce Dunlop was the winner of the **River Bash**, displaying his very disciplined and proficient approach to flying. Great work Bruce.

So **overall**, HDFC proudly accepted the trophy again for another 12 months. Next year it will be our turn to host the Tri Club competition and our initial thoughts are that we will carry this out at Kempsey airport so as to avoid the problems with airport security and runway access experienced at YPMQ. We look forward to lots of our pilots flying and driving to YKMP next year for the Tri Club.

Our **June flying competition** was held in beautiful, clear weather which made really delightful flying conditions. Light changeable wind conditions did however make it rather tricky in the Forced Landing event. We only had 7 pilots compete as many of our regular competitors were either overseas or unavailable on the day.

The individual events were:

Instrument Climb (A030)

1st Ray Lind 97, 2nd Vaughn Durkin 94, 3rd Bruce Dunlop 93

Flying Competition Results

Steep Turns

1st Bruce Dunlop 80, 2nd Vaughn, Ross Costanza , Ray Lind all on 75 points.

Our final event was the Forced Landing with the altimeter covered so the pilot had to judge his height visually which of course adds another difficult dimension to the event. The fluctuating winds caused even more difficulty in gaining the scoring boxes although every pilot landed back on the runway easily.

Forced Landing

1st Ray Lind 80, 2nd Bruce Dunlop 47

Overall

1st Ray Lind 232, 2nd Bruce Dunlop 220, 3rd Vaughn Durkin 169

The **July competition** was held on a glorious day with light winds, sunshine and 9 pilots.

Instrument Climb to 3000'

1st Ray Lind 93, 2nd Bruce Dunlop 90, 3rd David Mitchell 87

Forced Landing from 2500' with no Altimeter

1st Rod Davison 97, 2nd Bruce Dunlop 77, 3rd David Mitchell 61

Blind Circuit with Sport Landing

1st Rod Davison 138, 2nd Ray Lind 108, 3rd Bruce Dunlop 90

Overall

1st Rod Davison 308, 2nd Bruce Dunlop 247, 3rd David Mitchell 232

The **RA** section of our competition is still rather poorly attended by pilots. Most of our competitors are GA pilots who have converted to RA so they already understand the benefits of using the competition as a means of maintaining currency while flying with an instructor at minimal cost. As Club Captain let me emphasise again to all of our newer pilots that the competition is not about who is the winner of the trophy or being judgemental about fellow pilots flying. To the contrary, in the competitions you will find other pilots helpful and complimentary about all of your efforts. Please come along and enjoy the flying, the BBQ lunch and the friendly comradeship that only a flying club can engender.

May RA Competition

1st Rod Davison, 2nd Jon Maguire and 3rd Glen Cleary. Congratulations Glen, great to see you at the comp.

June RA

The pilots did a 500' circuit followed by a river bash up the Maria River and finishing with a forced landing. The winners were:

Overall

1st Barry Williams, 2nd Bruce Dunlop, 3rd Richard O'Neill. Good to see Richard at the comp and doing so well.

Thank you everyone for your continued and valued support of our great club. Until next time, safe flying and see you at the next flying competition.

Ray Lind



Early morning at Gloucester in 2009 - a rudder makes a convenient clothes hanger

NOTICE OF ANNUAL GENERAL MEETING

To be held on Wednesday 18th August 2010 at 7pm at the Clubhouse, Port Macquarie Airport.

Agenda

1. Apologies
2. Confirmation of Minutes of the 2009 AGM
3. President's Report
4. Financial Report
5. Appointment of Auditor for the financial year ending 30 June 2011
6. Membership fees for 2011-2012
7. Election of Office Bearers and Committee for the year 2010-2011. Note: All members of the current Committee will retire on August 18th although some may wish to stand again. Nominations correctly completed on the form below must be received by the Secretary by Wednesday 11th August 2010.
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 2009-2010 Annual Accounts will be posted on the Club notice board
seven (7) days prior to the meeting.

Bruce Dunlop – Hon Secretary – July 2010

NOMINATION FORM

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

for the position of **PRESIDENT**
 SECRETARY
 COMMITTEE MEMBER (4)
for the financial year 2010-2011

VICE PRESIDENT
TREASURER

(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.

Dated this _____ 2010

(signature of member)

(signature of proxy)

The Outback Blooms After the Floods



Kate, Angus and Lauren in mailbox

This is the year of plenty for those living in areas inundated by floodwaters a few months ago. The floods have come and gone and in their wake the outback blooms: small animals, marsupials and reptiles are in a frenzy of breeding; shrubs and small trees are blossoming.

