



Anna Naritsuka-Hayler
Celebrating Women In Aviation
#PressForProgress

PROP WASH



PROPWASH

NOTE FROM THE EDITOR



MAR 8 IS INTERNATIONAL WOMEN'S DAY.

This issue of Propwash celebrates Women In Aviation with this year's theme **Press for Progress** and the colour **Ultra Violet**. There is a huge shortage of pilots globally and I'm sure our cover girl, HDFC member 16 year old Anna Naritsuka-Hayler will be progressive in this field.

Over the last sixty years of HDFC history, we see an ebb and flow of female pilots. One in history clipped the wings of HDFC for a while (see page 15) while others did very well. There was a lull period where Birds didn't fly as cited by Port Macquarie News in 1969. For whatever reasons you're learning to fly, I say to women -

***“Let your dreams
take flight!”***

Yes, this year marks HDFC's 60th anniversary. I urge you to follow us on Facebook and on our website to know what unfolds. Mark your calendars for our 60th anniversary dinner on 8th Sep 2018 at the Aspire, Port Macquarie Golf Club. Help us find past members so we can invite them. I can be reached at editor@hdfc.com.au

Let your dreams take flight!

Veronica

VERONICA LIND

EDITOR, MARKETING
& COMMUNICATIONS





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WWW.HDFC.COM.AU



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

FLYING EVENTS

HDFC:
Palmers Island: 2nd Mar 2018
Fly & Spy - 28th Apr 2018

AUSTRALIA
Clifton Fly-In : 11 Mar 2018
Tyabb Airshow : 11 Mar 2018
Centenary of Flight Airshow : 17 Mar 2018

FEATURE STORY - TRAVEL WITH VINCE WILLIAMS, page 24



CELEBRATING SIXTY YEARS



PRESIDENTS REPORT FEB 2018
BY ROD DAVISON

The Hastings District Flying Club was officially formed on the 8th September, 1958. Inaugural President and CFI was Joe Lee with foundation members Barry Cunning, Greta Yabsley, Frederick Higgins, George Hartley, Mervyn McCudden, John Kirby, Dal O'Grady, Col Bailey and Peter Taylor.

This September marks the 60th Anniversary of the HDFC. Throughout the sixty years our flying club has endured many ups and downs. (Pun intended!). It has owned 22 aircraft and seen 19 Presidents. During the aviation boom years of the seventies, the club was training up to thirty students with three instructors headed by CFI, Barry Abbott. Charter operations were also lucrative. Then the bubble burst. In 1978, a group of local Doctors formed Port Macquarie Flying School, with former HDFC instructor, Trudy White as CFI. The flying school flourished at the expense of the HDFC which went into survival mode. For our club the magic time in aviation was over.

In 1991 the Hastings Ultralight Flying Club became totally integrated into the HDFC. Following 6 years of operating without owning an aircraft the club became the owner of a Maxair Drifter. A new era for the club had commenced. However, there was still the need for a GA aircraft and the 11 year ownership of Cessna 172 VH-FPT commencing in 2002 is fondly remembered.

The final turning point for the club occurred in 2005 with the purchase, in partnership with Don Pitkin, of Foxbat 24-4422. This enabled the formation of an RAAus Flight Training Facility which has thrived to this day. The club currently owns and operates two Foxbats and a Flight Design CTLS.

There is much to commemorate, much to celebrate. And celebrate we will, on Saturday 8th September 2018, at Port Macquarie Golf Club.

Mark your calendars now and spread the word to anyone ever associated with our club. This reunion will be huge.

Having looked back at some of our history, it is timely to assess our present day situation. The club is probably as successful as it ever was. However, we must not lose sight of the reason. It is the members who volunteer their time and expertise for the well-being of the club. Not just the committee but all members who give back. Especially our Instructors, Steve, John, Bob, David and Ray along with the Maintenance guys, Glenn and Alan. Without their commitment to the club ethos we would simply not function. So, as we look to the future there is a certain vulnerability. The Instructors and Maintainers are the foundation of our operations so for continued success we must recruit more. Anyone interested in becoming an Instructor or Maintainer please speak with myself or Steve Smith. We would love to have a chat.

Looking to the future I would like to see the HDFC continue to be a place where aviation enthusiasts can share their passion no matter what they fly or do not fly. I would like to see friendship and fellowship continue to underpin the club. The proud tradition of the HDFC must live on.

Port Macquarie – Hastings Council is also planning for the future. Their draft Urban Growth Management Strategy (UGMS) to 2030 was open for comment during December. One section of the strategy document involves development of an Airport Business Park. Following discussions in committee a comment was submitted on behalf of the HDFC. The submission can be viewed on [page 38](#).

Observations over many years indicate this Council is not GA friendly. There has been and continues to be a shortage of affordable hangarage at PMQ. In the last month we have had a further 3 applications for hangarage with one new member forced to base at Taree. I envisage smaller, individualised hangars such as the T-Hangar configuration. Better still would be Council lease of sites for owner construction. Dream on!

The other thrust of our submission was the re-opening of the grass runway. Again, the well-being of GA at PMQ was not considered in its closure. There is no doubt HDFC flying operations have been adversely affected since its closure.

It is decision time again regarding our aircraft fleet. Spurring the discussion is the question of replacing Foxbat 7395 with a new Foxbat or simply replacing its engine. The aircraft has 3,505 airframe hours with 246 hours to run on the engine. The committee, at its last meeting, favoured the new aircraft option. However, questions still remain when considering the whole fleet. Do we need 2 Foxbats? Do we keep the CTLS? Do we move to a different training aircraft? Please feel free to offer your thoughts to the committee.

Long time club member, Jon Maguire, passed away on 29th December 2017. His funeral was held on 5th January 2018. The clubhouse proved the perfect venue for his wake with plentiful food and drink. Thanks to my wife, Di, along with Fran Smith and Lorraine Dunlop for the organisation. Jon was an active club member who will be sorely missed. Please read my eulogy on page 42 on behalf of the club.

Following the festive season, HDFC activities are again in full swing. Already we have celebrated a very successful Australia Day in the club grounds along with a working bee and Restaurant Night. The Fly-In to Evans Head was well supported with 5 aircraft attending in beautiful conditions. The ever popular Palmers Island trip is scheduled for the 2nd March while Fly & Spy returns on the 28th April. Along with the monthly PPD & BBQ and weekly Friday evening socialising there is always something to do. All members are most welcome and encouraged to attend club events.

See you soon. Until then, safe and enjoyable flying.

Rod

HDFC 60TH ANNIVERSARY REUNION

We would like to invite all ex members of the HDFC to 60th Anniversary events.

A register of all ex members with contact details is being compiled.

If you are an ex member or know of ex members please email their contact details to Rod Davison at

PRESIDENT@HDFC.COM.AU

Thank you. We really appreciate your help.

HDFC BIRDS & BEES

Women of HDFC

- VERONICA LIND

MAR 8 IS INTERNATIONAL WOMEN'S DAY.

This issue of Propwash celebrates the Women of HDFC who in one way or another made an impact on the club and their pilot husbands or children.

Some are our Birds (aviators) and some are our Bees (little helpers) cooking, cleaning, administering, marketing :) or simply support what their husbands and children do when they fly.

There's also an article - Birds in Flight researched and written by Ray Lind.

This year's theme for International Women's Day is **Press for Progress** and the colour **Ultra Violet**.

To these women, I say "Let your dreams take flight!"

*To these women,
I say*

*"Let your dreams
take flight!"*

BIRDS IN FLIGHT

Women in Aviation

researched and written by
RAY LIND



Over the years there have been many famous women in aviation. Amelia Earhart, Amy Johnson, Beryl Markham, Jean Batten and Nancy Bird Walton to name just a tiny few. All of these woman have achieved amazing feats in aviation and will be remembered for ever. However, have you ever heard of Harriet Quimby?

In the early hours of April 16 1912, Harriet Quimby became airborne at Dover, England and headed out across the English Channel. It was freezing cold and her aircraft was extremely basic and tiny. She flew for 59 intense, heart thudding minutes through fog and low cloud using only a compass to find her way and to keep her wings level. She finally landed safely in France. She was the first woman to fly herself across the English Channel. Why isn't her name on everyone's lips as a famous aviatrix? Why isn't her name as famous as Louis Bleriot who achieved this feat only three years prior in 1909?