Our RV-12 has once again spread her wings, leaving Port Macquarie on Sunday 6th June. On a beautiful, cloud-free day we flew, via Armidale and Moree, to Dingadee (YDNG), our son's property near Mungindi. After two days with his family we headed for Charleville, en route to Longreach. As relative novices we have much to learn. Early in the trip we realized the need to try different altitudes: 6,500ft outbound and 7,500ft on the return trip proved to give the best ground speed and smoothest ride. We refueled at Charleville and enjoyed the break with a cappuccino and toasted sandwich.

The featureless landscapes made us appreciate the challenges experienced by early Australian aviators, who used a compass and dead reckoning. The use of GPS and Auto-Pilot made checking our position relative to roads, rivers, railway lines and outback homesteads, marked on the chart, very easy.

After landing at Longreach we refueled and positioned our plane in front of the QANTAS 747 for the obligatory photo. Longreach is now a busy tourist centre with the QANTAS Aviation Museum and the Australian Stockman's Hall of Fame. We were pleased to see the bronze sculpture "Merino Ewe and Lamb" cast by Bodo Muche, a family friend, on the pathway leading to the Hall of Fame. The return to Dingadee was a routine flight. As in sailing, we found that the wind is invariably 'on the nose'.



Our son, Andrew, is the President of the Mungindi Show committee and this year they are celebrating "100 Years of Aviation in Australia" at their 2010 show on 14th and 15th August. They are encouraging visiting aircraft to attend the show which will be opened by Dick Smith. We helped Andrew to take his grader to work on the 1,000m dirt runway, with a taxiway to a parking area within the Showground perimeter. Local residents have been encouraged to offer accommodation to visiting pilots.



We have learnt that, because of the uncertainty of the weather, you need to study synoptic systems very carefully and travel when conditions are favourable. Especially in retirement, and flying VFR, one must not be dictated to by deadlines.

Our flight home, via Armidale, was uneventful. Landing on a familiar runway at Port Macquarie was good and finding Bill Coote cooking sausages on the club barbecue was a good end to our trip.

Total distance travelled was 1,360 nautical miles, at an average speed of 100 knots.

Bridget and Tony Earle

St Columba Students Excursion to the Airport

In June Years 1 and 2 students from St Columba Anglican School were studying transport and took a trip to YPMQ to look at the terminal and the HDFC hangar and aircraft.

Some 60 students, in two groups, listened to President Bill Coote explain some of the things they could see. Questions flew thick and fast, including some curly ones, like "What would you do if a wheel fell off?" and "How does an aeroplane fly?"



The Perils of On-Line Auction Sites

Last May Bill received a call from Martin Farrand, a Coot owner in New Zealand, to say that a "coot carcass" was going up for auction on Trade Me, the NZ equivalent of E-Bay. It was an irresistible temptation! Starting at around \$400 NZ, the auction hotted up in the last 5 minutes, and the Coote's latest asset was purchased for under \$1,000 NZ - a baaaargin! (Auctioneers always say that it only takes two bidders to make a good sale!). Now to get it back to Australia!

After confirming the cheap airfares to Auckland (less than an economy return trip between Port Macquarie to Sydney), we booked our travel and flew to Auckland on Friday where we picked up a hire care, checked into our cheap airport hotel and ate Indian for dinner.



The next morning, with time to spare, we checked out where the asset was housed, or not housed as it turned out, then drove out to the coast to explore a little, returning to the asset at 11am to meet our Coot builder friend, Martin Farrand. Martin had organized two friends and a trailer to move the aircraft to an empty warehouse where it could be prepared for shipping. The tail was removed in the hope that the whole thing would fit into a 20' container for the brief cruise from Auckland to Sydney.

Leaving it there, we grabbed lunch in a very nice pub (wish we had facilities like it on the north coast) and headed back to Martin's waterfront home, 1 hour north of Auckland on the eastern coast. Bill was immediately taken down to the waterfront to inspect the Shearwater amphibian in Martins' hangar/boatshed. That night we ate at a local restaurant for dinner - very good Indian!



The next morning Martin drove us to a small grass strip about 20 minutes west of his home where we inspected his Coot then went for a scenic flight in his Cherokee 180, down around Auckland and back. We circled the Auckland equivalent of Centrepont Tower at 1500' with not a word exchanged over the airways. Out of Auckland International Airspace we were welcome to undertake this scenic flight without having to obtain permission

from anyone, a situation unheard of around Sydney.

The morning taken care of, we headed out onto the water in the afternoon for a couple of hours of exploration before driving back to our cheap motel at the airport, ready for our 4am wake-up call for the 6am return flight to Sydney. We were back in our office in Laurieton by 12.30 on the Monday.

Two weeks later, the asset was delivered to Sydney where Customs and the Quarantine Services gave it the once over, blasted it with fumigant, and passed it on to our freight forwarders for storage until collected. It is due to be picked up on July 22 and brought home to be gradually stripped for parts for Bill's current Coot project, which, at this stage, looks like this.