Women in Aviation

Harriet Quimby was born in 1875 in the town of Coldwater, Michigan. She grew into quite a beautiful young woman and to improve her chances in life, her mother had deliberately created an aura of mystique about Harriet by perpetrating the story that her daughter had received an exclusive private education in Europe as well as in America. Harriet obviously had the intelligence and bearing to carry off this facade very successfully and she made herself a career as a journalist. It was extremely unusual for women to have had a career of any kind in 1902 but Harriet was obviously a very determined and strong young woman. She wasn't going to take the traditional role of entering an early marriage and devoting herself to home and husband. She was also a keen sportswoman and was fascinated by mechanical gadgets. She became the first woman to embrace the newly invented typewriter and it wasn't long before she took on the challenge of learning to drive the very latest in modes of transport; the automobile.

As her career progressed, Harriet became a talented writer with the progressive magazine known as, 'Leslie's Weekly' in New York. With her earlier interest in acting and silent movies, she wrote articles on theatre productions as well as gaining information on the 'social set' and featuring their stories. She was very successful in her role.

In 1910, Harriet attended the Belmont Park aviation meet on Long Island with the aim of writing a story on flying. She immediately got caught up in the euphoria of excitement surrounding aviation and decided that she would like to learn to fly. To justify the huge cost, she'd decided she could write articles on her experiences while learning and let her readers all share in the unique and exciting new adventure.

A well known American pilot, John Moisant had established a flying school featuring Bleriot aircraft built under licence. Unfortunately, Moisant was tragically killed in a demonstration flight just before he was able to honour his promise of teaching Harriet to fly.

Undaunted, she decided to learn with another instructor, Andre Houpert who in turn had been taught by Louis Bleriot. To keep her training secret at first, Harriet disguised herself while flying by wearing a plum coloured satin one piece suit which converted to pantaloons. It was topped by a monk like hood to hide her face. Unfortunately the secret was out when Harriet had her one and only training accident while doing an early solo flight. A tyre blew out on take off and without brakes, the aircraft careered through a nearby fence. Reporters immediately discovered her secret.



Harriet Quimby was nicknamed the 'Dresden Doll'

Women in Aviation

At first Andre Haupt, her instructor had not been keen on teaching a woman at all. However, as her training progressed he was surprised and delighted with her progress and had told the other instructors that the aircraft was safer in the hands of a woman than most men he had taught. She had that special delicate touch that was necessary to control the Bleriot correctly and efficiently.

After four months of rigorous training on August 1, 1911, Harriet carried out the licence test for her pilot's licence. This involved a series of turns and manoeuvres, completing the exercise with a smooth landing and stopping within 50m of her starting point. Not an easy task in such a basic aeroplane without brakes. The test was conducted by the New York Aero Club. Begrudgingly, after much lengthy discussion and concern, they eventually awarded her Licence No. 37. She was the first woman in America to ever receive her pilot's licence and the second in the world.

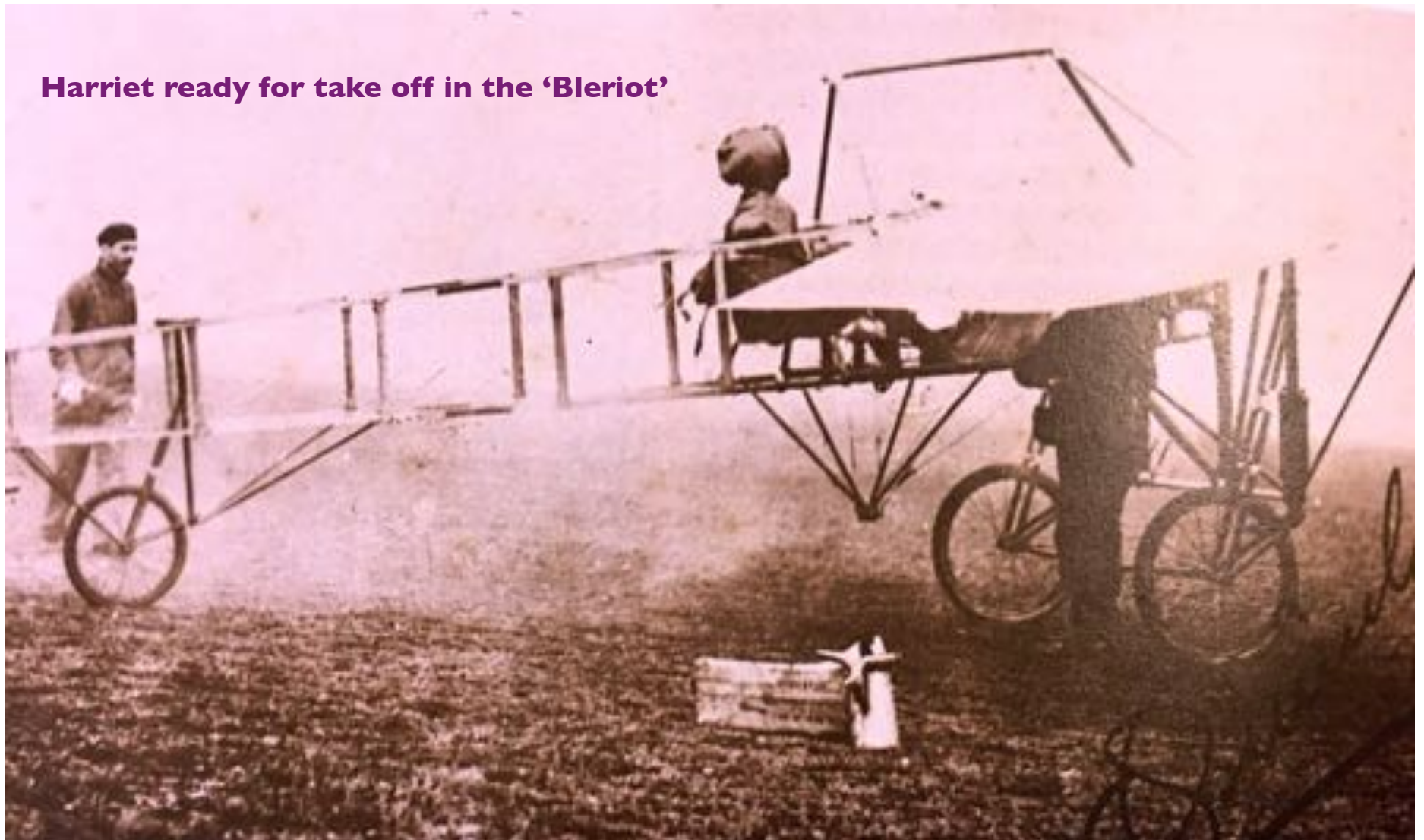
Harriet was obviously determined to make her expensive training pay off. She immediately embarked on a series of flying feats. In an aviation mad society which loved to attend flying exhibitions and air races, pilots would often receive \$1000 for just turning up. Harriet took part in her first organised air meeting at Richmond County Agricultural Fair. Being the first woman pilot she was quite a novelty wherever she went and attracted lots of attention. A month later she was in the news again as she entered a cross country air race. She followed with a series of firsts commencing in September 1911 by being the first woman to fly at night. In November 1911 she became the first woman to fly over Mexico City in a flying display for the inauguration of President Madero. Whilst flying there her career almost came to an abrupt end when she suffered an engine failure on take off about 150' above the ground. However she managed to avoid hitting any obstacles and safely landed without damage to herself or the aircraft.

Also while she was in Mexico Harriet came up with the idea that she would like to fly across the English Channel. For aviators, the Channel was still a strong focus of attention. As well as being a significant and challenging obstacle for the primitive aircraft to negotiate, it was still only three years since Louis Bleriot had made the first historic crossing in his Bleriot aircraft. The added attraction for Harriet was also that Europe was still the major hub of aviation in the world, despite the very first aircraft flight taking place in America with the Wright Brothers. She also knew how difficult and treacherous this short stretch of water could be for aviators. Many pilots had tried and failed including England's Hubert Latham who had tried to beat Bleriot to the honour.



Harriet Quimby in her plum coloured flying suit.

Women in Aviation



Harriet ready for take off in the 'Bleriot'

On returning to New York, Harriet employed a business manager who was a close friend of the Wright Brothers. She had also decided to give her employers at 'Leslie's Weekly' exclusive rights to her report on her flight over the Channel.

In March 1912, Harriet set off for Europe on board a ship carrying an introductory letter for Louis Bleriot. With him she placed an order for a brand new 70hp Bleriot Aircraft. However while she was in Europe she heard stories already circulating about other European women who were interested in flying across the Channel. The race was on! She knew then that her only chance of being first was to fly almost immediately. She couldn't wait for Bleriot to build her a new machine. However, as luck would have it, Bleriot very generously offered her one of his 50hp machines in which to make the flight immediately.

Harriet secretly crated the aircraft and had it shipped across to England. Total secrecy was necessary so that her competitors would not realise that she had any intention of making the flight. As she sailed across the rough and turbulent stretch of water with her aircraft safely in the hold below, Harriet was possibly thinking with trepidation as to whether the tiny Anzini 3 cylinder engine would be reliable enough to keep her airborne for long enough to get her safely across the Channel. Engines were still extremely unreliable at this time when flights were still recorded in minutes airborne for the pilot. Her aircraft would have to remain aloft for over 50 minutes at least to make the crossing, with no hope of landing anywhere safely or being rescued if her engine failed.

On arrival in England unsatisfactory flying weather continued for days. Her aircraft was reassembled near Dover but the weather prevented any test flying and Harriet had never flown this particular model of Bleriot Aircraft before. Wind, low cloud and drizzle made the waiting a very anxious time indeed.

Women in Aviation



Harriet sitting in the cockpit of the 'Bleriot'

After several more days, on the morning of April 16, 1912 Harriet and her helpers were greeted with a lovely calm morning. Preparations began at 3.30am and one of her team members, an English pilot named Gustav Hamel insisted that he do a quick test flight to check the newly assembled aircraft and it's rigging. He quickly became airborne in the calm air and found everything to be working perfectly. He did however observe a large fog bank over the Channel.

Harriet, anxious to go before the wind came up decided that the fog may only be coastal and wouldn't stop her flight. So she climbed aboard and settled into her rather precarious perch, loosely called a cockpit and went through her preflight routine.

Firstly she would have checked the wing warping mechanism (no ailerons on the Bleriot) to make sure it was working satisfactorily. Then she would have checked her elevators and rudder for full movement and moving in the correct sense. Being satisfied with that, her helpers would have prop started her Anzini engine and then held on grimly as she revved it to full power. Satisfied with that, she would have given a brief wave and the tiny aircraft would have skipped across the grass near Dover and rapidly become airborne.

With a compass as her one and only instrument, she headed towards Dover Castle where her photographers were waiting. In the freezing cold conditions at 5.30 am she was quickly over the ocean and almost immediately entered the fog bank. Somehow, either by sheer luck or some uncanny flying ability that she possessed, Harriet managed to keep the wings level and the aircraft airborne over the grey, turbulent water. Keeping track on her compass, she plunged on through the fog peering intently for gaps or glimpses of land. She had been warned by Hamel that if she strayed more than 5 degrees off course she would end up over open ocean and be lost forever. If she came down into the water for any reason, she would not have survived for long enough for any type of rescue to be mounted.

The time went by with her comforting little Anzini motor being her only companion. She peered through the mist and recalled later how exhausted she felt with the intense concentration required that was necessary for her survival.

Freezing cold and after what must have seemed like hours, she suddenly spotted sunlight dancing on the sand below her! Ecstatic, she began searching for her destination of Calais but with her efforts to make sure she didn't stray to the north, she had over compensated and ended up south of track at Hardelot. It didn't matter. She'd added another 15 km onto her overwater flight but she'd made it! She landed deftly on the hard sand of the beach and within minutes, fishermen spotted her and realised that they'd witnessed an incredible aviation feat.

Women in Aviation

This truly was an amazing flight and it was very fortunate that she'd made it at all. She was flying an extremely primitive machine without instruments apart from her compass, a tiny 50hp engine which was prone to stopping at most inopportune times and with most of her flight taking place embedded in the fog bank.

Residing in her hotel in Paris that night, Harriet would have been feeling very satisfied and probably dreaming of a very gratifying newspaper headline the next day...possibly; "Amazing Woman Pilot Conquers Channel". She would be even more famous than Bleriot!

Tragically for Harriet, newspaper editors all over the world were inundated with stories of the horrific news of a major shipping disaster that would plague people's minds for generations to come. In the early hours of April 15, 1912 the 'unsinkable' luxury liner, RMS Titanic had rapidly sunk after striking an iceberg in the North Atlantic Ocean several hours earlier. Over 1500 people lost their lives in the freezing cold water. The story of the Titanic disaster would dominate newspaper headlines for weeks. Harriet Quimby's incredible flying feat was relegated to obscurity in the back pages of all newspapers. Fame for her remarkable achievement was not to be.

Harriet went back to America and was grudgingly given praise for her unusual initiative and determination however she was also criticised for her recklessness with claims by some that she wasn't even able to 'glide' her aircraft if she'd had an engine failure. Chauvinism was very real and very ugly.

Undaunted, Harriet decided to master her brand new 2 seater 70hp Bleriot X1 Aircraft. This particular model was regarded as being notoriously unstable longitudinally and would pitch up and down viciously if the centre of gravity was even slightly out. It's performance envelope was extremely narrow. It needed two people on board to keep it in balance or sand ballast if only the pilot was flying, to stabilise this unruly beast. Harriet did indeed master this extremely tricky machine and it wasn't long before she continued with her demonstration flights.

A huge crowd of thousands turned out for the opening day of the Boston Aviation Meet, set for July, 1912. All of the local great pilots of the day were to be there including daredevil aerobatic pilot Lincoln Beachey, California's Farnum Fish, the youngest licensed aviator in the world at 15yo and of course the "Queen of the Channel", Harriet Quimby. While the show progressed with flour bombing displays, spot landings, flypasts and some aerobatics, Harriet was busy carrying passengers on joyflights. She no doubt would have made an intensely glamorous figure in her plum coloured full length flying suit. She had already announced that later in the week she would participate in an attempt to beat Claude Grahame-White's speed record. This featured a 25 km track out over Dorchester Bay, around Boston Lighthouse and back.

In the afternoon of July 1, 1912 Harriet decided to make her first trial run over the course. She had arranged to take the airshow manager, William Willard for the flight as a crowd pleaser. Willard was quite a large man and quite noticeably anxious and agitated. He had been under enormous pressure to make sure the airshow made money from a possible financial disaster. Willard had been warned several times to make sure that he sat perfectly still all times and not to lean back or forward.

Harriet took off successfully with her fidgety passenger and proceeded out over the bay tracking towards Boston Lighthouse. Witnesses were very impressed with her flawless performance and perfect control as the flight progressed. She had gained height over the lighthouse so that she was just a dot in the sky when she turned back towards the airshow. On her return leg she slowly lost height and built up speed rapidly. She zoomed over the crowd at approximately 2500' and shortly after turned smoothly to return. She was still going quite fast while manoeuvring to get set up for her landing.

Suddenly, something happened! It is possible that Willard leaned forward to say something to Harriet. Abruptly the Bleriot X1 pitched drastically nose down and Willard was catapulted up and out of the aircraft. Seatbelts were not fitted. The Bleriot X1,

Women in Aviation

now seriously out of balance pitched nose up briefly, then viciously downward once again. This time Harriet was catapulted from her seat. Both she and Willard fell to their deaths in the harbour. Ironically, the aircraft now divested of its passengers, righted itself and glided down gently to land on the water. It floated upside down. Spectators, totally aghast and horrified rushed to see if they could help but tragically both Harriet Quimby and William Willard were killed by the fall.

Harriet Quimby's brief and fascinating foray into aviation lasted only eleven months from her gaining her pilot's licence to her untimely death. This scenario was unfortunately the fate of many early aviation pioneers. Pilots and designers were 'learning on the way,' often with tragic results.

Harriet Quimby was a woman way ahead of her time, whose star shone very briefly. She was one of those very special woman in aviation who can only be applauded for their bravery and determination. Their stories will go on inspiring others to never give up and to realise that anything can be achieved if the desire is strong enough.

Photos complements of 'Aviation's Magnificent Gamblers' by Terry Gwynn-Jones.



Our cover girl: **Anna Naritsuka-Hayler** Celebrates Women In Aviation #PressForProgress

Anna Naritsuka-Hayler is such a well mannered thoughtful lady. Anna received her flying scholarship from the Hastings District Flying Club last year. She trains under the wings of Chief Flying Instructor Steve Smith and commutes from Sydney to Port Macquarie by plane and train during the school holidays just to learn to fly.

Anna went first solo at 16 and still pressing for progress, determined to gain her wings soon.

Anna feels the power when flying. Her friends think she is very cool.

Here's looking at a future pilot!

Go Girl!

CELEBRATING WOMAN'S DAY

HDFC BIRDS

Why the Birds don't fly?