Lyndal Coote





Who is this mystery man and in what decade was the photo taken and where?

Answer on Page 9

OUR 2010 SCHOLARSHIP WINNERS



DANIEL PYE

Daniel is in Year 9 at Camden Haven High School. He is in the air cadets and lists his hobbies as karate, aeromodeling, guitar, tennis and surfing. "Ever since I was a young boy I have been fascinated by anything that could fly. One of my goals is to fly for the royal flying doctors one day"



ANDREW EAMES

Andrew is in Year 12 at Newman Senior Technical College. His hobbies are surf life saving, surfing, mountain biking, skiing and wakeboarding. "Ever since I was a young kid I have always dreamt of becoming a pilot. I am wishing to...acquire a job as a pilot whether it is flying international/domestic or just local charter flights."

Jimi Ludriks in WA

Since my last update whilst I was still looking for work I have since started working for Slingair Heliwork WA (www.slingair.com.au) and am now settling in to call Kununurra home for the foreseeable future. I have a house up here with 2 other Slingair pilots, an arrangement which is working well and should last for a while to come.

Slingair is a large company up here in Kununurra and has a fleet of 6 Cessna 210s, 3 Chieftains, 2 Cessna 310s, 5 Cessna Grand Caravans and 3 Gippsland Airvans as well as a Cessna 206 (nicknamed 'the buggy') and a Cessna 207 (nicknamed 'the slug' due to its unparalleled performance). We operate most tourist scenic flights and odd charters but also have contracts with the RFDS, Argyle Diamonds, HWE mining, WA Government Agencies and Departments as well as the Regional Air Subsidy Scheme, operating mail runs.

For the first 2 months of my time here at Slingair I was working on the ground in the hangar, helping out the engineers and cleaning as well as being freight handler on the mail-runs in the Grand Caravan here and there. All good fun, but I was itching to get some command time all the while.



Jimi at Cathedral Gorge



Slingair Hangar and Office

Then came my big break, mid June, when some pilots left the company to move onwards and upwards. I was asked to step into their position and start flying full time, 5/6 days a week. Since then I haven't looked back. My ICUS was completed and I was finally getting valuable command hours in my logbook...and getting paid for it!!! Brilliant!!!

The flying up here is great. For the last 2 months we have seen very little cloud. We get the weather forecast and it's painted CAVOK. It can however get quite busy, with Kununurra being the 3rd busiest airport in WA only behind Perth/Jandakot and Perth/Int. The smaller community strips we fly into can

also be interesting. Kununurra, Kalbar, Darwin, Derby and Halls Creek are the only few airstrips we fly into regularly that are sealed. The rest are an interesting array of different surfaces including gravel at Home Valley Station, burnt grass at the Mitchell Plateau and red dirt at Billiluna Aboriginal Community (which, when mixed with oil, makes for a great afternoon degreasing and cleaning the underside of the aircraft) amongst others. Bellburn is a great red dirt strip. It runs east-west, is dead straight and over 1000m long and its only issues are the trees at either end and the upsloping terrain to the east. Emma Gorge is a different kettle of fish. It also runs east-west, but is only 650m long. On top of this, it undulates quite severely, so that when landing to the east the first third of the strip slopes downhill, making the flare and landing hard to judge. When taking off to the east the middle third of the strip slopes up to a crest and then falls away, but again with trees to clear. To add to your worries, the base leg when landing in either direction is flown directly at the cliff faces.

The bulk of the flying I do is in Cessna 210's, a single engine six seater. They have a Continental IO520 300 horsepower six cylinder horizontally-opposed piston engine, retractable undercarriage and usually a comfortable array of avionics. They are a stable, easy to handle and adequately speedy aircraft,



Halls Creek Airstrip

Jimi Ludriks in WA (cont)

cruising at about 150kts, and I must say I am enjoying flying them immensely.

I am also checked in the Airvan which is an Australian built aircraft which seats 7-8 and is meant to fill the gap between 206 and caravan, very very easy plane to fly and land, but quite honestly, it's rubbish, but it does the job extremely well...moving on.



Halls Creek mail run

The most popular flight is a Tour C which takes the tourists down to have a look at the Bungles Bungles before returning back to Kununurra. The flight is about 2 hours in the 210 and more often than not you can have up to 10 aircraft from both Slingair and Alligator Airways (our competition) waiting to depart Kununurra at the same time to do this flight. All different types too. The other day it was myself in a 210 (cruising at 150kts), 3 other 210s, 3 Airvans (cruising at 115kts), 1 Caravan (cruising at 160kts), a twin engine Partenavia and a twin engine Piper Aztec. Makes for an interesting bottleneck situation.