KAYE HUTCHINSON
went first solo in the Victa
Air Tourer VH-PMA with
HDFC in 1963



For a woman who had a fear of flying, Mrs. June Drummond has come a long way and was one of six pilots to receive their first solo flight certificate at the dinner.

The first woman who learnt to fly with the Hastings District Flying Club was Greta Yabsley in 1958. Greta learnt to fly the DH82 with Joe Lee, the original club's instructor. In the 1970's, Greta purchased her own aircraft and remained socially involved in the club until her untimely death.

Kaye Hutchinson was a mother of 6 children and went first solo in the Victa Air Tourer VH-PMA exactly 55 years ago.

Following Kaye, Young Sue Dent enrolled for flying lessons in 1964.

In 1977, Mrs June Drummond, who had a fear of flying, received her first solo certificate.

Not many women were interested in flying then. A survey concluded that women would rather spend their money on "stable" items like a fashionable car! This triggered an article in Port Macquarie News in 1969 with the headlines "Why the birds don't fly?"



As mentioned in the President's report, it wasn't all glam with HDFC.

The Bird rumoured to have clipped our wings was Trudy White (photo above) and brought about much hardship in 1978.

HDFC continuously encouraged women to fly and today we have trained many women to fly.

OF OUR SIRDS



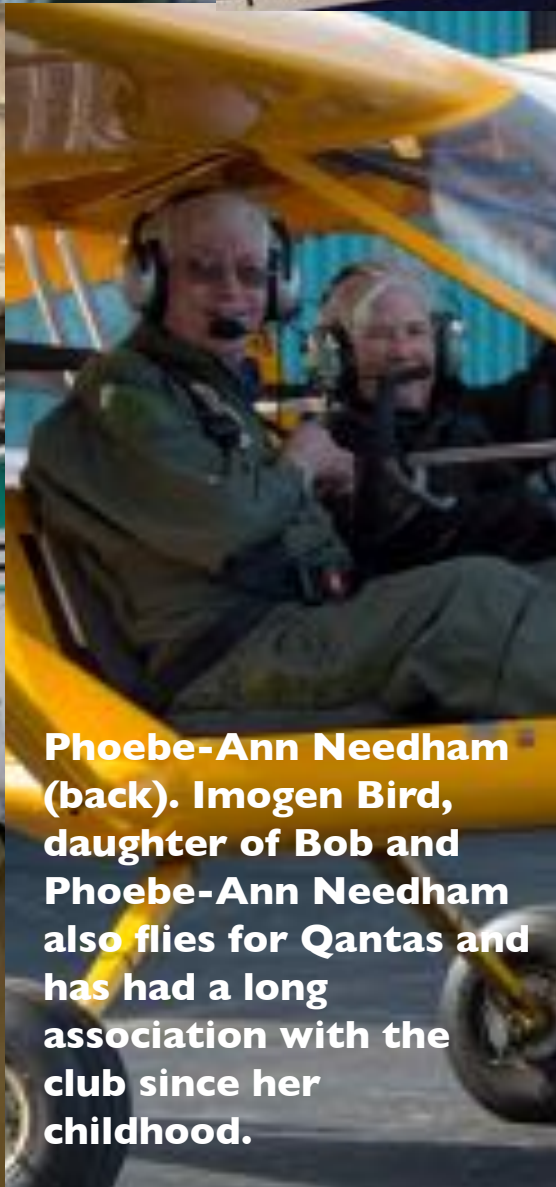
Chayanne Harihi



Mary Pavicich



Sue Stubbs



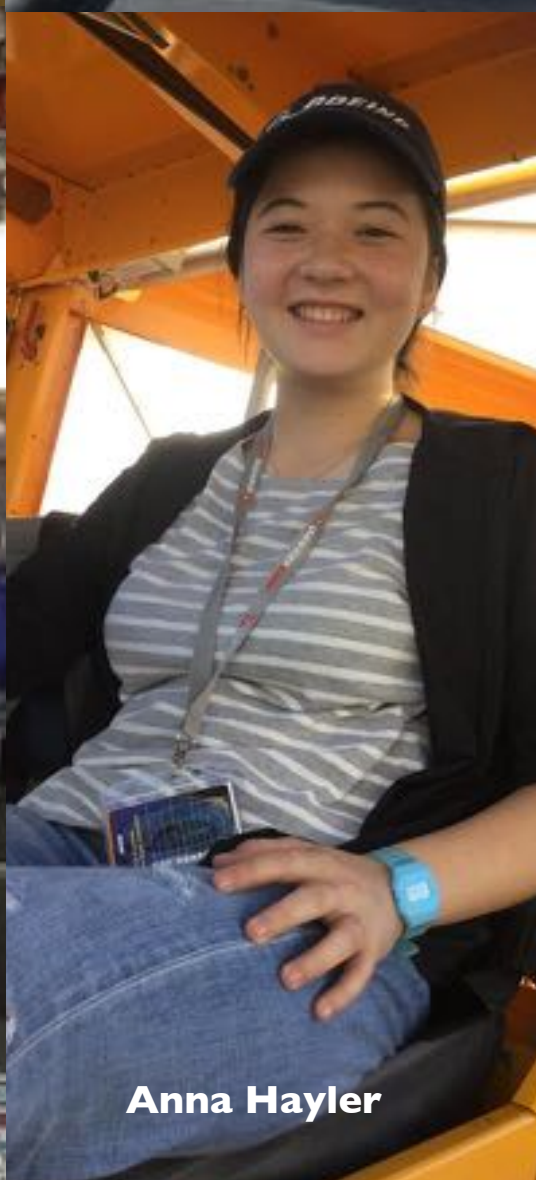
Phoebe-Ann Needham (back). Imogen Bird, daughter of Bob and Phoebe-Ann Needham also flies for Qantas and has had a long association with the club since her childhood.



Joanna Oreb



Kathy Whitfield



Anna Hayler



Gayle Kee

CELEBRATING WOMAN'S DAY

HDFC BEEES





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. HDFS 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

18th Mar 2018 at Dexfield Park hosted by Sue and Clyde Stubbs (weather dependent)

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

JANUARY 2018 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club



Our January PPD was flown in perfect flying weather. Congratulations to those pilots who took advantage of this valuable day where they can regain their currency, revisit some of their training exercises and have fun at the same time. Today we also welcomed Simon Guthrey for his first PPD and he thoroughly enjoyed the flying exercises as well as realising that the sequences are very challenging and beneficial to his flying.

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. 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 pilot today was:

1st Col Hayler 10pts.

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

(Co ordinated 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 Grahame Smith 59 pts, 2nd Col Hayler 56 points, 3rd Rod Davison 53pts.

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 Col Hayler 55pts, 2nd Rod Davison 50pts, 3rd Grahame Smith 39pts.

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 Col Hayler 30 pts. (The Maximum bonus points would be 40 pts)

2nd Rod Davison and Grahame Smith 20pts.

OVERALL

1st With some very impressive flying was Col Hayler, 151 points.

2nd Grahame Smith 126points.

3rd Rod Davison 123points.

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

Captain's Report

FEBRUARY 2018 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club



Lovely, warm, sunny weather welcomed in our Proficiency Day for February. We had eight (8) pilots fly in the PPD which was a good response. Also today we were delighted to have our brand new member, Doug Toppazzini join us in the valuable flying events. 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 in the very generous action of HDFC in helping our pilots retain total safety and currency in their flying. No pilot should ever become complacent and think he/she knows it all. This action is always a danger sign. Today we thanked John Hayler and Ray Lind for doing the air judging and assisting our pilots in any area which may be beneficial to their overall performance. Our flying events were as follows.

500' LOW LEVEL CIRCUIT (Spot Landing)

In this exercise we simulate very bad weather with low cloud making visibility extremely poor. The pilot therefore has to slow the aircraft down, use one stage of flap and stay in close to the runway. Also the pilot has to accurately fly at exactly 500' for the whole circuit. This is completed with a Spot Landing where the quality of the landing is judged closely as well as the touchdown point. Our results were:

1st Rod Davison 95pts, 2nd Ivan Daniel 65pts, 3rd Doug Toppazzini 60pts

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.

1st Rod Davison 56 pts, 2nd Greg Connors and Col Hayler 51 pts, 3rd Doug Toppazzini 50 pts

FORCED LANDING

Today this exercise gave the pilot a simulated total engine failure at 2000' over the field. The pilot then had to complete all of the emergency checks and calls whilst setting the aircraft up for a safe landing back onto the runway.

1st Mark Watson 46 pts, 2nd Graeme Smith 45pts, 3rd Greg Connors 38pts

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 Rod Davison 40 pts, 2nd Doug Toppazzini 30 pts, 3rd Mark Watson, Simon Guthrey and Ivan Daniel 20 pts.

OVERALL

With a superb flying demonstration in the CTLS, the highest point score was gained by Rod Davison on 226 pts.

2nd Mark Watson 152 pts, 3rd Graeme Smith 151 pts and 4th Ivan Daniel 150pts.

Well done to all of our participating pilots.

Captain's Report

FEBRUARY 2018 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club



Col Hayler PPD Jan 2018 Winner with an
impressive 151 points



Rod Davison PPD Feb 2018 Winner with a massive 226 points

CAPTAIN'S TRIVIA

Do you know?

- ▶ KLM is the world's oldest airline, established in 1919
- ▶ Qantas is the world's second oldest airline, established in 1920
- ▶ Did you know Qantas invented business class in 1979?
- ▶ Sydney to Dallas on Qantas A380 is the world's longest flight by distance
- ▶ In 1987 American Airlines saved \$40,000 by removing 1 olive from each salad served in first class
- ▶ An aircraft takes off or lands every 37 seconds at Chicago O'Hare's International Airport
- ▶ Singapore Airlines spends approximately \$700 million on food every year and \$16 million on wine
- ▶ The 747 family has flown more than 5.6 billion people - equivalent of 80% of the world's population

Learn to Fly with HDFC



HOW TO GET YOUR WINGS: Contact one of our highly experienced flying instructors > Book a Trial Introductory Flight > Undertake flying lessons as per pilot certificate syllabus > Go First Solo > Get your Pilots Certificate

MORE: Passenger endorsement > Cross-country endorsement

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

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

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

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

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

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

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

CFI Report

BY: STEVE SMITH



- ▶ Peter Duggan passed his Pilot Certificate on 6th Jan 2018



- ▶ Simon Guthrey achieved his Cross Country Certification on 7th January 2018. Here he is at Armidale on a cross country training flight.



- ▶ Ben Farrawell passed his Pilot Certificate flight test on the 15th January 2018



- ▶ Our cover girl, 16 yo Anna Naritsuka-Hayler went first solo on 22nd January 2018



- ▶ Gayle Kee passed her Pilot Certificate on 1st Feb 2018. Even Steve is "over the moon" with excitement!

CFI Ramblings

BY: STEVE SMITH



- ▶ Flying training has dropped off in February now that Anna Hayler and Peter Duggan have gone home. That's ok, the club's instructors need to mow lawns.
- ▶ A number of pilots have stopped training because of the need to pass Nav and Met exams. Don't fret! Instructors are always available to assist with briefings and trial exam papers. Give me a ring if you need help.
- ▶ We plan to include radio procedures training on how to transit Coffs Harbour class D airspace. Flying through Coffs controlled airspace when the weather turns foul is a safer option than mixing it with the mountains around Dorrigo. Even though RA hasn't yet got approval for us to do so, in an emergency it's ok.
- ▶ The CT has been idling around 2100 rpm of late. This is a lot higher than normal. As a consequence, landing distance has increased considerably. For now, the CTLS shouldn't be landing at Old Bar as it's only 500 metres long there.
- ▶ Annual "Fly and Spy" is coming up on the 28th April. Pilots without cross-country endorsements can compete as the course will be within 25 nm radius of Port Macquarie. Trainees can compete with their favourite instructor. Instructors can assist with the flying but not the spying. It's a lot of fun, have a go.
- ▶ Congratulations go out to our recent achievers. Young Anna Hayler soloed at the age of 16. Well done Anna! We look forward to getting you back in Port in the next school holidays.
- ▶ Gayle Kee was particularly overjoyed to gain her Pilots Certificate. By the time you read this, Trevor and Gayle should have taken delivery of their new Vixen.
- ▶ Ben Farawell deserves special mention. After a major set back 2 years ago, Ben didn't give up but gained his Pilot Certificate in January.
- ▶ Peter Duggan, Chris Hollis and Mark Crawford have all qualified on the CTLS. Congratulations to all. You've earned it.

"Remember safety is no accident "

Steve Smith
CFI



LET'S TRAVEL WITH VINCE

Vince Williams and his partner Di are travelling around Australia in their motor home. Vince, now in his 90s, made it his mission to visit every aero club whenever an opportunity arises. He would exchange notes, ideas and spread the good word of the Hastings District Flying Club. He is very very proud of HDFC.

Propwash follows Vince on his aero club trails.

November 2017

*First stop: **Albany Aero Club***



**Reported by Di and
Veronica Lind**

Vince Williams caught up with Greg (see photo above). Greg is a former president of the aero club and he kindly showed Vince around.

The Albany Aero Club has 70 members, most of them with their own planes. Many of the members including Greg are property owners. Their club plane was covered and has low kms. Club members meet one Sunday per month for BBQ breakfast.

The photo shows Greg's hangar. There are rows and rows of hangars. Greg has built two planes - an RV6 and RV10 (his latest). They are both beautiful aircraft. The RV10 (see photo on left) seats 4 comfortably and has everything in it. It won first prize at Avalon 2017 in its class (sports Vince thought).



Reported by Di and
Veronica Lind

LET'S TRAVEL WITH VINCE

December 2017

Second stop: **Busselton Aero Club**

Third stop: **Northam Aero Club**



Vince Williams spent a few days at **Busselton Aero Club**. The club has modern spacious club rooms next to the tarmac and a nice office.

Photo on the right shows Vince at the **Northam Aero Club**. It was Christmas week 2017 so not much going on then. The hangars had no doors so Vince went in to check out the planes. Vince was surprised that the take off speed is 65 knots!



LET'S TRAVEL WITH VINCE

Busselton Aero Club



1



2



3

Photo 1: Vince with flying instructor Karen

Photo 2: Beautifully restored Tiger Moths

Photo 3: Vince relaxing at the modern club house



4

Photo 4: Vince's instructor and engineer Noel who loves Foxbats. Vince seemed to be supervising the engineer? No?



5

Photo 5: Instructor Noel sitting in the Tecnam that belongs to the club. Vince had a fly over Busselton Wharf.

BUSSELTON AERO CLUB



TRAVEL WITH VINCE TO BUSSELTON AERO CLUB

Vince Williams and his partner Di visited Busselton Aero Club December 2017. The club has two planes and three instructors. The Westpac Rescue Helicopter service also uses the club house.

We saw two War Birds (pictured above) and they offer dog fights over Busselton Beaches. Ian Gonsal owns one of these War Birds. The Chinese planes are similar to the Yak 92 and 96 models.

Ian still works with Cathay Pacific testing pilots on simulators. He knows our John Hayler and jokingly refers to John as "Johnno Loud Hayler. (Vince says to give John a stir from them)

The economy in Western Australia is not very good so training is suffering at the moment. The Government is extending the runway, hoping to access international flights and serve as a second airport when the Perth Airport is fogged in. When these extensions are finished, the club house has to move.

Vince flew a couple of circuits under instruction from Noel. He loved it and said the aeroplane was easy to handle.

Next stop: Kalgoorlie 40 deg (HOT) heading for Nullarbor.

You can reach Vince and Di - The Happy Travellers at P.O. Box 8083, Port Macquarie, NSW 2444



Jim Davis

MASTER CLASS BY JIM DAVIS

AN EXPENSIVE MISTAKE

This is an authorised copy contributed by Greg Connors. 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'.

Accidental Report - Jim Davis

CAA ACCIDENT REPORT SUMMARY:

Date of Accident: 10 October 2002

Time of Accident: 12.30Z

Aircraft Registration: ZS-FPK

Type of Aircraft: Cessna 177A

PILOT-IN-COMMAND

Licence type: PRIVATE

Licence Valid: Yes

Age: 20

PILOT-IN-COMMAND FLYING EXPERIENCE

Total Flying Hours: 160.7

Hours on Type: 1.4

Last point of departure:

FALA (Lanseria) (near Johannesburg)

Next point of intended landing:

FAWA (Warmbaths) (50 nm North of Pretoria)

Location of the accident site:

On Runway 03 at Warmbaths

(S24°54'29" E028°18'16")

METEOROLOGICAL INFORMATION:

FINE, WIND DIRECTION 350, WIND SPEED 6-8 KNOTS, TEMPERATURE 28°C

Number of people on board: 1+1

No. of people injured: 0

No. of people killed: None

SYNOPSIS:

The pilot accompanied by a passenger departed Lanseria Aerodrome to Warmbaths Aerodrome on a VFR day flight.