We follow a set pattern around the Bungle Bungle Range and this is actually in your ERSA under special procedures at the back. As well as simply flying over and returning we also offer ground tours and helicopter flights around the Bungle Bungles which involves landing at Bellburn strip and waiting around all day at the airstrip, or if you're lucky, and there is space, going on the walk and chopper flight with the tourists. We call these flights 'wastes' as more often than not you simply wait by your aircraft and waste away in the heat.

We also do flights to and around the North Kimberley with the tourists including a landing up at the Mitchell Plateau and a chopper flight from there to the Mitchell Falls to have a picnic. This is generally a relaxing day with a couple of strangers you've never met, and you get a chopper flight out of it.

Kununurra itself is home to about 7,000 people of whom about 50-60% are of Aboriginal descent, however at the moment there are about 10,000 tourists in town on top of that boosting the local economy. The town is built around what's known as the Ord River Irrigation Scheme (ORIS). ORIS is provided by the 11 billion cubic meters (20 times that of Sydney Harbour) of water in Lake Argyle and covers about 17,000ha of crops including mangoes, bananas, pumpkins and Indian sandalwood which is used cosmetics and sells for about \$80,000 per tonne once matured. On the shores of Lake Kununurra is suspended between 2 dams (Ord Top Dam at Lake Argyle and the Diversion Dam just to the west of Kununurra) so the water level is constant at all time making it very popular for watersports. Every now and then the chief pilot will get together some pilots and we'll go water skiing and wakeboarding in his boat. Although Lake Kununurra is home to crocodiles they are freshwater, and generally won't attack unless provoked, but you do see them quite often while in the water. The Lower Ord River (downstream of the Diversion Dam), however, is home to the deadly Estuarine (Saltwater) Crocodile.



Kununurra Airport

Overall I am loving life up here and can see myself being here for the next couple of seasons (unless something better comes up). The scenery is phenomenal and the temperature (at the moment anyway) perfect. Happy flying to all at the HDfC and I'll see you at the end of the year. Cheers.

NB. For those interested I endeavor to post photos as often as possible at www.flickr.com/jimiludriks

Jimi Ludriks

BAR ROSTER

July

16th George Northey
23rd Bill & Lyndal Coote
30th Damian Buchtmann

August

6th Ray Lind
13th Richard Bentley
20th Jack Terp
27th Richard O'Neill

September

3rd Rod Farley
10th Adam Booker
17th Bruce Dunlop
24th Doug Jones

October

1st Rod Davison
8th Bob Small
15th Barry Williams
22nd Jon Maguire
29th George Northey

CALENDAR

August

Wed 11th Committee Meeting
Sun 15th Monthly competition & lunch
Wed 18th AGM

September

Wed 8th Committee meeting
Sun 19th Monthly competition & lunch

October

Wed 13th Committee meeting
Sun 17th Monthly competition & lunch

CONGRATULATIONS

TRENT MERCHANT
Recreational Pilot Certificate

BOB BARNETT
Inaugural flight of his home-built RV7

CLINT MCCRAE
Recreational Pilot Certificate & Cross Country
Endorsement

Bob Needham, Kenya, 1969

NEW MEMBERS MAY-JULY

Rick Alterator (flying)
Jeff Austin (flying)
Steven Conrad (flying)
Peter Collar (flying)
Katie Curry (flying)
Benn Farrawell (flying)
Peter Ford (flying)
Robert Marshall (flying)
David Pye (flying)
&
Welcome back to
Ted & Vicky Whitfield

PRICES (incl GST)

FPT Hire	\$180.00/hr
Foxbat/Eurofox Hire	105/hr
Flying Membership	\$55.00
Social Membership	\$33.00
Junior Membership	\$11.00
Hangar Rental	\$150 or \$100
Shirts	\$35.00
Caps	\$16.50
Cloth badges	\$4.00
Anniversary Key Ring	\$4.00
Come Fly With Me (from club)	\$25.00

HDFC COMMITTEE 2009 - 2010

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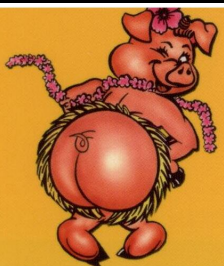
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**DON'T MISS
THIS GREAT READ!**

What Has Ole Been Up To?

HDFC member, Ole Hartmann, runs a business, Aircraft Kits Australia, that constructs and repairs metal framed aircraft in a hangar at Taree airport. His current projects include:

- Repairs to a Technam that was damaged whilst landing. It requires rebuilds to both wings and the fuselage.
- Building a prototype of his Bushman, designed for agricultural work.
- Repairs, on-site, to a Hornet in north Queensland that was damaged by a willy willy whilst tied down.

Ole's latest achievements include:

- Certification of his Hornet as a factory-built aircraft
- Addition of glider tug to the Hornet's long list of capabilities



www.aircraftkits.com.au