On approach for Runway 03, which has an elevation of 3655 ft amsl, at about 5600 ft ASL altitude and 20 degree flaps and airspeed of approximately 90 MPH, the pilot turned the aircraft to the right for descent to 4600 ft, or a circuit height of 1000 ft AGL, on the eastern side of the field. Seeing that he was still too high or close, he reduced the power slightly, with 30° flaps selected and airspeed of approximately 85-90 MPH. The aircraft touched down at approximately 70 MPH and bounced five times.

The pilot stated that he pushed the nose down to see the runway, kept the wings level and used the rudder to keep the aircraft straight with the runway heading. The pilot lost control of the aircraft just after the aircraft slowed down on the runway. The pilot stopped and backtracked to Runway 03. He taxied off to the right of the runway, parked and shut off. The pilot did a walk around and found that the propeller blades were damaged at the tips.

Due to a slightly high approach, high landing speed and limited experience on aircraft type, the pilot applied the wrong landing technique by pushing the nose down instead of doing a go-around. This resulted in several bounces and subsequently the propeller struck the runway. According to available records of scheduled inspections the aircraft was correctly maintained.

The last MPI was certified on 21 July 2002, with total airframe hours of 1985.61. The engine was overhauled on the 04 July 2002 and had accumulated 53.31 hours at the time of the accident. The aircraft had accumulated a total of 2032.3 airframe hours at the time of the incident. The aircraft flew 46.69 hours since last annual inspections.



An expensive mistake - a prop strike like this requires an engine tear-down as well as a new propeller.

PROBABLE CAUSE

Due to a slightly high approach, high landing speed and limited experience on aircraft type, the pilot applied the wrong landing technique by pushing the nose down, resulting in several bounces and subsequent propeller contact with the runway.

JIM'S ANALYSIS

This is interesting because if you applied my test of asking at what stage could you see this coming, it would be difficult to answer with any accuracy. You see, the pilot didn't really do anything drastically wrong, or break any regulations. He was a little too high and a little too fast – we have all done it.

One has to feel sorry too for the aircraft owner – this Cessna Cardinal had done just 53 hours since major overhaul. A prop strike like this requires an engine tear-down for a shock load inspection and a new propeller – so this was a very expensive mistake.

With experience, probably somewhere on base leg, some of us would be saying, “This is not looking great. How about taking her round the circuit again? Make it a bit wider, and lose more airspeed and height on base so we can do a nice approach.”

The less experience you have, the longer you are inclined to leave the go-around decision. But surely somewhere on final approach, a guy with 160 hours would have started to doubt that all was well. In fact we know this to be true, because he stuffed the nose down and allowed the airspeed to increase to 90 mph, with full flap. At that stage he must have known that all was not rosy in the garden.

But he continued. Bad dog, Spot.

The real turd in the water pipe came when he “... pushed the nose down ...”

What puzzles me hugely is this. Is this the first time he had ever pushed the nose down on landing? I would say that is extremely unlikely.

You simply don't do that many hours of beautiful landings with the nose high and the stall-warning bleating, and then suddenly decide to push the nose down.



You may think I am taking this too far, but I have seen it 100 times, unless you jump hard on any pupil who does this in his first few hours, you are letting him know that it is acceptable. What I am saying is that one or more of his very first instructors let him get away with it. After that, the habit is almost impossible to break. The only way you can sort out the problem is convert him to a taildragger and let the aircraft teach him how to land.

How this guy hadn't broken any other aircraft, I simply don't know. Or perhaps he did, and we are not privy to this information.

What should he have done? Well obviously at the point on finals when he saw he was too high and too fast he should have simply put the carb-heat off, smoothly applied full power and when the nose was level he should have started milking off the flaps until he had climb speed and then climbed away for another, wider circuit.

During the go-around he should have expected the nose to rise and been prepared to use considerable force on the elevator to prevent this.

Having failed to do that, what is the next step? Well, when the aeroplane did its first bounce (by the way, aeroplanes don't bounce – pilots push them on to the runway, get a fright, and then pull them off again. They get another fright and push the aircraft down and perpetuate the idiocy). As the aircraft started its first bounce the pilot should have levelled the nose (notice I don't say what he should do with the stick – only what he should do with the aeroplane). Then smoothly applied full power and gone round again – as discussed above.

Finally, let's look at WHY he got into this situation in the first place. We are all inclined to do it when we join the circuit at our destination. We are so happy to have found the airfield that we don't want to get too far from it in case we lose it. The result is that we stay too close to it, don't give ourselves sufficient distance to lose height on base. And this puts us too high and too fast on final approach.

It is a very common error. You have been warned!

If you know this is going to happen, you can be ready for it and force yourself to make a wider circuit.

WHAT CAN WE LEARN?

1. If you are too high and too fast on final approach, don't wait to see if the situation is somehow going to magically improve – it won't. Just do the right thing and be proud of yourself for making a professional decision. Even the big jets do it occasionally, so don't think you are immune from misjudging your approach once in a while.
2. Expect to make your circuit too tight at a new destination. Then plan not to.
3. If you even occasionally 'push an aircraft down' during the landing, then don't even think of flying again until you have done a taildragger conversion. It will cure you for ever.


you can always go around



Watch this video - <https://www.youtube.com/watch?v=lr5d3sGxSXQ> contributed by John Hayler which reminds us of one of our very important lessons when we are learning to fly.

Actions for Go Around -

- ▶ Make the command decision as early as possible
- ▶ Full power, nose in the climbing attitude (nose clipping the horizon)
- ▶ Maintain best rate of climb speed
- ▶ Progressively retract the flaps at a safe height
- ▶ Fly your circuit again calmly and get yourself set up properly for the next landing



Guess who??

great eastern fly in

The Great Eastern Fly In was blessed with perfect weather early January. This made for some busy Evans Head airspace as aircraft arrived in droves. The final 15 miles inbound we had the pleasure of playing guardian angel to a formation of two CT4's beach hugging their way northbound. A spectacular sight from above.

As well as inspecting the diversity of flying machines, a visit to the aviation museum is a must. Anchored by the F111, there are numerous other aircraft and displays.

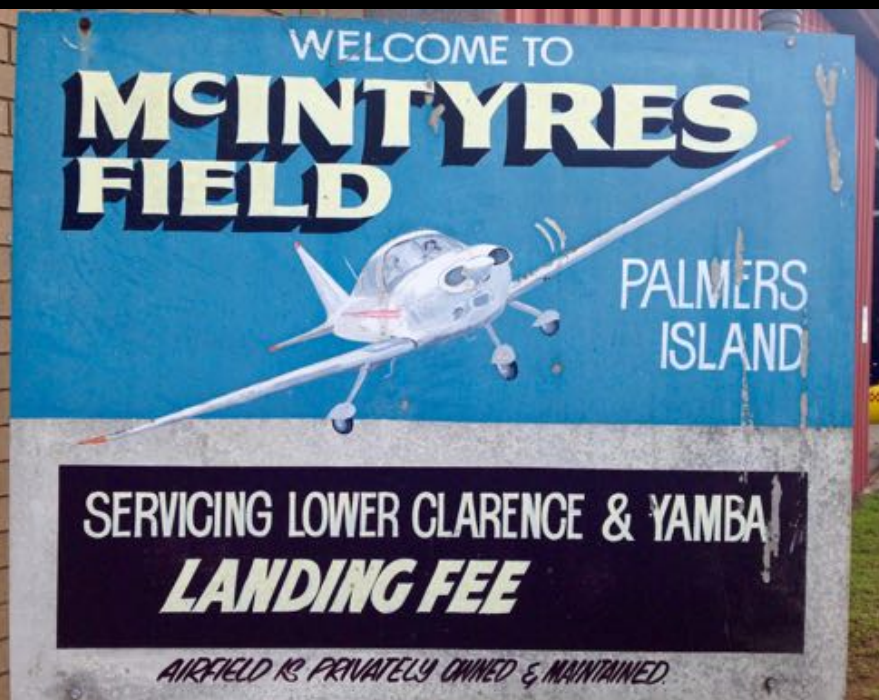
Club members flying in were:

- ▶ Mike Bullock/Rod Davison - CTLS
- ▶ Peter Ford/David Mitchell - C182
- ▶ Matt & Greg Connors - Alpi Pioneer
- ▶ Phil Lamb - RV9
- ▶ Mary Pavicich/Neville French/Gayle & Trevor Kee - Mooney

All enjoyed another day of aviation indulgence.

Rod Davison

events



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.



28th 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 at Aspire, Port Macquarie Golf Club. Mark your calendars now. \$50 pp.

14th Oct 2018 - HDFC's 60th anniversary Club Open House. Seeking sponsors. Contact Rod
Come Fly With Me book on Sale at \$10. This book is about the history of HDFC.

26th Jan 2018 - This year we celebrate Australia Day at the club house.



17th Feb 2018 - 27 members turned up at the Oriental Spoon for a Korean Restaurant Night.

11th Feb 2018 - It's great to see 17 working bees turning up to clean the club house, gardens and hangar



6th Jan 2018 - Great Eastern Fly-In.



Airspace review of Port Macquarie.

The Office of Airspace Regulation (OAR) is conducting a review of the airspace within 20 nautical miles of Port Macquarie.

Stakeholders are requested to provide comment via return email by 31 March 2018.

Please feel free to forward this to other interested pilots/stakeholders.

Questions on the next page.



Airspace review of Port Macquarie.

The OAR is seeking comments from stakeholders regarding operations within the vicinity of Port Macquarie, specifically:

- ▶ How often do stakeholders operate into Port Macquarie?
- ▶ What are the five main issues airspace users experience at Port Macquarie?
 - ▶ What solutions to the issues are suggested?
- ▶ Should the Port Macquarie – Taree Broadcast Area be disestablished?
- ▶ For Commercial operators – what are the plans for their operations at Port Macquarie for the next five years?
- ▶ Any other comments stakeholders would like to share.

Send answers to CFI@HDFC.COM.AU before 30th March 2018.

Urban Growth Management Strategy (2017-2036)

Airport Business Park

Hastings District Flying Club Submission

Introduction

HDFC is a not for profit sporting club. The club owns a clubhouse, hangar and three aircraft based at Port Macquarie Airport. The membership list totals 155, with members owning 41 aircraft. Formed in 1958, the club has provided aviation opportunities to the Hastings community for close to 60 years.

This submission specifically relates to the proposed business park area east of GA2 and the area for further investigation containing the former grass runway 10-28.



As the sign says, this area should be used for aviation facilities. Not a Business Park.

GA3

A third GA apron called GA3 should be constructed in the area east of GA2. Identified in the Airport Business Park Plan this airport land should not be developed as a business park. It must remain as a community asset and used for airport purposes such as aircraft parking and hangarage.

RPT Airline Operations

The HDFC recognises the importance of RPT operations in the financial viability of the airport. The main thrust of the Airport Master Plan 2009 Discussion Paper and the Port Macquarie Airport Master Plan Addendum Report (2013) was directed toward RPT operations with little concern for GA activities.

GA Operations

Development of GA facilities has stagnated at Port Macquarie Airport for over ten years. Promised to be addressed in the 2010 Master Plan, little has changed. The adopted Option 1 of this plan offers no comment on the development of hangar sites in the near future. Meanwhile, prospective tenants continue to move to other airports such as Coffs Harbour, Taree and Kempsey.

Urban Growth Management Strategy (2017-2036)

Airport Business Park

Hastings District Flying Club Submission

Grass Runway

The Business Park Investigation Area includes the former grass runway.

The Council were within their right to close the grass runway 10-28. However we believe it was an ill conceived idea with no regard to GA operations. Although Port Macquarie Airport remains as an aerodrome as required under the Commonwealth ALOP transfer deeds, its safety has been significantly reduced. The grass runway should be re-opened for the following reasons:

- Crosswinds
 - Cross strips at Taree, Kempsey and Coffs Harbour add to the safety of these airports in crosswind conditions. Last month a Beechcraft Bonanza collapsed its undercarriage attempting to land in crosswind conditions at Port Macquarie Airport. The Light Sport Aircraft operated by the HDFC are particularly susceptible to crosswinds and operations are regularly suspended due to safety concerns.
- Engine Failure After Take-off
 - The cross strip provides a valuable safety net for emergencies occurring during take-off and landing on the main runway
- Alternative runway in emergencies
 - If the main runway becomes blocked due to a disabled aircraft then the grass strip can be used by light aircraft
- Ease Traffic Congestion
 - The lack of a parallel taxiway on the main runway often leads to severe congestion. This could be eased in suitable weather conditions with light aircraft using the grass strip.



A waste of a good runway. Improve safety at PMQ. Open the grass strip.



Ideal location for GA3. Build a Business Park and where would our Fire Fighting Helicopters go? They already recognise a good spot when they see one!

Urban Growth Management Strategy (2017-2036)

Airport Business Park

Hastings District Flying Club Submission

The grass runway is currently used for aircraft and helicopter parking. Both could easily be accommodated on the harder surface of the proposed GA3 area with little preparation required. Bogging of heavy fuel trucks would also be alleviated.

A Matter of Money

General Aviation does not provide the same revenue raising capacity as compared to the commercial activities proposed in the Airport Business Park Plan. Council should not lose sight of the fact that Port Macquarie Airport is a community facility provided for the benefit of all ratepayers. It should not make decisions regarding airport land on a purely financial gain basis.

A Matter of Time

The problem with Master Plans is they are long term. Although new GA facilities are mentioned south of the former grass runway, it could be 20 years before any action. Council have already conceded a long time-frame by extending its leases to GA1 and GA2 tenants. Why should we accept another 20 years of inaction based on something that might happen twenty years into the future.

Summary

The HDFC opposes use of airport land immediately east of GA2 and the grass runway for use as an Airport Business Park.

This submission has been kept concise and we would be happy to elaborate on any of the points mentioned.

Glossary

HDFC	Hastings District Flying Club
RPT	Regular Public Transport
GA	General Aviation
ALOP	Aerodrome Local Ownership Plan



Rod Davison
President HDFC

MEMBERS Update

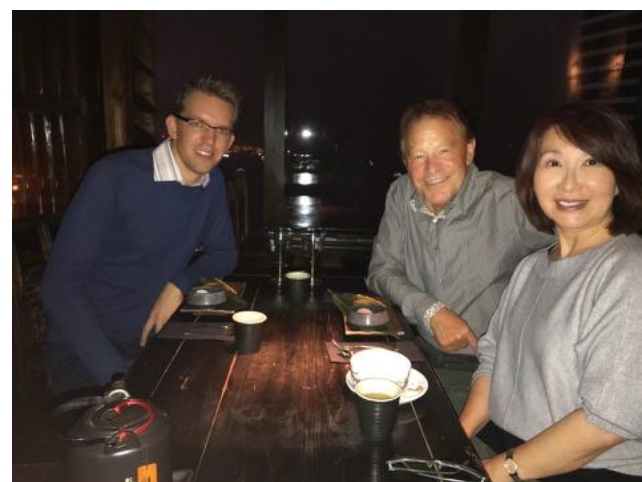
Here's what's happening with some of our members



- ▶ Col Parker likes to keep his hand in by doing a local flight every second month. This time he flew the escarpments - Bago Bluff , Mount Comboyne, Big and Little Nellie, Mount Vincent and finished up with a hot chocolate and a muffin by the river at Camden Haven!



- ▶ George Northey decluttering. Ring Steve on 0405775192 if you want to buy some of George's old goodies e.g. folding ladder, water blaster



- ▶ Ray and Veronica Lind caught up with Jimi Ludriks in Hong Kong earlier January 2018



- ▶ Congratulations to Di Davison, President of Friends of Mrs Yorks Garden, accepted the Port Macquarie Australia Day Awards for community group of the year.



- ▶ Mary Pavicich - somewhere in the world tonight



- ▶ Dear Jon. We will miss Jon Maguire who passed away on 29th December 2017

Keep us posted about yourself or any member and send to editor@hdfc.com.au

EULOGY - JON MAGUIRE



Today, it is with heavy hearts that the Hastings District Flying Club joins Jon's family and friends to farewell an all round nice guy.

Jon was a keen aviation enthusiast who enjoyed sharing his passion with likeminded people. Hence, it was only natural that in the early nineties he joined the Hastings District Flying Club. He spent several years on the committee in various positions such as Secretary, Vice President and Committee. During these 25 odd years he provided humour and vitality to the club scene. His wry sense of humour was thoroughly enjoyed. I would describe his jokes as naughty but nice and they were often accompanied by an infectious little schoolboy snicker. In 1996 he was awarded a well earned stirrers spoon.

Personally, Jon was a good friend. For 7 years we shared ownership in JYP, a Cessna 150, more affectionately known as the Green Machine. We spent many hours flying around the countryside in that little aeroplane and attended many NSW Interclub Flying Competitions.

Jon was a safety conscious pilot. If he was uncomfortable with conditions he would not fly. He religiously shouted "Clear Prop" before engine start to ensure the safety of bystanders. On one occasion with his usual enthusiasm the loud call came "Clear Throttle". Whoops!

In a competition at Moruya Jon was most concerned that immediately after take-off the upwind leg took them over the ocean. He quizzed the check pilot on what to do in the event of an engine failure, to which the reply was "Head for the nearest boat".

Jon liked 'money in the bank'. To Jon the money in the bank was altitude. On a flight to Maitland, Jon and George Northey in another Cessna 150 developed engine problems and diverted to Gloucester. His radio call to me describing their predicament was intercepted by Brisbane Centre Air Traffic Control who immediately offered emergency services. Jon replied, 'No thanks, we have gained 500 feet, now at 5,000, there is money in the bank'.

Jon could also be a grumble-bum. Especially when his so-called mates set him up like in Kempsey one day. We were doing the helium balloon burst where the object was to burst an ascending balloon with the prop. On Jon's turn a green grass coloured balloon was selected for release, making it near impossible to sight. As well the balloon ascended twice as fast as the others and in an opposite direction. Needless to say, Jon was not amused with his so-called mates.

In another instance we were competing in a NSW Interclub Competition at Mudgee. Jon was happily settled in the pilot's left hand seat waiting to commence his flight when the check pilot informed him he was to fly from the right hand seat and to perform the unusual right hand circuit. Again, Jon was not amused at the extra degree of difficulty, notifying the check pilot in no uncertain terms.

Throughout his time at the Hastings District Flying Club Jon regularly attended both flying and social events. For many years he competed in the NSW Interclub Flying Competitions and has been an important member of our annual Tri-Club Competition team. He also regularly attended our monthly Pilot Proficiency Days.

In 2016 Jon joined thirteen other HDFC members at what is described as the World's Greatest Aviation Celebration in Oshkosh, USA. A top priority bucket list item for any aviation enthusiast. Jon along with Doug Radford extended the trip visiting numerous US aviation facilities and museums. The only reported glitch was mistaking a clothes dryer for a washing machine. On completion of the cycle they wondered why the clothes were still dry, warm and full of dry washing powder. Jon thoroughly enjoyed the experience just 3 months prior to the discovery of his cancer. Looking back, I am so pleased Jon made that journey.

Following his diagnosis in October 2016, Jon's strength of character shone through like never before. His positive attitude was truly inspirational and he became a hero to many. He continued his flying club activities, participating in the monthly Pilot Proficiency Days where he managed to place 3rd for the year. Social activities were not denied with a determined Jon just last month attending the Annual Presentation Dinner. Seeing Jon at that function, unable to eat, but wanting to be part of our flying club family will be a lasting memory for me.

Jon, I know you are listening. On behalf of the Hastings District Flying Club I would like to thank you for all you have contributed to this club over the last quarter of a century. I can honestly say you will not be forgotten. Thanks for the memories. Blue skies mate.

Rod on behalf of the Hastings District Flying Club

A WORD OF THANKS



JONATHON MAGUIRE

12th Aug 1941 - 29th Dec 2017

If it's not a Boeing,
I'm not going! -
Jon

I wish to acknowledge the support and kindness shown during the illness and loss of my husband, and your friend, Jon. Thank you for your visits, positivity and care over the past year. Jon found strength in your friendships and I greatly appreciated you coming to his funeral to remember and honour his life with me and my family.

Special thanks go to Rod and Di for organising refreshments at the club and the plates provided by many of you were wonderful. It was a fitting way to farewell Jon and I know he would have approved. I know many of you will continue to think of him as your wheels leave the ground for the heady heights he loved so much.

Reta Maguire and family.

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.

Fortnight Beginning	Team	Phone
26/2/18 to 12/3/18	Peter Duggan	0451070059
	Rod Davison	0419632477
	Alan Xia	0410336098
12/3/18 to 26/3/18	Ed Godschalk	65844339
	Nathan Green	0419907729
	Mark Crawford	0265827082
26/3/18 to 9/4/18	Craig Whiting	0406025416
	Simon Guthrey	0433447067
	Nigel Byrnes	0408639386
9/4/18 to 23/4/18	Russ Delforce	0414710440
	Jan Burgess	0450223446
	Ross Allen	0404207199
23/4/18 to 7/5/18	Steve Smith	0405775192
	Kynan Schneider	0413915871
	Patrick Barltrop	0497073743
7/5/18 to 21/5/18	Dave Toulson	0418668355
	Rod Davison	0419632477
	Chayanne Harihi	0405565381
21/5/18 to 4/6/18	Bruce Dunlop	65595444
	Mark Watson	65596407
	Jake Stuckey	0413817805
4/6/18 to 18/6/18	Mary Pavicich	0419693617
	Mike Wilkinson	0487958110
	John Cleland	0419912720
18/6/18 to 2/7/18	Mike Bullock	0412237787
	Col Hayler	0437478549
	Graham Smith	0408409966

ROSTERS

HOSPITALITY ROSTER

Duty is from 5pm to 8pm of a Friday evening.

We are still in need of a House Manager. Please contact Rod.



2nd March 2018	Bob Needham
9th March 2018	Ray Lind
16th March 2018	Rod Davison
23rd March 2018	Bruce Dunlop
30th March 2018	John Hayler
6th April 2018	Mike Bullock
13th April 2018	Ray Lind
20th April 2018	David Toulson
27th April 2018	John Hayler
4th May 2018	Rod Davison
11th May 2018	Mike Bullock
18th May 2018	Bruce Dunlop

PPD LUNCH ROSTER

Please contact Veronica Lind on 0407779828 to advise if you could host PPD lunch on these dates.

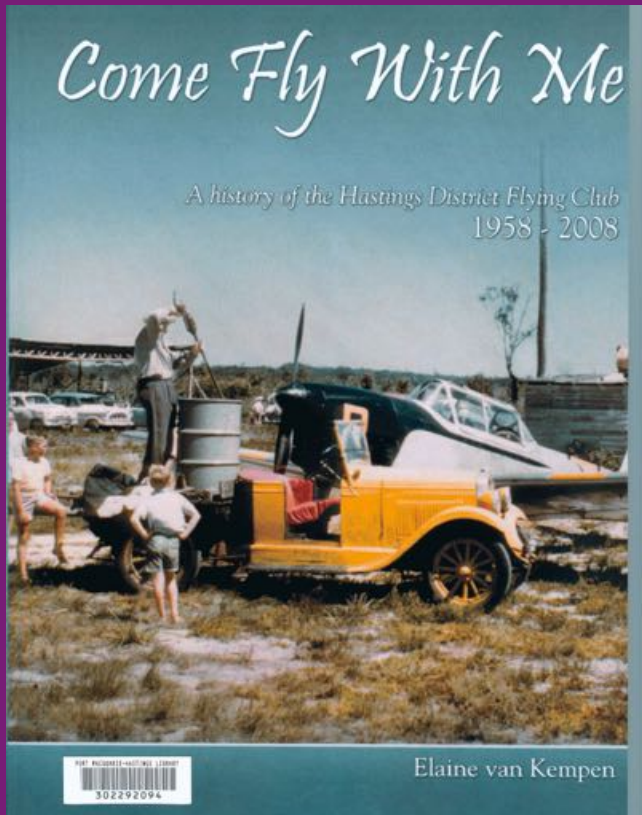


18th March 2018	Sue Stubbs at Dexfield Park
15th April 2018	Helen Smith
20th May 2018	Veronica Lind
17th June 2018	Lorraine Dunlop
15th July 2018	Michelle Toppazzini
19th August 2018	Anne Hayler
15th Sep 2018	Hosted by Maitland (Tri-Club Flying Competition)
21st Oct 2018	Adele Lingard
28th Nov 2018	Dianne Davison

HDFC 60TH ANNIVERSARY GIFTS

more coming your way

Available at the club house or online www.hdfc.com.au



**Come Fly With Me:
History of HDFC \$10**

HDFC cap \$20



PAST HDFC INVITATIONS

What will this year's invitation look like?



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/>

October 2017

Chris Noy

February 2018

David Gray

November 2017

Daniel Beaton
Chris Bradtke

March 2018

Ivan Young

January 2018

Mark Andre
Doug Toppazzini
Tom Lewis
Nigel Byrnes
Alan Xia



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.



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